



AGENDA

CALGARY PLANNING COMMISSION

December 13, 2018, 1:00 PM
IN THE COUNCIL CHAMBER
Members

Director M.Tita, Chair
Director R. Vanderputten, Vice-Chair
Councillor G. Chahal
Councillor E. Woolley
Commissioner M. Foht
Commissioner P. Gedye
Commissioner L. Juan
Commissioner A. Palmiere
Commissioner K. Schmalz
Commissioner J. Scott
Mayor N. Nenshi

1. CALL TO ORDER
2. OPENING REMARKS
3. CONFIRMATION OF AGENDA
4. CONFIRMATION OF MINUTES
 - 4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2018 November 29
5. CONSENT AGENDA
 - 5.1 Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward 8) at 4303 – 16 Street SW, LOC2018-0193, CPC2018-1363
 - 5.2 Land Use Amendment in Capitol Hill (Ward 7) at 1301 – 18 Avenue NW, LOC2018-0195, CPC2018-1160
 - 5.3 Proposed Community Name and Street Names in Residual Sub-Area 01G (Ward 1) SN2017-0007, CPC2018-1420

- 5.4 Proposed Community Name in Residual Sub-Area 13K (Ward 13), located at multiple properties, SN2018-0012, CPC2018-1421

6. POSTPONED REPORTS
(including related/ supplemental reports)

None

7. ITEMS FROM OFFICER, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS
None

7.2 PLANNING ITEMS

- 7.2.1 Land Use Amendment in North Airways (Ward 10) at 2003 McKnight Boulevard NE, LOC2018-0198, CPC2018-1409
- 7.2.2 Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161, CPC2018-1413
- 7.2.3 Outline Plan in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161(OP), CPC2018-1412
- 7.2.4 Land Use Amendment in Saddle Ridge (Ward 5) at multiple properties, LOC2017-0042, CPC2018-1407
- 7.2.5 Outline Plan in Saddle Ridge (Ward 5) at multiple properties, LOC2017-0042, CPC2018-1415
- 7.2.6 Land Use Amendment (City Initiated) in Saddle Ridge (Ward 5) at 6803, 6819 and 6820 - 89 Avenue NE, LOC2018-0221, CPC2018-1417
- 7.2.7 Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2018-0208, CPC2018-1416
- 7.2.8 Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 - 22 Street NW, LOC2017-0097, CPC2018-1377
- 7.2.9 Policy Amendment, Road Closure and Land Use Amendment in Haskayne Area Structure Plan (Ward 1) at multiple addresses, LOC2017-0229, CPC2018-1430
- 7.2.10 Outline Plan in Haskayne Area Structure Plan (Ward 1) at multiple addresses, LOC2017-0229 (OP), CPC2018-1429
- 7.2.11 Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW, LOC2018-0118, CPC2018-1353
- 7.2.12 Land Use Amendment in Royal Vista (Ward 1) at 8 and 14 Royal Vista Link NW, LOC2018-0004, CPC2018-1365

- 7.2.13 Policy Amendment and Land Use Amendment in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335 , CPC2018-1403
- 7.2.14 Outline Plan in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335 (OP), CPC2018-1404
- 7.2.15 Land Use Amendment in Legacy (Ward 14) at 250 Legacy Village Link SE, LOC2018-0136, CPC2018-1401
- 7.2.16 Land Use Amendment in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, LOC2016-0193, CPC2018-1380
- 7.2.17 Land Use Amendment in Foothills (Ward 9) at 5205 - 76 Avenue SE, LOC2018-0220, CPC2018-1378

7.3 MISCELLANEOUS ITEMS

- 7.3.1 Beltline ARP Amendments Phase 1 (Verbal), CPC2018-1408

8. URGENT BUSINESS

9. ADJOURNMENT



INDEX FOR THE 2018 DECEMBER 13 REGULAR MEETING OF CALGARY PLANNING COMMISSION

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

ISC: Unrestricted



CALGARY
**PLANNING
COMMISSION**
CENTENNIAL

A CENTURY OF VISION 1911 - 2011

CONSENT AGENDA

ITEM NO.: 5.1 Adam Sheahan

COMMUNITY: South Calgary/ Altadore

FILE NUMBER: LOC2018-0193 (CPC2018-1363)

PROPOSED AMENDMENT: Amendment to the South Calgary/Altadore Area
Redevelopment Plan

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

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

MUNICIPAL ADDRESS: 4303 - 16 Street SW

APPLICANT: Civicworks Planning + Design

OWNER: Oldstreet Development Corporation

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 5.2 Madeleine Krizan

COMMUNITY: Capitol Hill

FILE NUMBER: LOC2018-0195 (CPC2018-1160)

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

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

MUNICIPAL ADDRESS: 1301 – 18 Avenue NW

APPLICANT: Inertia

OWNER: Chandan Homes Ltd

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 5.3

Vivian Barr

COMMUNITY:

Residual Sub-Area 01G (Ward 1)

FILE NUMBER:

SN2017-0007 (CPC2018-1420)

PROPOSED COMMUNITY NAME:

Haskayne

PROPOSED STREET NAMES:

Haskayne, Rowan, Rowanbrook, Rowanstone, Rowanwood, Rowarton, Rowdale, Rowden, Rowell, Rowich, Rowley, Rowloch, Rowmont, Royce and Royston

APPLICANT:

B&A Planning Group

OWNER:

Brookfield Residential

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 5.4

Sharon Jensen

COMMUNITY:

Residual Sub-Area 13K (Ward 13)

FILE NUMBER:

SN2018-0012 (CPC2018-1421)

PROPOSED COMMUNITY NAME:

Belmont

APPLICANT:

B&A Planning Group

OWNER:

Domain Apartments

ADMINISTRATION RECOMMENDATION:

APPROVAL

PLANNING ITEMS

ITEM NO.: 7.2.1

Coleen Auld

COMMUNITY:

North Airways (Ward 10)

FILE NUMBER:

LOC2018-0198 (CPC2018-1409)

PROPOSED REDESIGNATION:

From: DC Direct Control District

To: DC Direct Control District to accommodate an existing third party and digital third party advertising sign

MUNICIPAL ADDRESS:

2003 McKnight Boulevard NE

APPLICANT:

Pattison Outdoor Advertising

OWNER:

Heritage Christian Education Society Calgary

ADMINISTRATION RECOMMENDATION: APPROVAL

ITEM NO.: 7.2.2

Coleen Auld
(Related to Item 7.2.3)

COMMUNITY:

Saddle Ridge (Ward 5)

FILE NUMBER:

LOC2018-0161 (CPC2018-1413)

PROPOSED REDESIGNATION:

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

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

MUNICIPAL ADDRESS:

6827 - 89 Avenue NE

APPLICANT:

Quantum Place Developments

OWNER:

Rani Mann
Kalwant Mann

ADMINISTRATION RECOMMENDATION: APPROVAL

ITEM NO.: 7.2.3

Coleen Auld
(Related to Item 7.2.2)

COMMUNITY:

Saddle Ridge (Ward 5)

FILE NUMBER:

LOC2018-0161(OP) (CPC2018-1412)

PROPOSED OUTLINE PLAN:

Subdivision of 1.51 hectares \pm (3.72 acres \pm)

MUNICIPAL ADDRESS:

6827 - 89 Avenue NE

APPLICANT:

Quantum Place Developments

OWNER:

Rani Mann
Kalwant Mann

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.4

Michael Davis
(Related to Item 7.2.5)

COMMUNITY:

Saddle Ridge (Ward 5)

FILE NUMBER:

LOC2017-0042 (CPC2018-1407)

PROPOSED REDESIGNATION:

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

To: Commercial – Neighbourhood 1 (C-N1) District,
Multi-Residential – Medium Profile (M-2) District,
Multi-Residential – Medium Profile Support
Commercial (M-X2) District, Residential – Low
Density Mixed Housing (R-G) District, Special
Purpose – Community Institution (S-CI) District
and Special Purpose – School, Park and
Community Reserve (S-SPR) District

MUNICIPAL ADDRESS:

4612, 4720, 4820 and 4908 - 84 Avenue NE and 4607,
4715, 4815 and 4903 - 88 Avenue NE

APPLICANT:

B&A Planning Group

OWNER:

Various Owners

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.5

Michael Davis
(Related to Item 7.2.4)

COMMUNITY:

Saddle Ridge (Ward 5)

FILE NUMBER:

LOC2017-0042(OP) (CPC2018-1415)

PROPOSED OUTLINE PLAN:

Subdivision of 15.76 hectares \pm (38.94 acres \pm)

MUNICIPAL ADDRESS:

4612, 4720, 4820 and 4908 84 Avenue NE and 4607,
4715, 4815 and 4903 88 Avenue NE

APPLICANT:

B&A Planning Group

OWNER:

Various Owners

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.6

Rick Michalenko

COMMUNITY:

Saddle Ridge (Ward 5)

FILE NUMBER:

LOC2018-0221 (CPC2018-1417)

PROPOSED REDESIGNATION:

From: Special Purpose – School, Park and Community
Reserve (S-SPR) District and Multi-Residential –
At Grade Housing (M-G) District

To: Residential – One Dwelling (R-1s) District,
Residential – Low Density Mixed Housing (R-G)
District, Multi-Residential – Low Profile (M-1)
District, and Commercial – Neighbourhood 1
(C-N1) District

MUNICIPAL ADDRESS:

6803, 6819, and 6820 – 89 Avenue NE

APPLICANT:

The City of Calgary

OWNER:

A.P.E. Services Inc
Manjit Singh Aulakh
1654620 Alberta Ltd (Joe Uppal)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.7

Steve Jones

COMMUNITY:

Hillhurst (Ward 7)

FILE NUMBER:

LOC2018-0208 (CPC2018-1416)

PROPOSED REDESIGNATION:

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

To: Mixed Use - General (MU-1f1.0h13) District

MUNICIPAL ADDRESS:

1601 Bowness Road NW

APPLICANT:

K5 Designs

OWNER:

Kevin and Susan Ngo

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.8

Martin Beck

COMMUNITY:

Banff Trail (Ward 7)

FILE NUMBER:

LOC2017-0097 (CPC2018-1377)

PROPOSED AMENDMENTS:

Amendments to the Banff Trail Area Redevelopment
Plan

PROPOSED REDESIGNATION:

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

To: Multi-Residential – Contextual Low Profile
(M-C1) District

MUNICIPAL ADDRESS:

2436 and 2440 – 22 Street NW

APPLICANT:

Abanoub Development

OWNER:

Harvest Hills Professional Centre Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.9

Hugo Haley
(Related to Item 7.2.10)

COMMUNITY:

Haskayne (Ward 1)

FILE NUMBER:

LOC2017-0229 (CPC2018-1430)

PROPOSED POLICY AMENDMENTS:

Amendments to the Haskayne Area Structure Plan

PROPOSED CLOSURE:

3.02 hectare \pm (7.46 acre \pm) adjacent to 6000, 6005, 6600 and 6815 - 133 Street NW

PROPOSED REDESIGNATION:

From: DC Direct Control District and Undesignated Road Right-of-Way

To: Residential – Low Density Mixed Housing (R-G) (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Low Profile (M-1) District, Commercial Community 1 (C-C1) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Recreation (S-R) District, Special Purpose – Urban Nature (S-UN) District and Special Purpose – City and Regional Infrastructure (S-CRI) District

MUNICIPAL ADDRESS:

12400 Bearspaw Dam Road NW and 6000, 6005, 6600 and 6815 - 133 Street NW

APPLICANT:

B&A Planning Group

OWNER:

1714974 Alberta Ltd (Brookfield Residential/Brookcal)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.10

Hugo Haley
(Related to Item 7.2.9)

COMMUNITY:

Haskayne (Ward 1)

FILE NUMBER:

LOC2017-0229(OP) (CPC2018-1429)

PROPOSED OUTLINE PLAN:

Subdivision of 187.85 hectares \pm (464.19 acres \pm)

MUNICIPAL ADDRESS:

6000, 6005, 6600 and 6815 - 113 Street NW and 12400 Bearspaw Dam Road NW

APPLICANT:

B&A Planning Group

OWNER:

1714974 Alberta Ltd (Brookfield Residential/Brookcal)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.11

Brad Bevill

COMMUNITY:

Rocky Ridge (Ward 1)

FILE NUMBER:

LOC2018-0118 (CPC2018-1353)

PROPOSED REDESIGNATION:

From: DC Direct Control District and Special Purpose –
School, Park and Community Reserve (S-SPR)
District

To: Multi-Residential – Contextual Low Profile (M-
C1) District and Special Purpose – Urban Nature
(S-UN) District

MUNICIPAL ADDRESS:

10110 Rocky Ridge Road NW

APPLICANT:

B&A Planning Group

OWNER:

Ravines of Royal Oak GP Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.12

Giyana Brenkman

COMMUNITY:

Royal Vista (Ward 1)

FILE NUMBER:

LOC2018-0004 (CPC2018-1365)

PROPOSED REDESIGNATION:

From: DC Direct Control District and Industrial-
Business (I-B) District

To: DC Direct Control District to accommodate a
private school and child care services

MUNICIPAL ADDRESS:

8 and 14 Royal Vista Link NW

APPLICANT:

Sha-Lou Enterprises

OWNER:

LTCM Incorporated

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.13

Kristen Wishlow
(Related to Item 7.2.14)

COMMUNITY:

Residual Sub Area 13K (Ward 13)

FILE NUMBER:

LOC2016-0335 (CPC2018-1403)

PROPOSED POLICY AMENDMENTS:

Amendments to the West Macleod Area Structure Plan

PROPOSED REDESIGNATION:

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

To: Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – General (MU-1f3.5h20) District, Mixed Use – General (MU-1f3.5h26) District, Mixed Use – Active Frontage (MU-2f4.0h56) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, and a DC Direct Control District based on Special Purpose – Recreation (S-R) District to accommodate publicly accessible private open space, a multi-use plaza for informal and formal public activities and accommodate urban agriculture, food production and low intensity commercial uses

MUNICIPAL ADDRESS:

400 and 550 – 210 Avenue SE

APPLICANT:

B&A Planning Group

OWNER:

01981042 Alberta Ltd. (referred to as DOMAIN Apartments)
Macleod Farming & Ranching Ltd
Mattamy (Burgess) Limited
United Acquisition II Corp
2007 United Lands Corp
2015 United Alberta Lands GP Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.14

Kristen Wishlow
(Related to Item 7.2.13)

COMMUNITY:

Residual Sub Area 13K (Ward 13)

FILE NUMBER:

LOC2016-0335(OP) (CPC2018-1404)

PROPOSED OUTLINE PLAN:

Subdivision of 36.60 hectares ± (90.44 acres ±)

MUNICIPAL ADDRESS:

400 and 550 – 210 Avenue SE

APPLICANT:

B&A Planning Group

OWNER:

01981042 Alberta Ltd. (referred to as DOMAIN Apartments)
Macleod Farming & Ranching Ltd
Mattamy (Burgess) Limited
United Acquisition II Corp
2007 United Lands Corp
2015 United Alberta Lands GP Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.15

Fraser McLeod

COMMUNITY:

Legacy (Ward 14)

FILE NUMBER:

LOC2018-0136 (CPC2018-1401)

PROPOSED REDESIGNATION:

From: Commercial – Community 1 (C-C1) District and
Special Purpose – Future Urban Development
(S-FUD) District

To: Commercial – Corridor 2 f1.0h10 (C-COR2
f1.0h10) District

MUNICIPAL ADDRESS:

250 Legacy Village Link SE

APPLICANT:

IBI Group

OWNER:

West Pine Creek Developments Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.16

Fraser McLeod/Christine Leung

COMMUNITY:

Bridgeland-Riverside (Ward 9)

FILE NUMBER:

LOC2016-0193 (CPC2018-1380)

PROPOSED REDESIGNATION:

From: DC Direct Control District

To: DC Direct Control District to accommodate...

MUNICIPAL ADDRESS:

950 McPherson Square NE

APPLICANT:

O2 Planning and Design

OWNER:

The City of Calgary

ADMINISTRATION RECOMMENDATION:

REFUSAL

ITEM NO.: 7.2.17

Chris Wolfe

COMMUNITY:

Foothills (Ward 9)

FILE NUMBER:

LOC2018-0220 (CPC2018-1378)

PROPOSED REDESIGNATION:

From: Industrial – General (I-G) District

To: Industrial – Commercial (I-C) District

MUNICIPAL ADDRESS:

5205 - 76 Avenue SE

APPLICANT:

Target Realty Corp

OWNER:

PJS Holdings Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

MISCELLANEOUS ITEMS

ITEM NO.: 7.3.1

Ryan Hall

COMMUNITY:

Beltline (Ward 11)

FILE NUMBER:

CPC2018-1408

PROPOSED:

Beltline ARP Amendments Phase 1 (Verbal Report)

ADMINISTRATION RECOMMENDATION:

RECEIVE FOR INFORMATION



MINUTES

CALGARY PLANNING COMMISSION

**November 29, 2018, 1:00 PM
IN THE CALGARY POWER RECEPTION HALL**

PRESENT: Director M. Tita, Chair
Director K. Fromherz, Vice-Chair
Commissioner P. Gedye
Commissioner L. Juan
Commissioner A. Palmiere
Commissioner K. Schmalz
Commissioner J. Scott

ALSO PRESENT: Acting CPC Secretary T. Rowe
Legislative Assistant J. Palaschuk

1. **CALL TO ORDER**

Director Tita called the meeting to order at 1:01 p.m.

2. **OPENING REMARKS**

Director Tita provided opening remarks at today's Meeting.

3. **CONFIRMATION OF AGENDA**

Moved by Commissioner Juan

That the Agenda for today's Meeting be amended by withdrawing Item 7.2.6, Report CPC2018-1365 from today's Agenda.

MOTION CARRIED

Moved by Commissioner Palmiere

That the Agenda for the 2018 November 29 Regular Meeting of the Calgary Planning Commission be confirmed, **as amended**.

MOTION CARRIED

4. **CONFIRMATION OF MINUTES**

4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2018
November 15

Moved by Commissioner Scott

That the Minutes of the Regular Meeting of the Calgary Planning Commission, held on 2018 November 15, be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Commissioner Gedye

That the Calgary Planning Commission recommendations contained in the following Reports be approved in an omnibus motion:

- 5.1 Land Use Amendment in Altadore (Ward 8) at 2035 and 2039 – 35 Avenue SW, LOC2018-0187, CPC2018-1342;
- 5.2 Land Use Amendment in West Hillhurst (Ward 7) at 2103 - 5 Avenue NW, LOC2018-0202, CPC2018-1332;
- 5.3 Policy Amendment and Land Use Amendment in Bankview (Ward 8) at 2133 and 2135 – 18 Street SW, LOC2018-0214, CPC2018-1326; and
- 5.4 Policy Amendment (City Initiated) – Banff Trail Area Redevelopment Plan (Ward 7), CPC2018-1336.

MOTION CARRIED

- 5.1 Land Use Amendment in Altadore (Ward 8) at 2035 and 2039 – 35 Avenue SW, LOC2018-0187, CPC2018-1342
- 5.2 Land Use Amendment in West Hillhurst (Ward 7) at 2103 - 5 Avenue NW, LOC2018-0202, CPC2018-1332
- 5.3 Policy Amendment and Land Use Amendment in Bankview (Ward 8) at 2133 and 2135 – 18 Street SW, LOC2018-0214, CPC2018-1326
- 5.4 Policy Amendment (City Initiated) – Banff Trail Area Redevelopment Plan (Ward 7), CPC2018-1336

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICER, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

- 7.1.1 Development Permit for Multi-Residential Development on 14 Avenue SW east of 14 Street SW in the Beltline (Ward 8), DP2018-2882, CPC2018-1349

The following clerical correction was noted to Report CPC2018-1349:

- On page 4 of 9, by deleting the number '9' following the words "Distributions with respect to Report CPC2018-1349:
- A letter from the Beltline Neighbourhoods Association, dated 2018 November 27
- A revised page 4 and 7 of 7 of Attachment 4

Item 7.1.1 CPC2018-1349 was tabled, by general consent, to the Call of the Chair.

Item 7.1.1 CPC2018-1349 was lifted from the table and dealt with at this time.

Moved by Commissioner Palmiere

That the letter distributed with respect to Report CPC2018-1349 be forwarded to Council.

MOTION CARRIED

Moved by Commissioner Palmiere

That with respect to **revised** Report CPC2018-1349, the following be approved, **as amended**:

That Calgary Planning Commission:

1. Receive and accept this report and attachments for information; and
2. Recommend the Development Authority, without having to return to Calgary Planning Commission, **APPROVE** Development Permit DP2018-2882 of a New Multi-Residential Development at 1315, 1317, 1319, 1321, and 1323 - 14 Avenue SW (Plan A1, Block 98, Lots 15 to 19), **with amended conditions (Attachment 4)** subject to the approval of the bylaw amendment associated with LOC2018-0204 by Council.

MOTION CARRIED

7.1.2 Development Permit in Ramsay (Ward 9) at 1802 - 11 Street SE, DP2017-4891, CPC2018-1324

A revised page 4 of 7 of Attachment 2 was distributed with respect to Report CPC2018-1324.

Chad Zyla addressed the Commission with respect to Report CPC2018-1324.

Moved by Commissioner Gedye

That with respect to Report CPC2018-1324, the following be approved:

That Calgary Planning Commission approve the proposed development permit DP2017-4891 of a New: Multi-Residential Development, Retail and Consumer Service at 1802 – 11 Street SE (Plan 1594F, Block R) with the conditions in **revised** Attachment 2.

MOTION CARRIED

7.2 PLANNING ITEMS

- 7.2.1 Land Use Amendment in Greenview Industrial Park (Ward 4) at 336 and 344 – 41 Avenue NE, LOC2018-0129, CPC2018-1293

Moved by Commissioner Scott

That with respect to Report CPC2018-1293, the following be approved, **after amendment**:

That Calgary Planning Commission recommend that Council:

1. **Hold a Public Hearing;**
2. Adopt, by Bylaw, the proposed redesignation of 0.25 hectares \pm (0.61 acres \pm) located at 336 and 344 - 41 Avenue NE (Plan 1351IB, Block 8, Lots 20 and 21; Plan 1532JK, Block 8, Lot A) from Industrial – Redevelopment (I-R) District to Industrial – Commercial (I-C) District; and
3. Give three readings to the proposed Bylaw.

MOTION CARRIED

- 7.2.2 Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 4120 - 67 Avenue NE, LOC2018-0180, CPC2018-1352

A revised page 1 of 6 of the Cover Report was distributed with respect to Report CPC2018-1352.

Moved by Commissioner Palmiere

That with respect to **revised** Report CPC2018-1352, the following be approved, **after amendment**:

That Calgary Planning Commission recommends that Council

1. **Hold a Public Hearing;**
2. Adopt, by Bylaw, the proposed redesignation of 1.66 hectares \pm (4.10 acres \pm) located at 4120 - 67 Avenue NE (Plan 2474JK, Block 1, Lot 4) from Special Purpose – Future Urban Development (S-FUD) District to DC Direct Control District based on the Industrial – Outdoor (I-O) District to accommodate the additional use of Seasonal Sales Area, **with conditions (attachment 1)**; and
3. Give three readings to the proposed bylaw.

MOTION CARRIED

- 7.2.3 Land Use Amendment in Stoney 2 (Ward 3) at 2011 – 100 Avenue NE, LOC2018-0191, CPC2018-1255

Moved by Commissioner Schmalz

That with respect to report CPC2018-1255, the following be approved, **after amendment**:

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing;**

2. Adopt, by Bylaw, the proposed redesignation of 0.18 hectares \pm (0.44 acres \pm) located at 2011 – 100 Avenue NE (Plan 1811200, Block 1, Lot 1) from Industrial – Commercial (I-C) District to Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District; and

3. Give three readings to the proposed Bylaw.

MOTION CARRIED

7.2.4 Policy Amendment and Land Use Amendment in Residual Sub-Area 13D (Ward 13) at 15113 – 37 Street SW, LOC2017-0308, CPC2018-1359

The following documents were distributed with respect to Report CPC2018-1359:

- A revised page 3 of 10 of Report CPC2018-1359; and
- A revised Attachment 2.

Josh White addressed the Commission with respect to Report CPC2018-1359.

Moved by Commissioner Juan

That with respect to ~~revised~~ Report CPC2018-1359, the following be approved, **after amendment**:

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing;**
2. Adopt, by Bylaw, the proposed amendments to the Providence Area Structure Plan (Attachment 4);
3. Give three readings to the proposed bylaw.
4. Adopt, by Bylaw, the proposed redesignation of 56.38 hectares \pm (139.32 acres) located at 15113 – 37 Street SW (Portions of NE1/4 Section 36-22-2-5 and SE1/4 Section 36-22-2-5) from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – Medium Profile (M-2) District, Residential – Low Density Mixed Housing (R-G) District, Special Purpose – Community Service (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate low density mixed use housing, with guidelines (Attachment 2); and
5. Give three readings to the proposed Bylaw.

MOTION CARRIED

7.2.5 Outline Plan in Residual Sub-Area 13D (Ward 13) at 15113 – 37 Street SW, LOC2017-0308 (OP), CPC2018-1360

The following documents were distributed with respect to Report CPC2018-1360:

- A revised page 3 of 10 to Report CPC2018-1360;
- A revised Attachment 1; and

- A revised Attachment 5.

Josh White addressed the Commission with respect to Report CPC2018-1360

Moved by Commissioner Juan

That with respect to **revised** Report CPC2018-1360, the following be approved:

That Calgary Planning Commission approve the proposed outline plan, located at 15113 – 37 Street SW (Portions of NE1/4 Section 36-22-2-5 and SE1/4 Section 36-22-2-5) to subdivide the 56.38 hectares \pm (139.32 acres \pm), with conditions (Attachment 1).

MOTION CARRIED

Commission recessed at 3:23 p.m., by general consent, to reconvene at 3:35 p.m.

Commission reconvened at 3:36 p.m., with Director Mathias in the Chair.

- 7.2.6 Land Use Amendment in Royal Vista (Ward 1) at 8 and 14 Royal Vista Link NW, LOC2018-0004, CPC2018-1365

This Item was withdrawn at Confirmation of the Agenda

- 7.2.7 Land Use Amendment in Royal Oak (Ward 1) at 96 Royal Birch Point NW, LOC2018-0104, CPC2018-1362

Moved by Commissioner Scott

That with respect to report CPC2018-1362, the following be approved, **after amendment**:

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing; and**
2. Adopt, by Bylaw, the proposed designation of 2.25 hectares \pm (5.56 acres \pm) located at 96 Royal Birch Point NW (Plan 1213721, Block 2, Lot 90) from Residential – Contextual One Dwelling (R-C1) District and Special Purpose – City and Regional Infrastructure (S-CRI) District to Residential – Contextual One / Two Dwelling (R-C2) District and Special Purpose – Urban Nature (S-UN) District; and
3. Give three readings to the proposed Bylaw.

MOTION CARRIED

- 7.2.8 Outline Plan in Royal Oak (Ward 1) at 96 Royal Birch Point NW, LOC2018-0104, CPC2018-1361

Moved by Commissioner Scott

That with respect to report CPC2018-1361, the following be approved:

That Calgary Planning Commission approve the proposed outline plan located at 96 Royal Birch Point NW (Plan 1213721, Block 2, Lot 90) to subdivide 2.25 hectares \pm (5.56 acres \pm) with conditions (Attachment 1).

MOTION CARRIED

Moved by Commissioner Palmiere

That Item 7.2.11 Outline Plan in Royal Oak (Ward 1) at 96 Royal Birch Point NW, LOC2018-0104, CPC2018-1361 be brought forward to be dealt with at this time.

MOTION CARRIED

- 7.2.9 Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at 2100 and 2206 – 10 Avenue SW, LOC2018-0165, CPC2018-1358

Moved by Commissioner Juan

That with respect to report CPC2018-1358, the following be approved, **after amendment**:

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing;**
2. Adopt, by bylaw, the proposed amendments to the Sunalta Area Redevelopment Plan (Attachment 3); and
3. Give three readings to the proposed bylaw.
4. Adopt, by Bylaw, the proposed redesignation of 0.84 hectares \pm (2.08 acres \pm) located at 2100 and 2206 – 10 Avenue SW (Plan 8610141, Block 1, Lots 1 and 2) from Commercial – Corridor 2 f3.0h27 (C-COR2 f3.0h27) District to DC Direct Control District to accommodate the additional use of Self Storage Facility and a revised FAR, with guidelines (Attachment 2); and
5. Give three readings to the proposed Bylaw.

MOTION CARRIED

- 7.2.10 Land Use Amendment in Downtown Commercial Core (Ward 8) at 131 9 Avenue SW, LOC2018-0200, CPC2018-1303

Distributions with respect to Report CPC2018-1303:

- A revised page 1 of 6 of Report CPC2018-1303; and
- A revised page 3 of 3 of Attachment.

Moved by Commissioner Juan

That with respect to **revised** Report CPC2018-1358, the following be approved, **after amendment**:

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing;**
2. Adopt, by Bylaw, the proposed redesignation of 0.97 hectares \pm (2.39 acres \pm) located at 131 – 9 Avenue SW (Plan 1612253, Block 53, Lot 3) from DC Direct Control District to DC Direct Control District to

- accommodate the additional use of Kennel-Urban and to update the base district (Attachment 2); and
3. Give three readings to the proposed Bylaw.

And further, that the commentary provided by Commissioner with respect to Report CPC2018-1303 be attached to the Report prior to being forwarded to Council.

MOTION CARRIED

- 7.2.11 Land Use Amendment in Bridlewood at 249 Bridlerange Place SW (Ward 13), LOC2018-0203, CPC2018-1341

Moved by Commissioner Palmiere

That with respect to report CPC2018-1341, the following be approved, **after amendment:**

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing;**
2. Adopt, by Bylaw, the proposed redesignation of 0.81 hectares \pm (2.01 acres \pm) located at 249 Bridlerange Place SW (Plan 0815756, Block 4, Lot 13MR) from Special Purpose – School, Park and Community Reserve (S-SPR) District to Special Purpose – Community Institution (S-CI) District; and
3. Give three readings to the proposed Bylaw.

MOTION CARRIED

- 7.2.12 Land Use Amendment in Walden (Ward 14) at 19605 Walden Boulevard SE, LOC2018-0185, CPC2018-1345

Commissioner Schmalz declared a conflict, and abstained from discussion and voting, with respect to Item 7.2.12 CPC2018-1345.

Commissioner Schmalz left the Council Chamber at 4:04 p.m. and returned at 4:09 p.m., after the vote on Report CPC2018-1345 was declared.

Moved by Commissioner Gedye

That with respect to report CPC2018-1345, the following be approved, **after amendment:**

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing;**
2. Adopt, by Bylaw the proposed redesignation of 1.03 hectares \pm (2.55 acres \pm) located at 19605 Walden Boulevard SE (Condominium Plan 1711606) from DC Direct Control District to Commercial – Corridor 2 f0.5h12 (C-COR2 f0.5h12) District; and
3. Give three reading to the proposed bylaw.

MOTION CARRIED

7.2.13 Land Use Amendment in East Fairview Industrial (Ward 11) at 7929 - 11 Street SE, LOC2018-0197, CPC2018-1348

Moved by Commissioner Schmalz

That with respect to Report CPC2018-1348, the following be approved,
after amendment:

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing;**
2. Adopt, by Bylaw, the proposed redesignation of 0.40 hectares \pm (0.99 acres \pm) located at 7929 - 11 Street SE (Condominium Plan 1310049, Unit 24) from DC Direct Control District to Commercial – Corridor 2 f0.3h11 (C-COR2 f0.3h11) District; and
3. Give three readings to the proposed Bylaw.

MOTION CARRIED

7.2.14 Land Use Amendment in Mahogany (Ward 14) at Multiple Addresses, LOC2018-0216, CPC2018-1344

A revised page 4 of 6 of Report CPC2018-1344 was distributed.

Moved by Commissioner Palmiere

That with respect to report CPC2018-1344, the following be approved,
after amendment:

That Calgary Planning Commission recommends that Council:

1. **Hold a Public Hearing;**
2. Adopt, by Bylaw, the proposed redesignation of 2.17 hectares \pm (5.36 acres \pm) located at 11 Mahogany Circle SE, 226 Mahogany Garden SE and 2231 and 2255 Mahogany Boulevard SE (Condominium Plan 1811825, Unit A; Condominium Plan 1811825, Unit B; Plan 1811825, Condominium Units 1-457; Plan 1810748, Block 27, Strata Lot 5) from DC Direct Control District to DC Direct Control District to allow for Cannabis Counselling and Cannabis Store uses, with guidelines (Attachment 2); and
3. Give three readings to the proposed Bylaw.

MOTION CARRIED

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

None

9. ADJOURNMENT

Moved by Commissioner Scott

That this Meeting adjourn at 4:20 p.m.

MOTION CARRIED

THE FOLLOWING ITEMS HAVE BEEN FORWARDED TO THE 2019 JANUARY 14
COMBINED MEETING OF COUNCIL:

PLANNING MATTERS FOR PUBLIC HEARING:

CALGARY PLANNING COMMISSION REPORTS:

- Land Use Amendment in Altadore (Ward 8) at 2035 and 2039 – 35 Avenue SW, LOC2018-0187, CPC2018-1342
- Land Use Amendment in West Hillhurst (Ward 7) at 2103 - 5 Avenue NW, LOC2018-0202, CPC2018-1332
- Policy Amendment and Land Use Amendment in Bankview (Ward 8) at 2133 and 2135 – 18 Street SW, LOC2018-0214, CPC2018-1326, CPC2018-1326
- Policy Amendment (City Initiated) – Banff Trail Area Redevelopment Plan (Ward 7), CPC2018-1336
- Land Use Amendment in Greenvue Industrial Park (Ward 4) at 336 and 344 – 41 Avenue NE, LOC2018-0129, CPC2018-1293
- Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 4120 - 67 Avenue NE, LOC2018-0180, CPC2018-1352
- Land Use Amendment in Stoney 2 (Ward 3) at 2011 – 100 Avenue NE, LOC2018-0191, CPC2018-1255
- Policy Amendment and Land Use Amendment in Residual Sub-Area 13D (Ward 13) at 15113 – 37 Street SW, LOC2017-0308, CPC2018-1359
- Land Use Amendment in Royal Oak (Ward 1) at 96 Royal Birch Point NW, LOC2018-0104, CPC2018-1362
- Policy Amendment and Land Use Amendment in Sunalta (Ward 8) at 2100 and 2206 – 10 Avenue SW, LOC2018-0165, CPC2018-1358
- Land Use Amendment in Downtown Commercial Core (Ward 8) at 131 9 Avenue SW, LOC2018-0200, CPC2018-1303
- Land Use Amendment in Bridlewood at 249 Bridle Range Place SW (Ward 13), LOC2018-0203, CPC2018-1341
- Land Use Amendment in Walden (Ward 14) at 19605 Walden Boulevard SE, LOC2018-0185, CPC2018-1345
- Land Use Amendment in East Fairview Industrial (Ward 11) at 7929 - 11 Street SE, LOC2018-0197, CPC2018-1348
- Land Use Amendment in Mahogany (Ward 14) at Multiple Addresses, LOC2018-0216, CPC2018-1344

The next Regular Meeting of the Calgary Planning Commission is scheduled to be held on 2018 December 13

CONFIRMED BY COMMISSION ON 2018

CHAIR

ACTING CPC SECRETARY

UNCONFIRMED

Planning & Development Report to
Calgary Planning Commission
2017 December 13

ISC: UNRESTRICTED
CPC2018-1363

Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward 8) at 4303 – 16 Street SW, LOC2018-0193

EXECUTIVE SUMMARY

This application was submitted by Civicworks Planning + Design on 2018 August 24 on behalf of the landowners, Oldstreet Development Corporation. The application proposes to change the designation of this property from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for:

- rowhouses in addition to the uses already allowed (e.g. single detached, semi-detached, and duplex homes and secondary suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 6 dwelling units (an increase from the current maximum of 3 dwelling units); and
- the uses listed in the proposed R-CG designation.

A minor map amendment to the *South Calgary/Altadore Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use redesignation. The proposal conforms to the ARP as amended and is in keeping with applicable policies of the Municipal Development Plan.

No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendment to the *South Calgary/Altadore Area Redevelopment Plan* (Attachment 3); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.09 hectares ± (0.21 acres ±) located at 4303 - 16 Street SW (Plan 85AG, Block 4, Lots 22 to 24) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2017 December 13

ISC: UNRESTRICTED
CPC2018-1363

Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward 8) at 4303 - 16 Street SW, LOC2018-0193

BACKGROUND

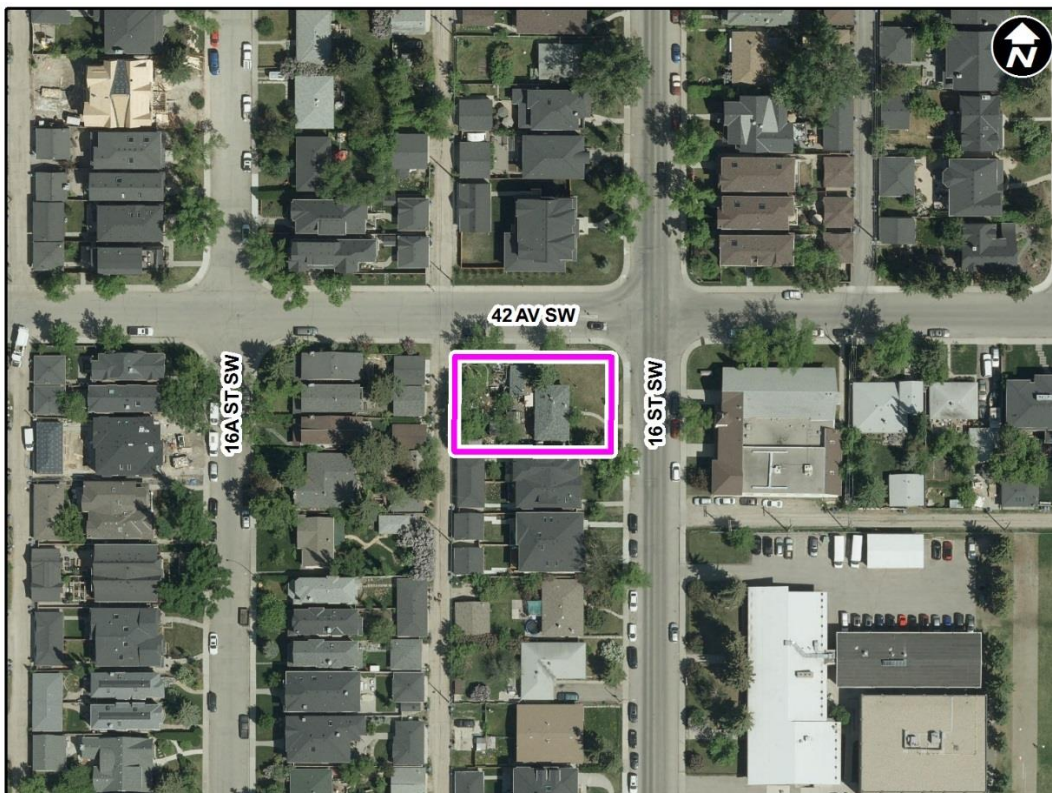
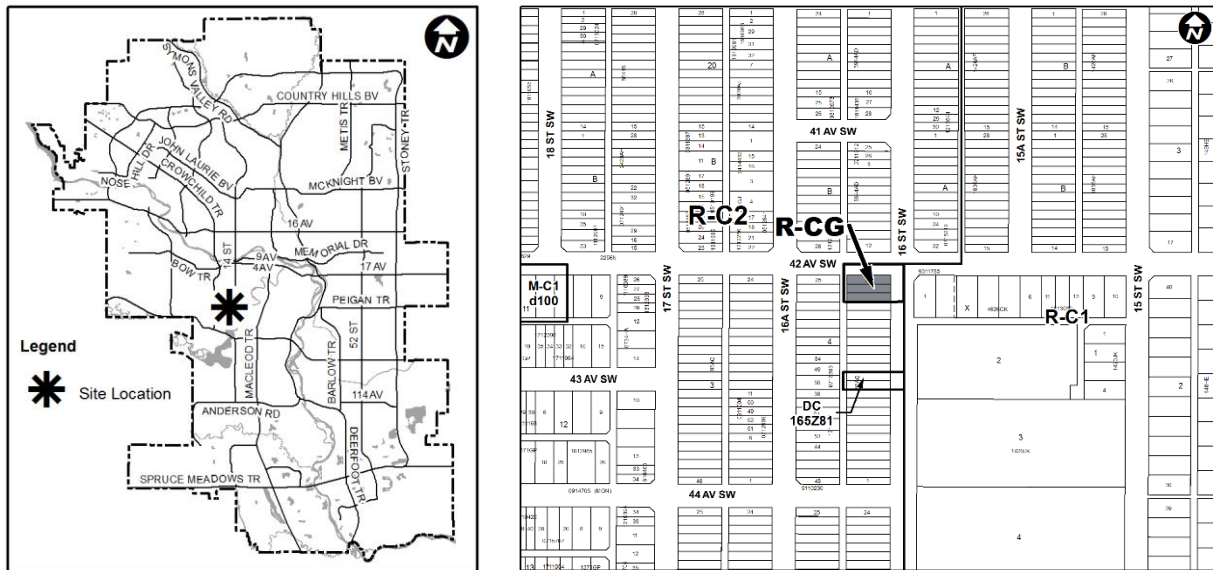
This application was submitted by Civicworks Planning + Design on 2018 August 24 on behalf of the landowners, Oldstreet Development Corporation. No development permit application has been submitted at this time. However, as noted in the Applicant's Submission (Attachment 1), the applicant intends to develop six rowhouse dwelling units.

Planning & Development Report to
Calgary Planning Commission
2017 December 13

ISC: UNRESTRICTED
CPC2018-1363

Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward
8) at 4303 - 16 Street SW, LOC2018-0193

Location Maps



Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward 8) at 4303 - 16 Street SW, LOC2018-0193

Site Context

The subject site is located in the community of Altadore at the southwest corner of 42 Avenue SW and 16 Street SW. Surrounding development is characterized by a mix of single and semi-detached homes. The predominant land use in this area is Residential – Contextual One / Two Dwelling (R-C2) District.

The site is approximately 0.08 hectares in size with approximate dimensions of 23 metres by 38 metres. A rear lane exists along the west edge of the site. The property is currently developed with a one-storey single detached dwelling and a detached double-car garage accessed from 42 Avenue SW.

A community landmark ski fence exists on the subject property. Oldstreet Development Corporation are currently in conversation with the Marda Loop Communities Association to discuss creative opportunities to reuse or repurpose the fence in a manner that benefits the community at large.

As identified in *Figure 1*, the community of Altadore has seen population growth over the last several years reaching its population peak in 2015. In 2016, a portion of the community was subtracted to create Garrison Woods, which accounts for the decrease in population the following year.

Figure 1: Community Peak Population

Altadore	
Peak Population Year	2015
Peak Population	9,867
2017 Current Population	6,795
Difference in Population (Number)	-3,072
Difference in Population (Percent)	-31%

Source: The City of Calgary 2017 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. Though a minor amendment to the ARP is required, the proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning & Development Report to
Calgary Planning Commission
2017 December 13

ISC: UNRESTRICTED
CPC2018-1363

Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward 8) at 4303 - 16 Street SW, LOC2018-0193

Planning Considerations

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District is a residential designation in developed areas that is primarily for single detached, semi-detached and duplex homes. Single detached homes may include a secondary suite. The R-C2 District allows for a maximum building height of 10 metres and a maximum of three dwelling units.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for two to three storey (11 metres maximum height) rowhouse developments where one façade of each dwelling unit must directly face a public street. The district provides for a maximum density of 75 units per hectare which would enable up to six dwelling units on the subject site. The R-CG District also allows for a range of other low-density housing forms such as single detached, semi-detached, duplex dwellings and secondary suites.

Development and Site Design

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

Environmental

There are no environmental concerns associated with the site or this proposal.

Transportation

Pedestrian and vehicular access to the site is available from 42 Avenue SW, 16 Street SW and the rear lane. The area is served by Calgary Transit bus service with stops located directly adjacent to the subject site on 16 Street SW providing service to Mount Royal University and downtown. On-street parking adjacent to the site is not restricted. A Transportation Impact Assessment was not required as part of this application.

Utilities and Servicing

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

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

Planning & Development Report to
Calgary Planning Commission
2017 December 13

ISC: UNRESTRICTED
CPC2018-1363

Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward 8) at 4303 - 16 Street SW, LOC2018-0193

Administration received a letter in support to the application from the Marda Loop Communities Association (MLCA) citing the location being suitable for R-CG as the majority of the *Location Criteria for Multi-Residential Infill* are met (Attachment 2). However, the MLCA raised concern with increasing redevelopment pressure in the community and the need for a comprehensive review of how and where increasing density is appropriate. Therefore, the MLCA would support an update to the *South Calgary/Altadore Area Redevelopment Plan*, to proactively include the R-CG district.

Administration received twenty-one letters in opposition to the application. Reasons stated for opposition are summarized below:

- Parcel is too small to accommodate six dwelling units and vehicles;
- Increase in height, density, and lot coverage;
- Increase in traffic, noise and parking issues;
- Decrease in property values;
- Does not fit in with the existing character of the area and surrounding single and semi-detached homes;
- Reduced privacy no neighbouring property;
- Larger built form of R-CG is incompatible with existing adjacent development;
- Better suited near 33 Avenue SW and other major roads;
- Altadore has already increased in density and existing zoning (R-C2) allows for continued intensification; and
- The *South Calgary/Altadore Area Redevelopment Plan* should be followed.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The design compatibility of discretionary uses with respect to the surrounding neighbourhood and parking requirements will be reviewed at the development permit stage.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the City, Town area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Planning & Development Report to
Calgary Planning Commission
2017 December 13

ISC: UNRESTRICTED
CPC2018-1363

Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward 8) at 4303 - 16 Street SW, LOC2018-0193

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and rowhousing. The MDP also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit.

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

South Calgary/Altadore Area Redevelopment Plan (Statutory – 1986)

The subject parcel is located within the Residential Conservation area as identified on Map 2: Land Use Policy in the *South Calgary/Altadore Area Redevelopment Plan* (ARP). The Residential Conservation area is intended for low-density developments in the form of single detached, semi-detached, and duplex dwellings. To accommodate the proposed R-CG District, a minor amendment to Map 2 is required to change the land use category of the subject site to Residential Low Density (Attachment 3).

Social, Environmental, Economic (External)

The recommended land use allows for a wider range of housing types than the existing R-C2 District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

Planning & Development Report to
Calgary Planning Commission
2017 December 13

ISC: UNRESTRICTED
CPC2018-1363

Policy Amendment and Land Use Amendment in South Calgary/ Altadore (Ward 8) at 4303 - 16 Street SW, LOC2018-0193

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed R-CG District was designed to be implemented in proximity to or directly adjacent to low-density residential development. The proposal represents a modest density increase of an inner-city parcel of land and allows for development that has the ability to be compatible with the character of the existing neighbourhood.

ATTACHMENT(S)

1. Applicant's Submission
2. Community Association Letter
3. Proposed Amendment to the *South Calgary/Altadore Area Redevelopment Plan*

Applicant's Submission

Appl. Subm. 0193



460 - 5119 Elbow Drive SW P 403 201 5305
Calgary, Alberta T2V 1H2 F 403 201 5344

23.08.18

—

Planning & Building
The City of Calgary
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

ATTN:
City of Calgary Planning & Development

RE: Land Use Redesignation from R-C2 to R-CG:
4303 - 16 Street SW | Lots 22-24 Block 4 Plan 85AG

The subject parcel is located in the community of Altadore and consists of 0.086 ha of privately owned land. Oldstreet Development Corporation has retained CivicWorks Planning + Design Inc. to undertake a land use redesignation process to facilitate the construction a six-unit Rowhouse Building with front doors facing 42 Avenue and 16 Street SW and no provisions for secondary suites on site. The proposed use is well-suited to the site, given its surrounding context, lot characteristics and location.

The site's current R-C2 (Residential - Contextual One / Two Dwelling) District allows for duplex, single and semi-detached dwellings and limits each of the subject parcels to two households regardless of configuration. In support of the proposed development, this application seeks to amend the existing R-C2 (Residential - Contextual One / Two Dwelling) District to a R-CG (Residential - Grade-Oriented Infill) District. A supporting Minor ARP Amendment to the South Calgary / Altadore ARP will also be required.

Like R-C2, the R-CG District is a Low Density Residential District intended to facilitate grade-oriented development. The intent of the R-CG District is to; accommodate grade-oriented development in the form of Rowhouse Buildings, Duplex Dwellings, Semi-detached Dwellings and Cottage Housing Clusters; allow Secondary Suites and Backyard Suites with new and existing residential development; provide flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over time; and accommodate site and building designs that are adaptable to the functional requirements of evolving household needs.

PLANNING RATIONALE

The proposed development vision will introduce new, innovative and more affordable housing options to the inner city, where single and semi-detached homes are increasingly out of reach. The subject site features numerous characteristics that make it especially appropriate for the proposed R-CG land use change, which will directly facilitate the development of new and innovative inner-city housing options for Calgarians:

Corner Lot: The subject site occupies a corner lot, allowing the proposed development to contribute to the neighbourhood streetscape by addressing both 42 Avenue and 16 Street SW with grade-oriented unit entrances.

Direct Lane Access: The subject site enjoys direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interface along 42 Avenue and 16 Street SW.

Applicant's Submission



Collector Road: The subject site is located along 42 Avenue and 16 Street SW - both Collector standard roads - ensuring both ease of access and traffic capacity for future residents.

Proximity To Transit: The subject site is directly adjacent to a local transit stop (Route 13) along 16 Street SW, and ~630m from another local transit stop (Route 7 and 107) along 20 Street SW.

Proximity To An Existing Open Space / Community Amenity: Across 16 Street SW, the subject site is adjacent to Altadore Baptist Church, Rundle Academy and Altadore School. It is also located approximately 300m away from River Park located to the east of the site.

CITY-WIDE POLICY ALIGNMENT

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

COMMUNITY ENGAGEMENT

Oldstreet is committed to being a good neighbour and working with surrounding community members and stakeholders throughout the application process. As part of that commitment, Oldstreet and the project team have undertaken a community engagement process in support of this application to ensure a clear and transparent process for all stakeholders. Stakeholders like the Community Association and Ward Councillor's office are actively invited to participate in our process, which focuses on informative and fact-based engagement and communications. Key elements of our engagement process include:



On-site Signage | To be installed on-site at time of submission

To supplement the usual City of Calgary notice signage that is associated with Land Use Redesignation and Development Permit applications, Oldstreet Development Corp. and the project team deploy on-site signage that notifies neighbours and surrounding community members of a proposed land use change.

The signage outlines the land use change and development vision for the subject site and directs interested parties to get in touch with the project team via a dedicated email inbox. All inquiries, questions and comments are received, compiled, and responded to by the project team in a timely manner.

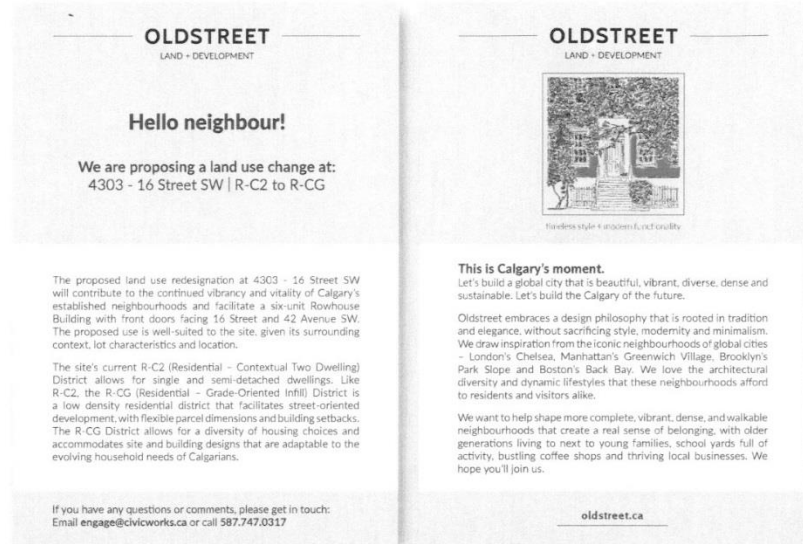
Surrounding Area Postcard Drop | ~100 surrounding area neighbours

Paired with on-site signage, hand delivered postcards ensure that surrounding area neighbours and adjacent property owners are aware of the proposed land use change and associated development vision.

Applicant's Submission



The postcards outline the proposed land use change and ultimate development vision for the subject site and direct interested parties to get in touch with the project team via a dedicated phone line and email inbox. All inquiries, questions, and comments are received, compiled, and responded to by the project team in a timely manner.



Oldstreet has a strong interest and respect for the ski fence that exists on the subject property. We are currently in conversations with stakeholders like the Community Association and the Ward 8 Councillors office and will continue to discuss creative opportunities to re-use or re-purpose the ski fence at an off-site location that is beneficial to the community at large.

CONCLUSION

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

Should you have any questions, comments, or concerns, please contact me at 403-688-6887 or darlene@civicworks.ca.

Sincerely,

Darlene Paranaque | Urban Planner
BES, MSc, RPP, MCIP, PMP

Community Association Letter



3130 16 Street SW
Calgary, AB, T2T 4G7

September 21, 2018

Circulation Control
Planning & Development #8201
PO Box 2100 Station M
Calgary, AB, T2P 2M5
Email: CPAG.Circ@calgary.ca

Attn: Adam Sheahan, adam.sheahan@calgary.ca

SENT BY EMAIL

Dear Mr. Sheahan;

RE: Community Association Feedback for LOC2018-0193

Thank you for providing us the opportunity to offer feedback on this application that reflects the vision of the Marda Loop Communities Association (MLCA). The following comments have been written with consideration towards what is best for our communities and our city.

The MLCA Planning & Development Committee continues to encourage developers to engage with us and neighbours of proposed developments. The MLCA was contacted by the applicant via email on August 28, 2018 to inform us of this application. To date, three residents have submitted comments opposing this application to the MLCA. The MLCA would encourage the applicant to engage directly with the adjacent neighbours regarding the details of the development permit application.

This application appears to meet the intent of The City's Location Criteria for Multi-Residential Infill, therefore the MLCA is supportive of the proposed location of this R-CG land use district.

As Altadore continues to re-develop at a fast pace, there are ongoing concerns regarding the lack of a comprehensive review of how and where increasing the density of the community is appropriate. We would therefore prefer to see an update to the South Calgary/Altadore ARP, in consultation with the community, to proactively include the R-CG district.

Continuing the current pattern of implementing this district on an ad hoc basis as corner lots become available for redevelopment is causing extreme frustration and uncertainty in the community. Additionally, debating and engaging on the land use for each and every application requires valuable time and resources for all parties involved including community members, MLCA volunteers, applicants, City

Marda Loop Communities Association Vision:

An evolving, vibrant, urban community that is engaged, connected, and desirable.

Community Association Letter

Community Association Feedback for LOC2018-0193
Page 2 of 2

Administration, Calgary Planning Commission, and City Council. With the increasing rate of these applications, this does not seem like a sustainable approach.

If you have any questions regarding these comments, please contact Lauren Makar at your convenience. Thank you in advance for considering these comments when assessing the merits of this application.

Regards,



Lauren Makar
Director - Planning & Development
Marda Loop Communities Association
development@mardaloop.com



Doug Fraser
President
Marda Loop Communities Association
president@mardaloop.com

cc: Evan Woolley, Ward 8 Councillor, The City of Calgary evan.woolley@calgary.ca

Marda Loop Communities Association Vision:
An evolving, vibrant, urban community that is engaged, connected, and desirable.

Proposed Amendment to the South Calgary/Altadore Area Redevelopment Plan

WHEREAS it is desirable to amend the South Calgary/Altadore Area Redevelopment Plan Bylaw 13P86, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:



NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

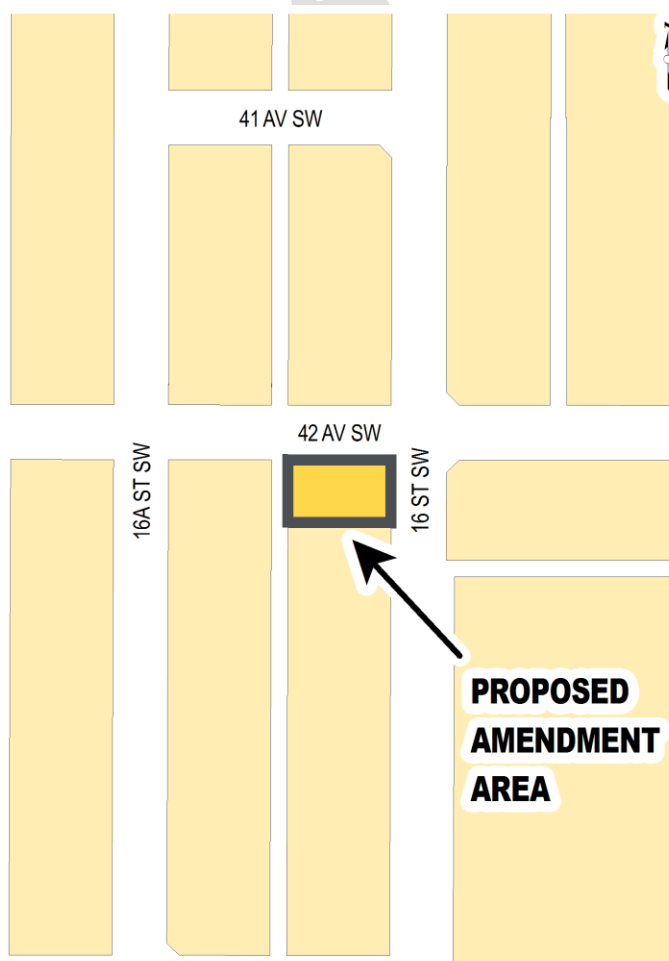
1. The South Calgary/Altadore Area Redevelopment Plan attached to and forming part of Bylaw 13P86, as amended, is hereby further amended as follows:
 - (a) Amend Map 2 entitled 'Land Use Policy' by changing 0.08 hectares \pm (0.21 acres \pm) located at 4303 – 16 Street SW (Plan 85AG, Block 4, Lots 22 – 24) from 'Residential Conservation' to 'Residential Low Density', as generally illustrated in the sketch below:

Map 2

Land Use Policy

Legend

	Residential Conservation
	Residential Low Density



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

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1160

Land Use Amendment in Capitol Hill (Ward 7) at 1301 – 18 Avenue NW, LOC2018-0195

EXECUTIVE SUMMARY

This application was submitted by Inertia on 2018 August 28 on behalf of the landowner, Chandan Homes Ltd. The application proposes to change the designation of this property from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for:

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

The proposal conforms to the relevant policies of the *Municipal Development Plan* and implements the objectives of the *North Hill Area Redevelopment Plan*.

No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares ± (0.14 acres ±) located at 1301 – 18 Avenue NW (Plan 5611FO, Block 7, Lot 130) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This redesignation application was submitted to The City of Calgary by Inertia on 2018 August 28 on behalf of the landowner, Chandan Homes Ltd. No development permit application has been submitted at this time. However, as noted in the Applicant's Submission (Attachment 1), the applicant is intending to develop a four-unit rowhouse development.

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ISC: UNRESTRICTED
CPC2018-1160

Land Use Amendment in Capitol Hill (Ward 7) at 1301 - 18 Avenue NW, LOC2018-0195

The community of Capitol Hill is subject to the policies of the *North Hill Area Redevelopment Plan* (ARP) which provides guidance for future redevelopment of Mount Pleasant, Tuxedo and Capitol Hill. On 2016 March 06, Council approved major amendments to the Capitol Hill portion of the ARP. Through these amendments the majority of corner lots within the community's low density areas were identified as appropriate for Low Density Rowhouse, or R-CG District in Land Use Bylaw terms.

On 2017 July 31 Council implemented the Low Density Rowhouse typology through City-initiated land use redesignations of approximately 300 R-C2 parcels located along 24 Avenue NW, 20 Avenue NW and the north side of 17 Avenue NW.

The remaining corner parcels (identified as Low Density Rowhouse) located outside of these three corridors were intentionally left out by City Council from the City-led redesignations with the expectation for individual landowners to apply for redesignations of their properties in the future. This land use redesignation application falls into this "category".

Land Use Amendment in Capitol Hill (Ward 7) at 1301 - 18 Avenue NW, LOC2018-0195

Site Context

The subject site is located in the community of Capitol Hill at the southwest corner of 18 Avenue NW and 12 Street NW. Surrounding development is characterized by a mix of single and semi-detached homes. The predominant land uses in this area are Residential – Contextual One / Two Dwelling (R-C2) District and Residential – Grade-Oriented Infill (R-CG) District.

The site is approximately 0.06 hectares in size with approximate dimensions of 15 metres by 37 metres. A rear lane exists along the south end of the site. The property is currently developed with a one and a half-storey single detached dwelling and a detached double-car garage accessed from the rear lane.

As identified in *Figure 1*, the community of Capitol Hill has seen population growth over the last several years reaching its population peak in 2016. In the last year, the community declined in population by 112 residents.

Figure 1: Community Peak Population

Capitol Hill	
Peak Population Year	2016
Peak Population	4,571
2017 Current Population	4,459
Difference in Population (Number)	-112
Difference in Population (Percent)	-2%

Source: The City of Calgary 2017 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. This specific site has been identified for intensification of this nature by the *North Hill Area Redevelopment Plan* as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use Amendment in Capitol Hill (Ward 7) at 1301 - 18 Avenue NW, LOC2018-0195

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District is a residential designation in developed areas that is primarily for single detached, semi-detached and duplex homes. Single detached homes may include a secondary suite. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for two to three-storey (11 metres maximum height) rowhouse developments where one façade of each dwelling unit must directly face a public street. The district provides for a maximum density of 75 units per hectare which would enable up to four dwelling units on the subject site. The R-CG District also allows for a range of other low-density housing forms such as single detached, semi-detached, duplex dwellings and secondary suites.

Development and Site Design

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

- ensuring an engaging built interface along both the 12 Street NW and 18 Avenue NW frontages;
- emphasizing individual at-grade entrances;
- the delineation of an appropriate front yard setback; and
- definition of front yard amenity space for individual units.

Environmental

There are no environmental concerns associated with the site or this proposal.

Transportation

Pedestrian and vehicular access to the site is available from 18 Avenue NW, 12 Street NW and the rear lane. The area is served by Calgary Transit bus service with stops located approximately 200 metres walking distance on 16 Avenue NW providing service to the University of Calgary and 400 metre walking distance on 14 Street NW providing service to Market Mall and downtown. The SAIT/ACAD/Jubilee LRT station is within 800 metres walking distance of the site. On-street parking adjacent to the site and along both 18 Avenue NW and 12 Street NW is permit parking only. A Transportation Impact Assessment was not required as part of this application.

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Land Use Amendment in Capitol Hill (Ward 7) at 1301 - 18 Avenue NW, LOC2018-0195

Utilities and Servicing

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

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

Administration received a "no comments" response from the Capitol Hill Community Association.

Administration received eight letters from nearby residents in opposition to the application. Reasons stated for opposition are summarized below:

- noise and traffic from construction activity, as well as general safety concerns;
- increase in traffic congestion and parking issues;
- increase in height causing overshadowing/loss of sunlight and privacy;
- decrease in adjacent property values;
- increase in fire risk due to increase in density;
- does not fit in with the character of the community; and
- mature trees on property will be lost.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The design compatibility of discretionary uses with respect to the surrounding neighbourhood and parking requirements will be reviewed at the development permit stage.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the City, Town area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

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Land Use Amendment in Capitol Hill (Ward 7) at 1301 - 18 Avenue NW, LOC2018-0195

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and rowhousing. The MDP also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit.

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

North Hill Area Redevelopment Plan (Statutory – 2000)

The subject parcel is located within the Low Density Rowhouse area as identified on Map 4: Future Land Use Policy – Capitol Hill in the *North Hill Area Redevelopment Plan* (ARP). The Low Density Rowhouse area is intended to accommodate a modest increase in density through a variety of low density grade-oriented residential development such as rowhousing, cottage housing clusters, single and semi-detached dwellings and duplex dwellings.

Social, Environmental, Economic (External)

The recommended land use allows for a wider range of housing types than the existing R-C2 District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

Planning & Development Report to
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ISC: UNRESTRICTED
CPC2018-1160

Land Use Amendment in Capitol Hill (Ward 7) at 1301 - 18 Avenue NW, LOC2018-0195

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and implements the objectives of the *North Hill Area Redevelopment Plan*. The proposed R-CG District was designed to be implemented in proximity to or directly adjacent to low-density residential development. The proposal represents a modest density increase of an inner-city parcel of land and allows for development that has the ability to be compatible with the character of the existing neighbourhood.

ATTACHMENT(S)

1. Applicant's Submission

Applicant's Submission



Land Use Redesignation Applicant's Submission Not Including Secondary Suites

PL 1263 (R2017-09)

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

Site Address: 1301 18 AV NW
Land Use Re-designation from R-C2 to R-CG

Design Intent and Content:

The subject parcel is located in the community of Capitol Hill and consists of 0.055805 ha. We are proposing a development with a four-unit Rowhouse building. Front doors are facing 12 ST NW and 18 AV NW with vehicular access from the adjacent lane. Parking would be provided at grade in an enclosed garage.

The current land use designation is R-C2 (Residential – Contextual One / Two Dwelling District which allows for Duplex, Single and Semi-detached dwellings. Secondary suites are permitted and Backyard suites are discretionary, though only on parcels 9m and 13m wide respectively, thus limiting this parcel to two households regardless of configuration.

Like R-C2, the R-CG District is a Low Density Residential District intended for grade oriented development and does not support multi-residential uses. The Land Use Bylaw explains that the RCG District:

accommodates grade-oriented development in the form of Rowhouse Buildings, Duplex Dwellings, Semi-detached Dwellings and Cottage Housing Clusters, accommodates Secondary Suites and Backyard Suites with new and existing residential development, provides flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over time, and accommodates site and building design that is adaptable to the functional requirements of evolving household needs.

On this site, we are proposing a four-unit Rowhouse Building with four main entry doors facing east to 12 ST NW and one main entry door facing north to 18 AV NW. We believe that this is exactly the type of development envisioned when the North Hill ARP was revised to incorporate Rowhouse development.

In addition, the site has specific attributes which make it ideal for rowhouse development:

- The site is less than 5 minutes' walk to 16 AV NW which is a main street / urban boulevard.
- The site is less than 5 minutes' walk to SAIT Polytechnic.
- The site is less than 5-10 minutes' walk from local shopping and other commercial uses on 16 AV NW.
- The site is less than 15 minutes' walk from North Hill Shopping Centre.
- The site is less than 20 minutes' walk from Lions Park LRT station.

ISC: Protected

Applicant's Submission

PL 1263 (R2017-09)

Policies (and Variations):

Municipal Development Plan (MDP):

The proposed project fundamentally meets the goals of the Municipal Development Plan.

This City policy encourages more housing options in established communities, more efficient use of infrastructure, and more compact built forms in locations with direct easy access to transit, shopping, schools and other community services. It is within 300 metres of a transit stop. This supports the choice to use public transit for a greater number of people. It helps maximize the use of public transit infrastructure and may result in lower car ownership and fewer trips by car. (MDP 2.2.5 c.)

The MDP encourages modest redevelopment of the Established Area. (MDP 3.5.3 (a.)) The proposed development modestly intensifies the use of the land to a density more appropriate for a central Calgary community.

It is on a corner parcel. This reduces the impact of the higher density use on neighbouring lower density properties. Housing that faces both streets adds to the residential appearance of the side streets and tends to slow traffic and enhance pedestrian safety and experience on adjacent sidewalks. (MDP 2.3.2 a.-c.)

It is in 12 ST NW which is a collector roadway. This provides convenient access to 16 AV NW which is designed to handle higher traffic levels and reduces the potential for increased traffic on local residential streets. The impact of a larger building is reduced where the mass of the building is focused on a wider street. As well, Increasing the number of houses that face onto a street will add to the residential appearance of the street, which tends to slow traffic and enhance pedestrian safety and experience on adjacent sidewalks. (MDP 2.2.5 c. & MDP 2.4.2 b.)

It has direct lane access. Encouraging direct lane access for multi-residential in buildings accommodates a site layout that minimizes the impact of vehicles on adjacent streets and sidewalks, allows increased parking options with limited impact on the existing neighbourhood, provides a more pedestrian-oriented streetscape; and creates a safer pedestrian environment due to fewer driveways crossing sidewalks. (MDP 3.5.1 d.)

North Hill Area Redevelopment Plan (ARP):

The ARP locates this parcel in a Low Density Rowhouse area which allows for a modest increase in density with greater variety of housing types while being in scale with the existing context.

Our proposal is fundamentally a grade-oriented and low density form. The building is 2-storey in height which demonstrates sensitivity to the existing neighbourhood's context.

Bylaw (and Relaxations):

The proposed development is at a preliminary stage of design. At this point, relaxations are not anticipated. Should any be proposed in the future, these will be within the intent of City policy.

Engagement:

Given the small increment in density proposed, no pre-application meeting was scheduled prior to this land use redesignation application. The Capitol Hill Community Association will be consulted as this application and the Development Permit application progress.

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans.

ISC: Protected

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1420

Proposed Community Name and Street Names in Residual Sub-Area 01G (Ward 1) SN2017-0007

EXECUTIVE SUMMARY

The application for proposed community name and street names was submitted by B&A Planning Group, on behalf of Brookfield Residential, in conjunction with an outline plan and land use application for the area, LOC2017-0229.

The proposed community name is “Haskayne”. The area is currently identified as Sub-Area 01G and is located north of the Bow River and west of Twelve Mile Coulee Road NW. The proposed community name is in alignment with the Haskayne Area Structure Plan.

The developer, Brookfield Residential, intends to market the area as Rowan Park within the Haskayne community. The following street names are proposed for use in the area: Haskayne, Rowan, Rowanbrook, Rowanstone, Rowanwood, Rowarton, Rowdale, Rowden, Rowell, Rowich, Rowley, Rowloch, Rowmont, Royce and Royston.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommends that Council:

1. **ADOPT**, by Resolution, the proposed community name of “Haskayne”.
2. **ADOPT**, by Resolution, the proposed street names: Haskayne, Rowan, Rowanbrook, Rowanstone, Rowanwood, Rowarton, Rowdale, Rowden, Rowell, Rowich, Rowley, Rowloch, Rowmont, Royce and Royston.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The application for proposed community name and street names was submitted by B&A Planning Group, on behalf of Brookfield Residential, in conjunction with an outline plan and land use application for the area, LOC2017-0229.

The Haskayne Area Structure Plan, Section 3.1 Community Structure, separates the subject area into four neighborhoods, with the remaining northerly area identified as open space. Through the circulation process, for consistency, it was determined that the entire area should be called Haskayne to avoid having the open space area identified as the current sub-area 01G. See Attachment 1.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1420

**Proposed Community Name and Street Names in Residual Sub-Area 01G (Ward 1)
SN2017-0007**

The developer intends to market the area as Rowan Park within Haskayne. As it is not The City's current policy to name "neighborhoods", this proposal is to name the "community" as mentioned above.

Rowan Park is generally named after the rowan tree, which is locally known as the mountain ash. Refer to the applicant's letter in Attachment 2.

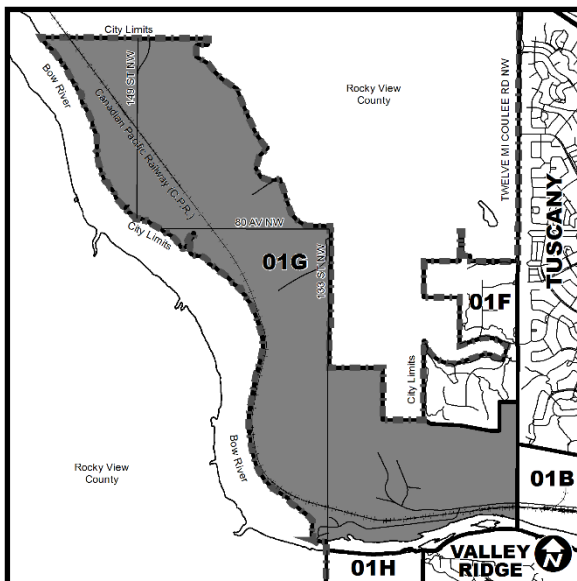
Planning & Development Report to
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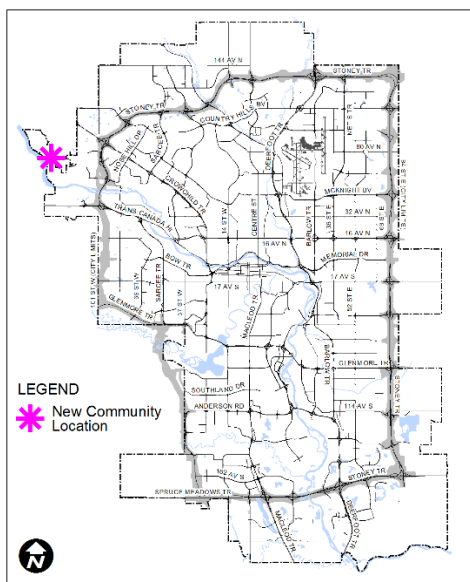
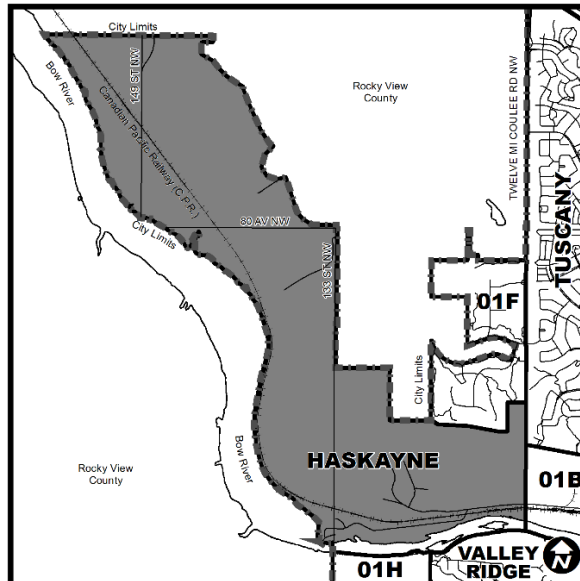
Proposed Community Name and Street Names in Residual Sub-Area 01G (Ward 1)
SN2017-0007

Location Maps

Existing Community Name:



Proposed Community Name:



Proposed Community Name and Street Names in Residual Sub-Area 01G (Ward 1) SN2017-0007

Site Context

The subject land is located north of the Bow River and west of Twelve Mile Coulee Road NW. The northerly portion of the proposed Haskayne community abuts the northwest City Limits and Rockyview County. The area is comprised of a decommissioned gravel pit, cultivated agricultural and native pasture lands, Haskayne Legacy Park and part of Glenbow Ranch Provincial Park. The south and west limits of the site overlook the Bow River and Bears paw Reservoir.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed community name is in alignment with the Haskayne Area Structure Plan.

A number of potential street names were submitted for review. The list of names submitted in this report is the final result of several submissions.

There was a concern about two of the proposed names:

- There is a short private road within the University of Calgary campus called Haskayne Place. In the outline plan, there is only one street that will use the Haskayne name. It will be a collector road called Haskayne Drive that traverse the development area from the easterly portion of the plan area to the northwest boundary. Emergency Services considers the risk of confusion with the proposed road name to be minimal.
- The name Rowell may sound similar to Lowell, which is located within the community of Lakeview (Lowell Court SW). It is recommended that the developer not name any streets within the proposed development "Rowell Court".

Stakeholder Engagement, Research and Communication

The proposed community name was circulated to various City of Calgary Business Units and related agencies, Rockyview County and the adjacent property owners. There were no objections to naming the community "Haskayne".

The proposed street names were circulated to various City business units and related agencies. The names are supported, with the conditions noted in the "Investigation" section above.

Strategic Alignment

The proposed community name complies with the Haskayne Area Structure Plan and the Municipal Naming, Sponsorship and Naming Rights Policy.

The proposed street names comply with the Municipal Naming, Sponsorship and Naming Rights Policy.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1420

**Proposed Community Name and Street Names in Residual Sub-Area 01G (Ward 1)
SN2017-0007**

Social, Environmental, Economic (External)

Not applicable.

Financial Capacity

Current and Future Operating Budget:

Not applicable.

Current and Future Capital Budget:

Not applicable.

Risk Assessment

There are no significant risks with the subject proposal.

REASONS FOR RECOMMENDATIONS:

Administration recommends approval of the proposed community name “Haskayne”, as it complies with the Haskayne Area Structure Plan, the Municipal Naming, Sponsorship and Naming Rights Policy and no objections were received.

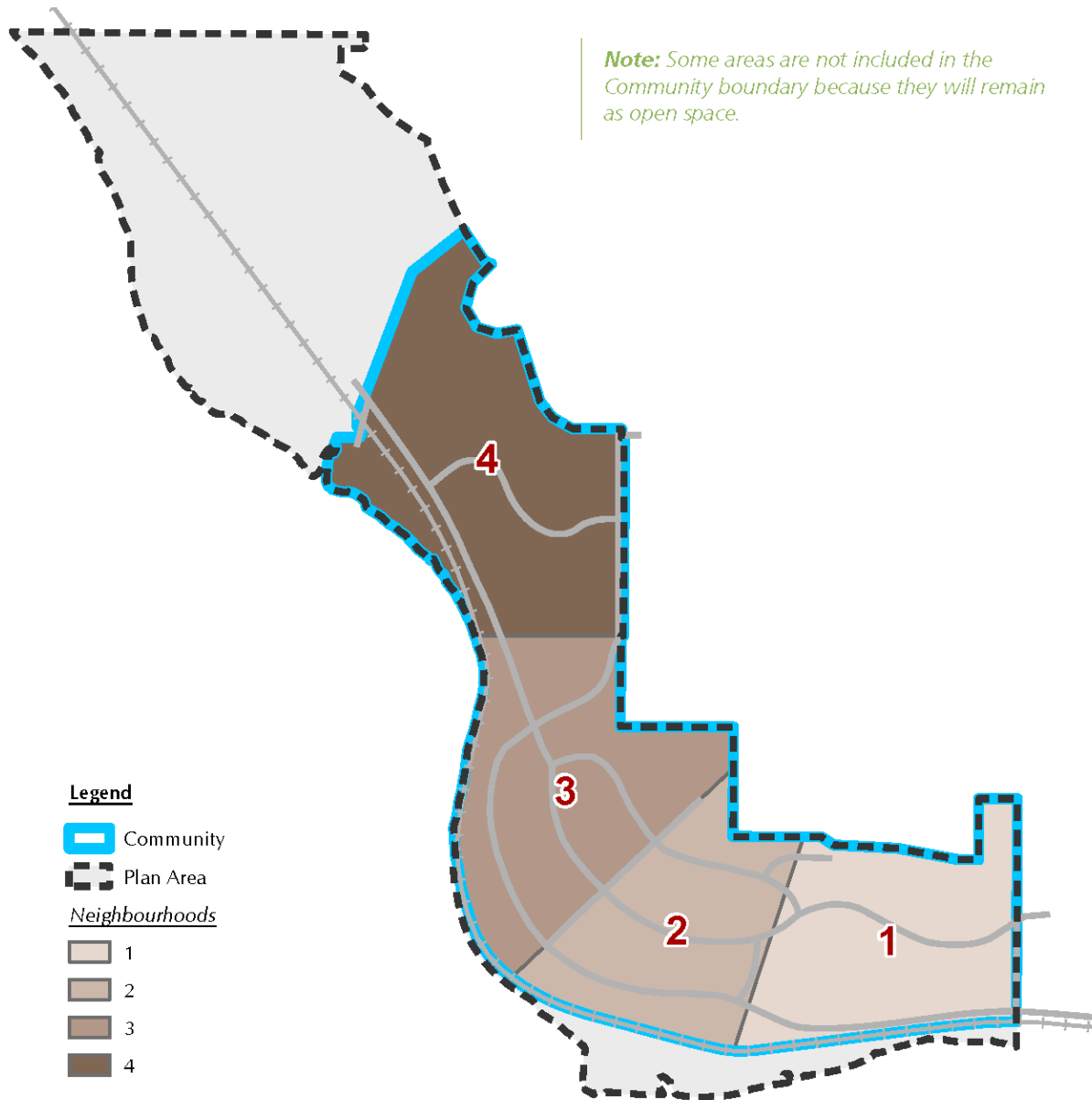
Administration also recommends approval of the proposed street names as they comply with the Municipal Naming, Sponsorship and Naming Rights Policy and no objections were received, with the exception of not duplicating Haskayne Place and not using the street type of Court with the street name of Rowell.

ATTACHMENTS

1. Map 3 of the Haskayne Area Structure Plan
2. Applicant’s Submission

Map 3 of the Haskayne Area Structure Plan

MAP 3: COMMUNITY STRUCTURE



Applicant's Submission



Kathy Oberg
Managing Partner
BEDes, MEDes, RPP, MCIP

d | 403 692 4532
c | 403 616 7024
koberg@bapg.ca

November 26, 2018

City of Calgary
Corporate Planning Applications Group
800 Macleod Trail SE
Calgary AB T2P 2M5

Attention: Ms. Vivian Barr
Re: Rowan Park Land Use Redesignation/Outline Plan Application
COMMUNITY & STREET NAME APPLICATION LOC2017-0229

On behalf of Brookfield, we submit the following historical family name for consideration by City Council to be used as the Community Name within the Haskayne Area Structure Plan in West Calgary: HASKAYNE. Due to the uniqueness of the lands and the array of landowners contained within the proposed Haskayne Community Boundary, Brookfield is requesting the following Street Names for their neighbourhoods: Haskayne, Rowan, **Rowanbrook, Rowanwood, Rowdale, Rowanstone, Rowland, Royston, Rowley, Royce, Rowden, Rowich, Rowmont, Rowloch, and Rowarton.**

While the City didn't support Rowell (due to the similarity of "Lowell Court SW") we feel that this name is not an exact duplicate and should be supported as it won't create an EMS issue. In many instances we have similar sounding names within the City. We request Council to make a decision on this name.

On the west edge of Calgary, overlooking the Bearspaw Bow River Reservoir, lies a piece of land that connects to the city of Calgary to the east and the mountain corridor and Bow River Valley to the west – we now refer to this piece of land as Rowan Park. For centuries Rowan Park has shielded travelers from the weather, acted as a resting place for the indigenous people, and more recently as a recreational corridor for Calgarians; connecting them to the many activities found along the river's edge and further west in the Alberta foothills and Rocky Mountains.

The Rowan Tree is known to give shelter to travelers and bears abundant berry fruit for wildlife. Although we know the Rowan Tree locally as Mountain Ash, in European myth Rowan is known as the wayfarer's tree as it prevented those on a journey from losing their way. We've chosen to name this new community Rowan Park because it connects the community to its natural habitat, speaks to the vibrancy of a community where people will feel a sense of belonging and acknowledges the diversity of the people who will call it home.

Should you have any further questions, please feel free to contact me by phone at 403-692-4532 or email at koberg@bapg.ca

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathy Oberg', with a stylized flourish at the end.

Kathy Oberg

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1421

Proposed Community Name in Residual Sub-Area 13K (Ward 13), located at multiple properties, SN2018-0012

EXECUTIVE SUMMARY

The proposed community name application was submitted by B&A Planning Group, on 2018 October 05 on behalf of Domain Apartments and is located in Ward 13 – residual sub area 13K. The proposed community name of “Belmont” is proposed to be extended to the east of the existing community to encompass the remaining portion of “Cell C”, as listed in the West Macleod Area Structure Plan and located at 19570, 19707, and 20875 - 6 Street SE, 400 and 550 - 210 Avenue SE, 705, 710, 777, and 779 - 210 Avenue SE, and 700 - 226 Avenue SE.

The applicant proposes to use the existing community name, “Belmont”, approved and adopted at Council on 2015 December 07, and extend its application to the subject lands.

Please refer to the attached map, “Attachment 1”.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

1. **ADOPT**, by Resolution, the proposed community name of “Belmont” and extend the existing Belmont community boundary to include “Cell C”, in the West Macleod Area Structure Plan.

PREVIOUS COUNCIL DIRECTION / POLICY

Council previously adopted the community name of Belmont for the area shown as “Cell B”, and a portion of “Cell C”, in the West Macleod Area Structure Plan (ASP).

BACKGROUND

The proposed community name application was submitted by B&A Planning Group, on 2018 October 05 on behalf of Domain Apartments and is located in Ward 13 – residual sub area 13K.

West Macleod ASP was amended in 2017, extending the boundary of “Cell D” to the east from Pine Creek to the CP Railway extent.

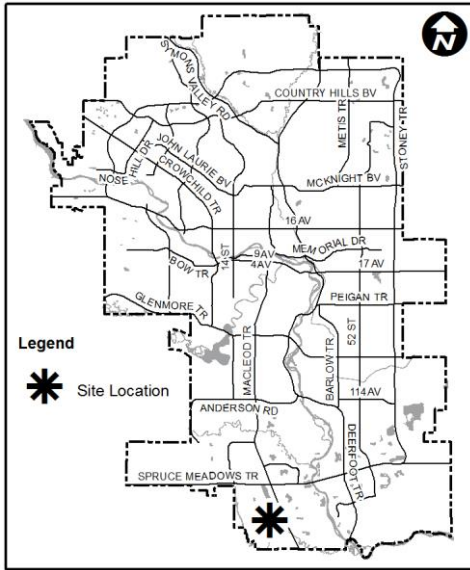
This proposal accompanies a concurrent Area Structure Plan policy amendment associated with LOC2016-0335 outline plan and land use amendment application to amend the community boundaries combining “Cell B”, and “Cell C” into one larger community.

Planning & Development Report to
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2018 December 13

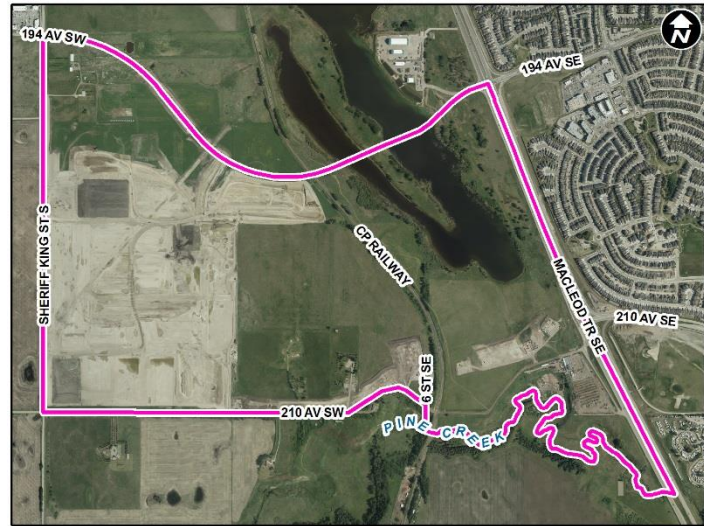
ISC: UNRESTRICTED
CPC2018-1421

Proposed Community Name in Residual Sub-Area 13K (Ward 13), located at multiple properties, SN2018-0012

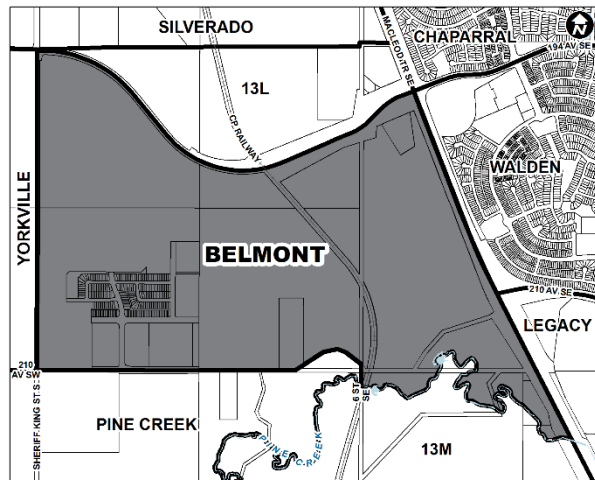
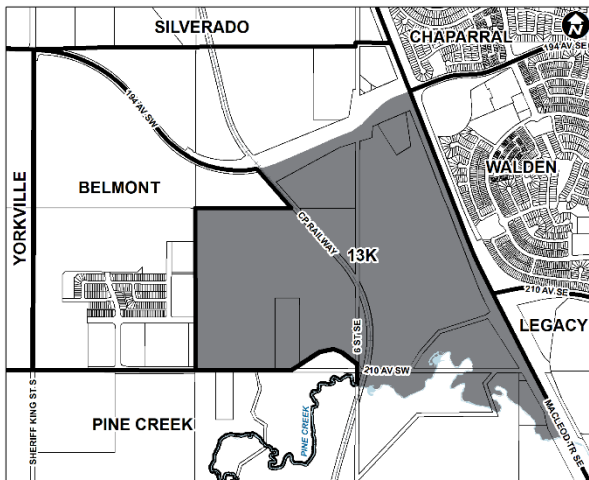
Location Maps



Existing Community



Proposed Community



Proposed Community Name in Residual Sub-Area 13K (Ward 13), located at multiple properties, SN2018-0012

Site Context

The area is surrounded by a range of existing and future uses located north of 194 Avenue SE in the community of Silverado. To the east, across Macleod Trail S, in the Community of Walden, are a number of mixed uses, future commercial, multi-residential, and low density residential currently under development. Pine Creek flows southeast of the area, through an extensive natural area that connects to a large Environmental Reserve parcel. To the south, the lands contained in the community of Pine Creek, contain a variety of uses in approved and proposed area outline plans.

The full built out plan area for the West Macleod Area Structure Plan, “Cell C” is anticipated to be approximately 1.2 million square metres of development.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The community of Belmont is comprised of “Cell B” and a portion of “Cell C”. The previous approval boundary was based on the approved outline plan area, and the “Cell C” portion contains a storm pond.

Stakeholder Engagement, Research and Communication

The subject application for the proposed community name was circulated to various City of Calgary business units, other agencies, and adjacent landowners for review. No objections were received.

Strategic Alignment

The West Macleod Area Structure Plan identifies 4 community cells that vary in size and composition. The amended community of Belmont, will create 3 community cells comparable in size to the communities “Cell A” and “Cell D”, currently named and awaiting boundary adjustments for “Pine Creek”, and “Yorkville”, as the community names were designated based on the outline plan applications first proposed in each community.

The City’s Municipal Naming, Sponsorship and Naming Rights Policy has no comment on this application, as the proposed name of Belmont has been approved and is currently in use.

Social, Environmental, Economic (External)

The proposal provides an appropriate community and street naming opportunity to ensure appropriate emergency response and navigation can occur in this area.

Financial Capacity

There are no impacts to the current and future financial capacity.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1421

Proposed Community Name in Residual Sub-Area 13K (Ward 13), located at multiple properties, SN2018-0012

Current and Future Operating Budget:

There are no impacts to the current or future operating budgets.

Current and Future Capital Budget:

There are no impacts to the current and future capital budgets.

Risk Assessment

There are no significant risks with this proposal. In the event the community runs out of street types, a new street name application can be presented to CPC and Council, if this is anticipated during the plan approval process.

REASON(S) FOR RECOMMENDATION(S):

Administration recommends approval as there were no objections received during circulation of the proposed community name of "Belmont".

Original concerns were noted, and are no longer valid as the Community Name is designated and in use.

The concurrent outline plan is not identified in the West Macleod Area Structure Plan to have its own community name, and the area structure plan defines communities as "Cell C", and "Cell B". The expansion of the existing community to include the concurrent outline plan area would create a remnant group of parcels that do not meet the minimum size or density to define a complete community in the West Macleod Area Structure Plan.

ATTACHMENT(S)

1. Applicant Submission.

Applicant Submission



Kimberly Lemmon
Senior Planner
BES, RPP, MCIP
d | 403 692 4545
c | 403 616 1476
klemmon@bapg.ca

October 5, 2018

Our File: 1925

Attn: Sharon Jensen
Senior Subdivision Technician, Subdivision Services
The City of Calgary | Mail Code #8076
800 Macleod Trail S.E. – 5th Floor | Calgary, AB | T2P 2M5

RE: Request for Community Boundary Adjustment in Belmont

Dear Sharon,

Please accept this letter as a formal application submitted on behalf of Domain Apartments for a Community Boundary Adjustment within the West Macleod Area Structure Plan (ASP). The ASP identifies four (4) Community Cell's that vary greatly in size and composition (refer to Attachment A). 'Cell B' has received Council approval for the Community Name of 'Belmont'.

This application proposes to adjust the existing Community Boundaries to incorporate the Cell C lands into the Belmont Community, thereby eliminating Cell C. The amended Belmont Community Boundary (refer to Attachment B) would be delineated by:

- 194 Avenue SE on the north;
- 210 Avenue SE on the south;
- Sheriff King Street on the west; and
- Macleod Trail on the east.

This application is submitted in response to the concerns expressed by Administration to the previous boundary adjustment request to include the 'Belmont Station' Outline Plan application area into the Belmont Community. This revised application will eliminate those concerns expressed about disparity in Community Boundary Size and Composition. Further, the amended Community Size of Belmont is comparable to that of Pine Creek and Yorkville; and contain a larger amount of undevelopable land as a result of the wetland expansions, interchange construction and the use of approximately 40+/- acres as an LRT Maintenance Facility (refer to Attachment C).

If you require any further information or have questions, please do not hesitate to contact me.

Best Regards,

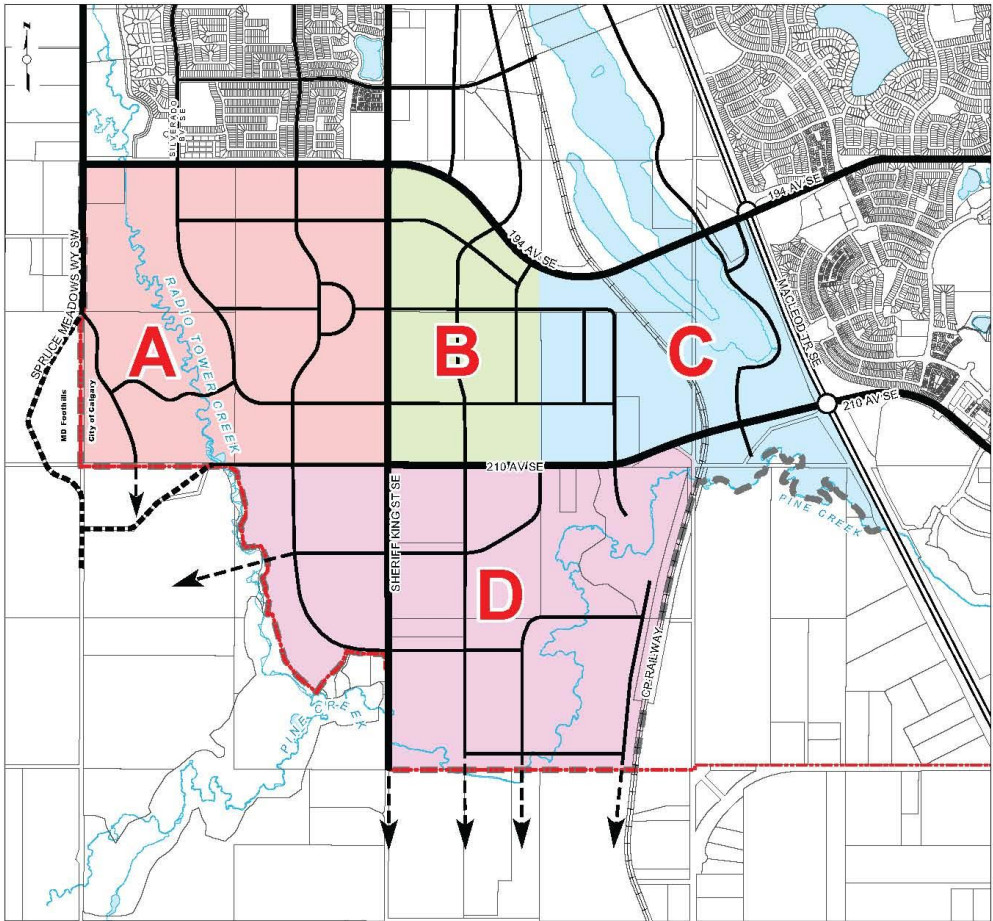
A handwritten signature in cursive script that reads 'Kimberly Lemmon'.

cc. Kristen Wishlow, City of Calgary
Keith Schneider, Domain Apartments
Greg Schumlich, Domain Apartments
Gerry Barron, United Communities
Kathy Oberg, B&A Planning Group
John Hall, City of Calgary

Applicant Submission

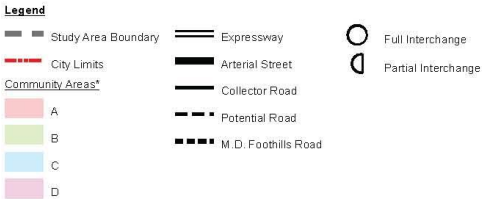
Attachment A: Existing Community Boundaries

OVERVIEW



West Macleod
Area Structure Plan

Communities

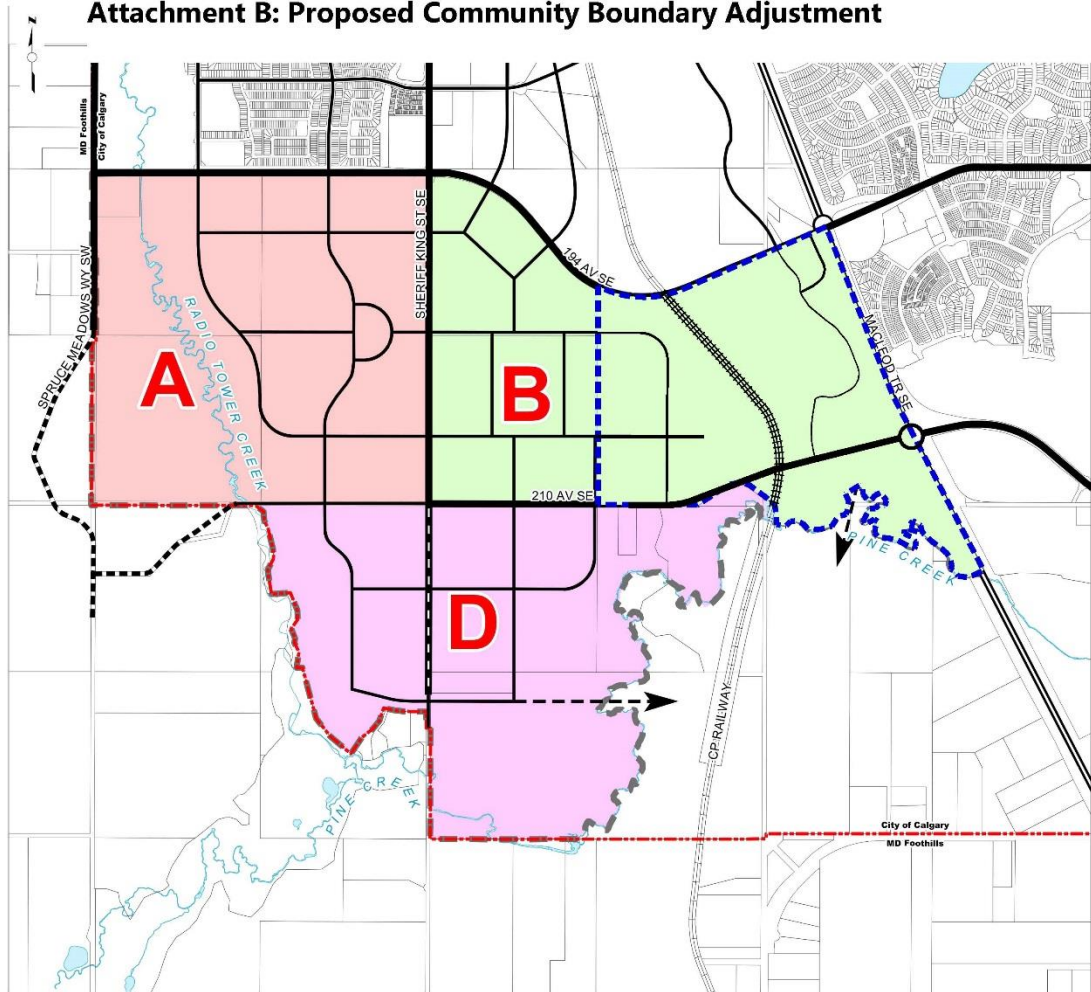


COMMUNITY	GROSS DEVELOPABLE AREA	POPULATION	JOBS	JOBS PER GROSS DEVELOPABLE HECTARE
A	237 hectares (585 acres)	14,500	850	64
B	113 hectares (279 acres)	7,500	600	73
C	120 hectares (296 acres)	2,500	3,500	51
D	197 hectares (487 acres)	11,300	700	61
TOTAL	667 hectares (1,648 acres)	35,800	5,650	62 (average)

WEST MACLEOD ASP

Applicant Submission

Attachment B: Proposed Community Boundary Adjustment



West Macleod Area Structure Plan

Communities

- | | | |
|-------------------------|------------------------------|---------------------|
| Study Area Boundary | Expressway | Full Interchange |
| City Limits | Arterial Street | Partial Interchange |
| <u>Community Areas*</u> | Primary Collector | |
| A | Collector Road | |
| B | Potential Road | |
| D | M.D. Foothills Road | |
| | Proposed Boundary Adjustment | |



nts

Oct 03, 2018 - 11:05am W:\1925 Belmont OP_LU\Drawing CAD Files\1925 Map 3 ASP Communitiesboundary adjustment.dwg



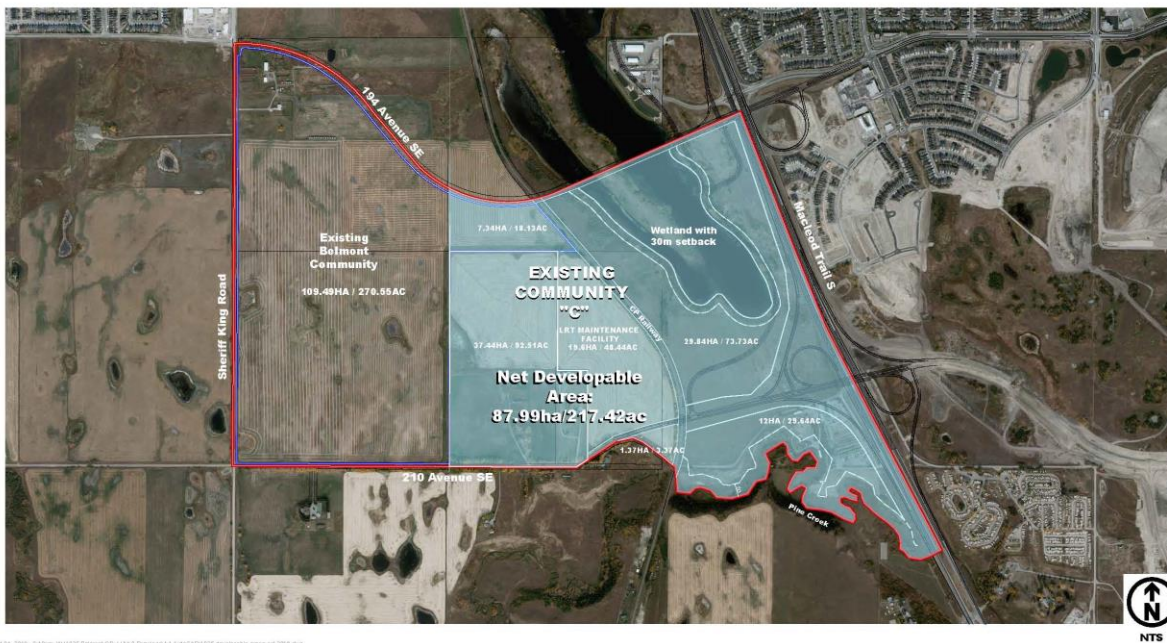
Legend

- Subject Lands

West Macleod ASP

Applicant Submission

Attachment C: Net Developable Area in Community C



02/04/2018 - 8:13pm - 10/1/2018 Belmont DP - 10/1/2018 Drafting 1 AutoCAD/2017 developable areas not 2017 map



October 2018

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1409

Land Use Amendment in North Airways (Ward 10) at 2003 McKnight Boulevard NE, LOC2018-0198

EXECUTIVE SUMMARY

This application was submitted by Pattison Outdoor Advertising on 2018 August 29 on behalf of the landowner Heritage Christian Education Society Calgary. This application proposes to change the designation of the subject site from DC Direct Control District based on the Special Purpose – Community Institution (S-CI) District to DC Direct Control District based on the Special Purpose – Community Institution (S-CI) District to remove a restriction on development approvals for third party and digital third party advertising signs to accommodate an existing sign.

This proposal aligns with the applicable policies of the *Municipal Development Plan* and *Calgary Third Party Advertising Sign Guidelines*.

A development permit was submitted on 2018 April 19 by Pattison Outdoor Advertising and is on hold pending the outcome of this land use amendment.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.006 hectares \pm (0.015 acres \pm) located at 2003 McKnight Boulevard NE (Portion of Plan 0310625, Block 1, Lot 17) from DC Direct Control District **to** DC Direct Control District based on the Special Purpose – Community Institution (S-CI) District to accommodate an existing third party and digital third party advertising sign, with guidelines (Attachment 2); and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

Pattison Outdoor Advertising submitted this application to The City of Calgary on 2018 August 29 on behalf of the owners, Heritage Christian Education Society. This application seeks to redesignate a small portion of the subject parcel DC Direct Control District to accommodate an existing third party and digital third party advertising sign.

On 2018 April 19 a development permit was submitted to renew the temporary approval of the third party and digital third party advertising sign on this site. However, the applicant was informed that the current Direct Control District did not allow for development permit approvals beyond 2017 December 31. A land use amendment is required to allow further development permit approvals on this site.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1409

**Land Use Amendment in North Airways (Ward 10) at 2003 McKnight Boulevard
NE, LOC2018-0198**

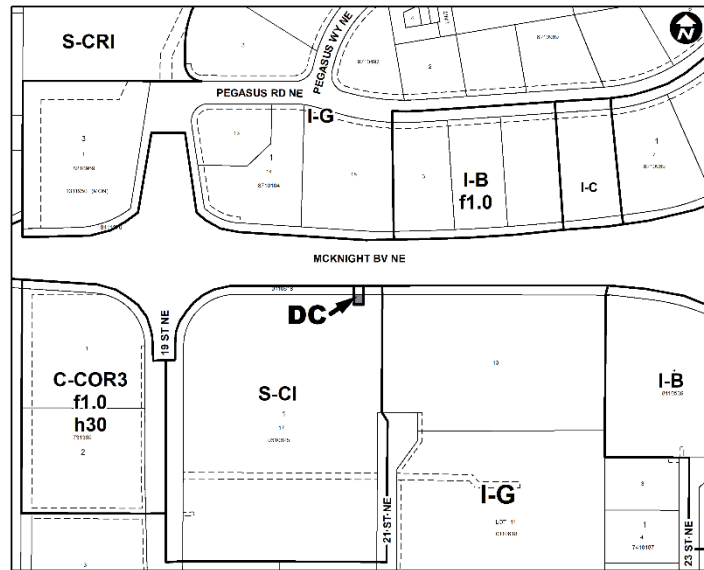
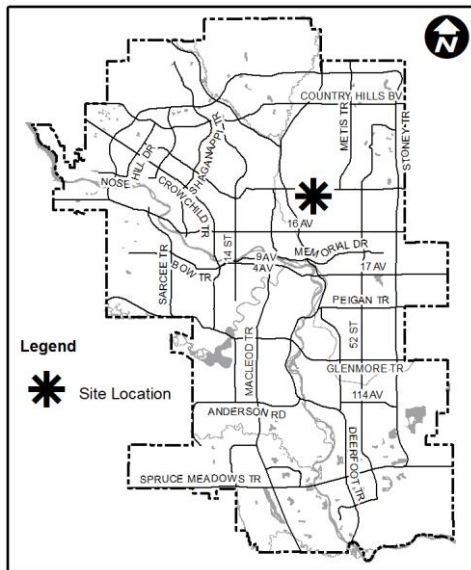
The existing sign structure was originally approved with a development permit in 1998 (DP1998-2243). The parcel carried an I-2 General Light Industrial District zoning under 2P80 at the time and the third party advertising sign (Sign – Class F) was a listed use. This temporary approval expired in 2003. In 2008, Land Use Bylaw 1P2007 became effective and the land use district on the subject site was transitioned to Special Purpose – Community Institution (S-CI) District based on the presence of the private school. The S-CI District did not list third party advertising signs as a use in the district. Thus, a land use amendment to a Direct Control District to accommodate the sign was approved by Council in 2011 (LOC2009-0096). The provision limiting development approvals to no later than 2017 December 31 was added by Calgary Planning Commission to account for impending updates to Bylaw 1P2007 that were intended to regulate digital technology city wide.

Planning & Development Report to
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ISC: UNRESTRICTED
CPC2018-1409

Land Use Amendment in North Airways (Ward 10) at 2003 McKnight Boulevard
NE, LOC2018-0198

Location Maps



Planning & Development Report to
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2018 December 13

ISC: UNRESTRICTED
CPC2018-1409

Land Use Amendment in North Airways (Ward 10) at 2003 McKnight Boulevard NE, LOC2018-0198

Site Context

The subject site is a portion of land encompassing an existing third party and digital third party advertising sign (one structure) located adjacent to McKnight Boulevard NE in the industrial community of North Airways. The remainder of the site is occupied by a private school. Adjacent uses include industrial buildings to the east, industrial with support commercial to the north, across McKnight Boulevard, and a hotel to the west across 19 Street NE.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment is intended to accommodate the existing third party and digital third party sign located on a portion of the subject parcel which also contains a private school. This investigation considered the rationale for past development decisions for this sign. While Administration previously recommended refusal of the DC Direct Control District that exists on the site now, some of the contextual conditions have changed. This review in addition to the consideration provided in the following sections, has led to Administration's support for the proposed recommendation.

Planning Considerations

The evaluation of this land use amendment application referenced historical records, site context, and the proposal's alignment with relevant policies and bylaws.

Land Use

The subject portion of the site is currently designated DC Direct Control District based on the Special Purpose – Community Institution (S-CI) District with the additional uses of third party advertising sign and digital third party advertising sign. The DC also contains locational rules to allow for the existing sign. A “sunset clause” restricting development approvals to only be issued until 2017 December 31 was included in the DC to allow the existing sign to remain while the City of Calgary finished its review and recommendations for rules around digital third party advertising signs.

The proposed DC Direct Control District is also based on the Special Purpose – Community Institution (S-CI) District adding the uses of third party advertising sign and digital third party advertising sign. Additional rules in the DC District exempts the signs from meeting specific locational rules in 1P2007 to accommodate the existing location of the sign, such as setbacks from the property line and proximity to other third party advertising signs. These rules were not applicable when this sign was originally approved in 1998.

The proposed DC Direct Control District also exempts the sign from the 1P2007 prohibition of third party and digital third party advertising signs along McKnight Boulevard NE between 19 Street NE and Barlow Trail NE. In 2000, an amendment to the land use bylaw 2P80 added McKnight Boulevard NE from 19 Street NE to Barlow Trail NE to the list of prohibited sign locations for third party advertising signs. The rationale was that this stretch “represents an important entranceway to the City with respect to the airport and provides a first impression for

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2018 December 13

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Land Use Amendment in North Airways (Ward 10) at 2003 McKnight Boulevard NE, LOC2018-0198

visitors" (M-2000-019). Since then, the Barlow Trail NE access to the Calgary International Airport terminal has been closed and the main airport access for visitors is along Airport Trail NE.

Development and Site Design

The sign is existing and the development permit process will continue to review its suitability to the context through temporary approvals as regulated by the Land Use Bylaw.

Environmental

There are no environmental concerns associated with the site or this proposal.

Transportation

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

Utilities and Servicing

Services exist for this site. No changes to servicing are proposed.

Stakeholder Engagement, Research and Communication

In keeping with Administration's practices, this application was circulated to stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

There is no community association in the area and no comments were received as a result of the notice posting.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan*.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1409

Land Use Amendment in North Airways (Ward 10) at 2003 McKnight Boulevard NE, LOC2018-0198

Municipal Development Plan (Statutory, 2009)

The *Municipal Development Plan* identifies good urban design in city building as an important means toward achieving a livable, attractive, memorable and functional city. Section 2.4.1 provide policies towards creating a beautiful city and include considerations of such aspects as civic image, views and vistas, gateways, and urban design excellence.

The review of this application concluded that the existing sign does not contravene these principles as it does not confuse way-finding and fits within the surrounding context.

Calgary Third Party Advertising Sign Guidelines (Non-statutory, 2012)

The *Calgary Third Party Advertising Sign Guidelines* were approved by Council to provide support on the appropriate use and location of third party advertising signs in Calgary.

Principles for third party sign locations prioritize locating these signs in commercial and industrial land use districts, preferably on properties adjoining arterial streets, industrial arterial streets, urban boulevards, and a limited number of skeletal roads. The existing site is facing McKnight Boulevard, which is considered a skeletal road by the *Municipal Development Plan*'s Map 3 Road and Street Network. Surrounding development is characteristic of commercial and industrial land uses despite the subject site's Special Purpose – Community Institution (S-CI) District land use.

The guidelines advise that third party advertising signs must not be located at the major road entrance points to Calgary or along thoroughfares that pass through or adjacent to primarily residential communities. Views and vistas of Calgary's downtown skyline, the Foothills and Rocky Mountains are to be maintained. In this case, the subject site is not along an entryway or an entryway route as identified in the *Improving Calgary's Entranceways* guidelines or the *Municipal Development Plan*. Also, the change in access to the Calgary International Airport with the closure of Barlow Trail means that visitors are less likely to use this route when entering or leaving Calgary via the airport.

The location of this sign does not create an obstruction to vision or contribute to visual confusion with official traffic control devices.

Social, Environmental, Economic (External)

The proposed land use amendment will allow the third party advertising to remain which contributes to creating a prosperous economy.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1409

**Land Use Amendment in North Airways (Ward 10) at 2003 McKnight Boulevard
NE, LOC2018-0198**

Current and Future Capital Budget:

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal and operational and/or land use risks which have been identified will be managed at the time of development permit.

REASONS FOR RECOMMENDATIONS:

The proposal is in keeping with the applicable policies in the *Municipal Development Plan* and the *Calgary Third Party Advertising Sign Guidelines*. The proposed DC Direct Control District based on the Special Purpose – Community Institution (S-CI) District will allow for the continuation of an existing third party and digital third party advertising sign with temporary development approvals as regulated in the Land Use Bylaw.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Direct Control District

Applicant's Submission

Applicant's Submission

We request a new land use re-designation in the form of a Direct Control District under a Direct Control (DC) Bylaw that would accommodate the existing third party advertising sign on the site. The site is owned by the Heritage Christian Education Society Calgary and contains a school.

In November 7, 2011, Council enacted DC Bylaw 74D2011 to allow the discretionary uses of "Sign – Class F" and "Sign – Class G" in this DC District.

DC Bylaw 74D2011 contains a sunset clause that limits the issuance of a Development Permit for "Sign – Class F" and "Sign – Class G" until December 31, 2017. A result, a land use re-designation would be necessary to allow the existing sign to continue.

Since the enactment of DC Bylaw 74D2011, the Development Authority granted subsequent development permits for a term of three years for the existing third party advertising sign on the site. The sign, which has a digital west facing billboard panel and a static east facing billboard panel, has existed for many years on the parcel and has been part of the fabric of the area. This is a commercial area where third party advertising signs are very common and are not out of character. From a planning perspective, there has been no change in the physical environment surrounding the property.

We respectfully request a land use re-designation that would allow the third party advertising sign to continue on the site through development permit approvals. The sign provides added revenue for the school as they are a not-for-profit society.

Proposed Direct Control Guidelines

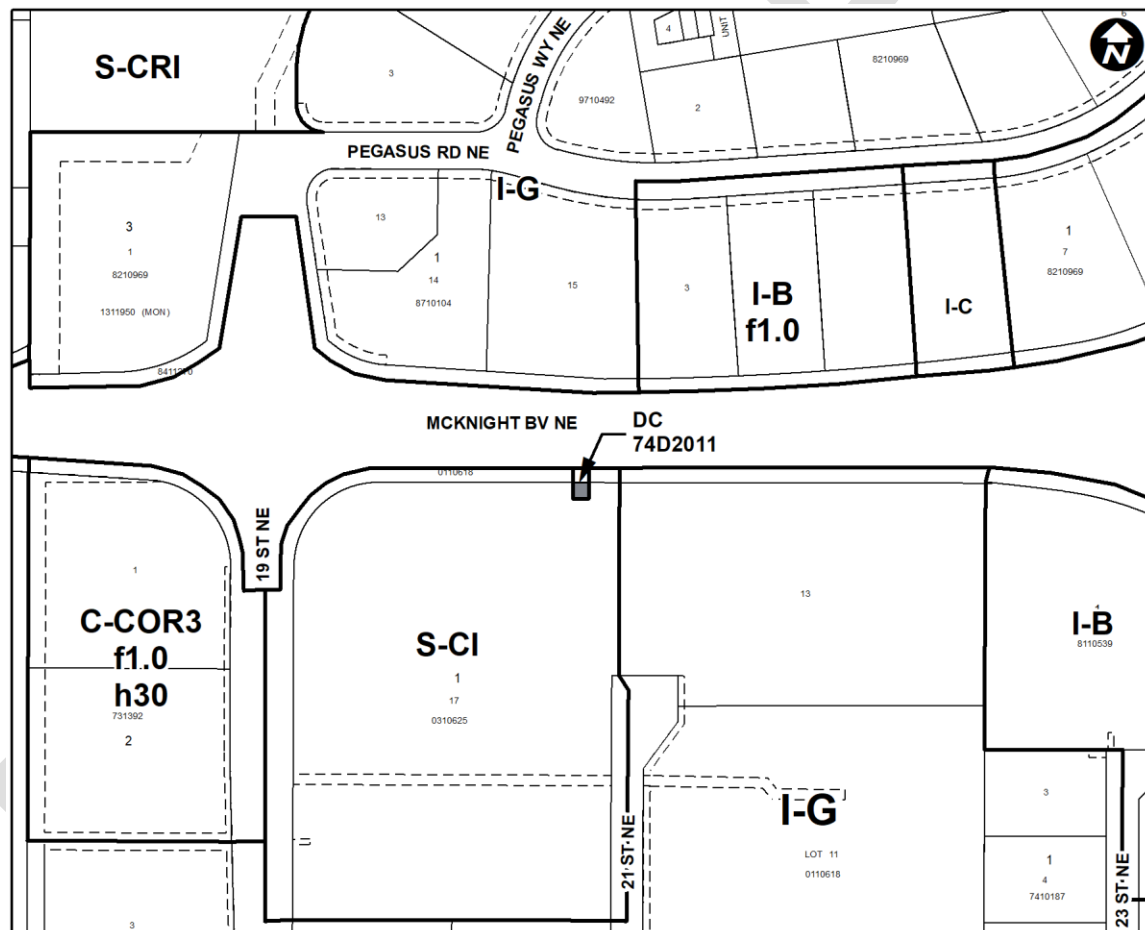
WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

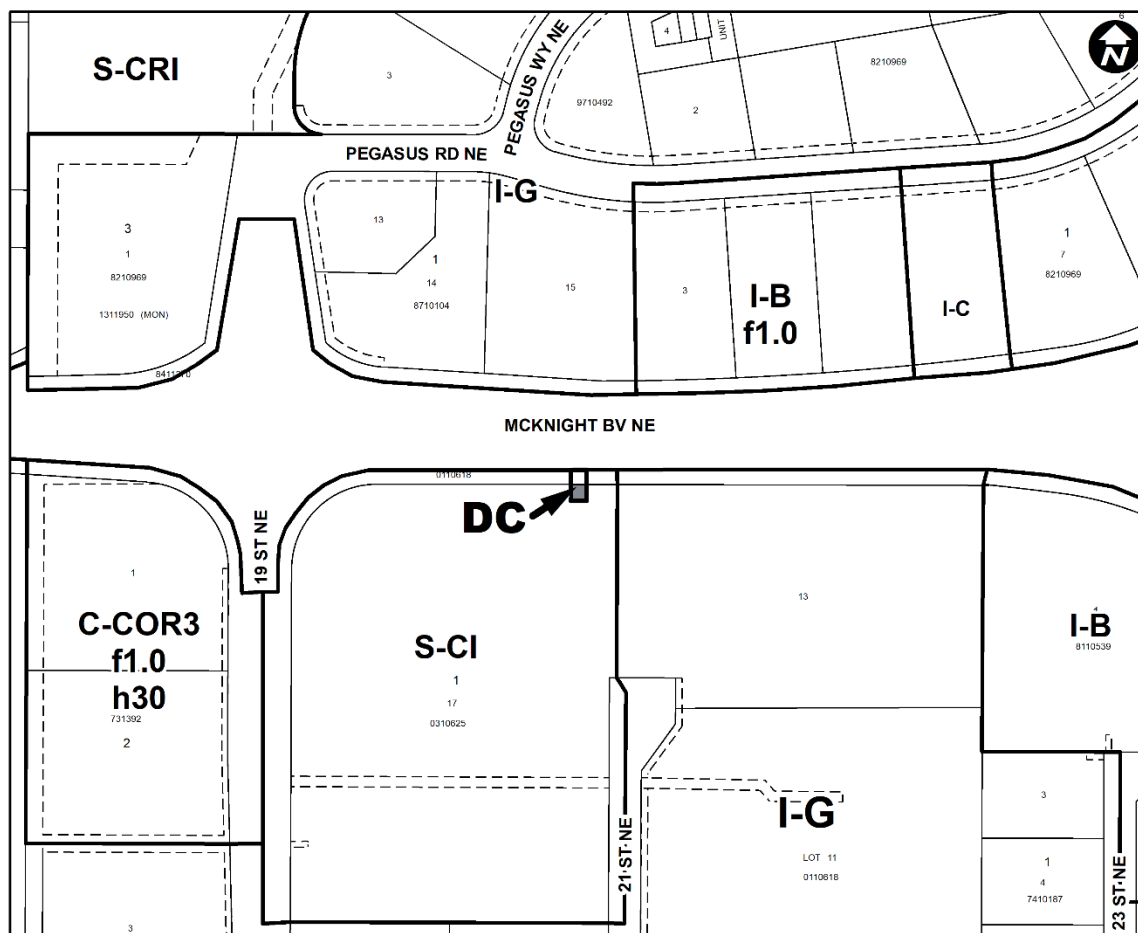
1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including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

SCHEDULE A



Proposed Direct Control Guidelines

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

- (a) accommodate an existing **Third Party Advertising Sign** and **Digital Third Party Advertising Sign**.

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.

Reference to Bylaw 1P2007

3 Within this Direct Control District, 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 Special Purpose – Community Institution (S-CI) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Proposed Direct Control Guidelines

Discretionary Uses

5 The **discretionary uses** of the Special Purpose – Community Institution (S-CI) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Sign – Class F**; and
- (b) **Sign – Class G**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Special Purpose – Community Institution (S-CI) District of Bylaw 1P2007 apply in this Direct Control District.

Rules for Sign – Class F and Sign – Class G

- 7**
- (1) Notwithstanding subsections 111(3)(hh) and 115.2(2)(hh) of Bylaw 1P2007, **Sign – Class F** or **Sign – Class G** positioned such that the **copy** is legible from McKnight Boulevard between 19 Street N.E. east to Barlow Trail N.E. may be approved from time to time.
 - (2) A **Sign – Class F** or **Sign – Class G** must not be located within 75.0 metres of any other **Sign – Class F** or **Sign – Class G** facing the same on-coming traffic.
 - (3) A **Sign – Class F** or **Sign – Class G** must not result in more than two (2) freestanding **Sign – Class F** or **Sign – Class G** greater than 4.6 metres in height and 4.5 square metres in area within a 195 metre radius of each other facing the same **street**.
 - (4) Section 115.3(3)(c) of Bylaw 1P2007 does not apply in this Direct Control District.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1413

**Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE,
LOC2018-0161**

EXECUTIVE SUMMARY

This application was submitted on 2018 July 11 by Quantum Place Developments on behalf of the owners Rani and Kalwant Mann. This land use redesignation application proposes to allow for the future subdivision and development of 1.51 hectares (3.72 acres) on a residential acreage in the northeast community of Saddle Ridge. This application provides for:

- approximately 32 residential parcels accommodating a variety of low density housing types (R-G)(R-Gm);
- the location and size of a future public road and public pathways; and
- the location of major utilities and services.

This application has been applied for with the support of a related subdivision outline plan application (CPC2018-1412) to provide the future subdivision layout for the site's development.

Together, this land use amendment and the associated outline plan serve to implement the objectives of the *Municipal Development Plan* and the *Saddle Ridge Area Structure Plan*. It provides a framework for the future development of the site that supports the efficient utilization of land and infrastructure, contributes towards completion of the local pathway network, and integrates with the existing and the recently approved neighbourhood context.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommends that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed designation of 1.51 hectares \pm (3.72 acres \pm) located at 6827 - 89 Avenue NE (Plan 731001, Block 5) from Special Purpose – Future Urban Development (S-FUD) District **to** Residential – Low Density Mixed Housing (R-G) District and Residential – Low Density Housing (R-Gm) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1413

**Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE,
LOC2018-0161**

BACKGROUND

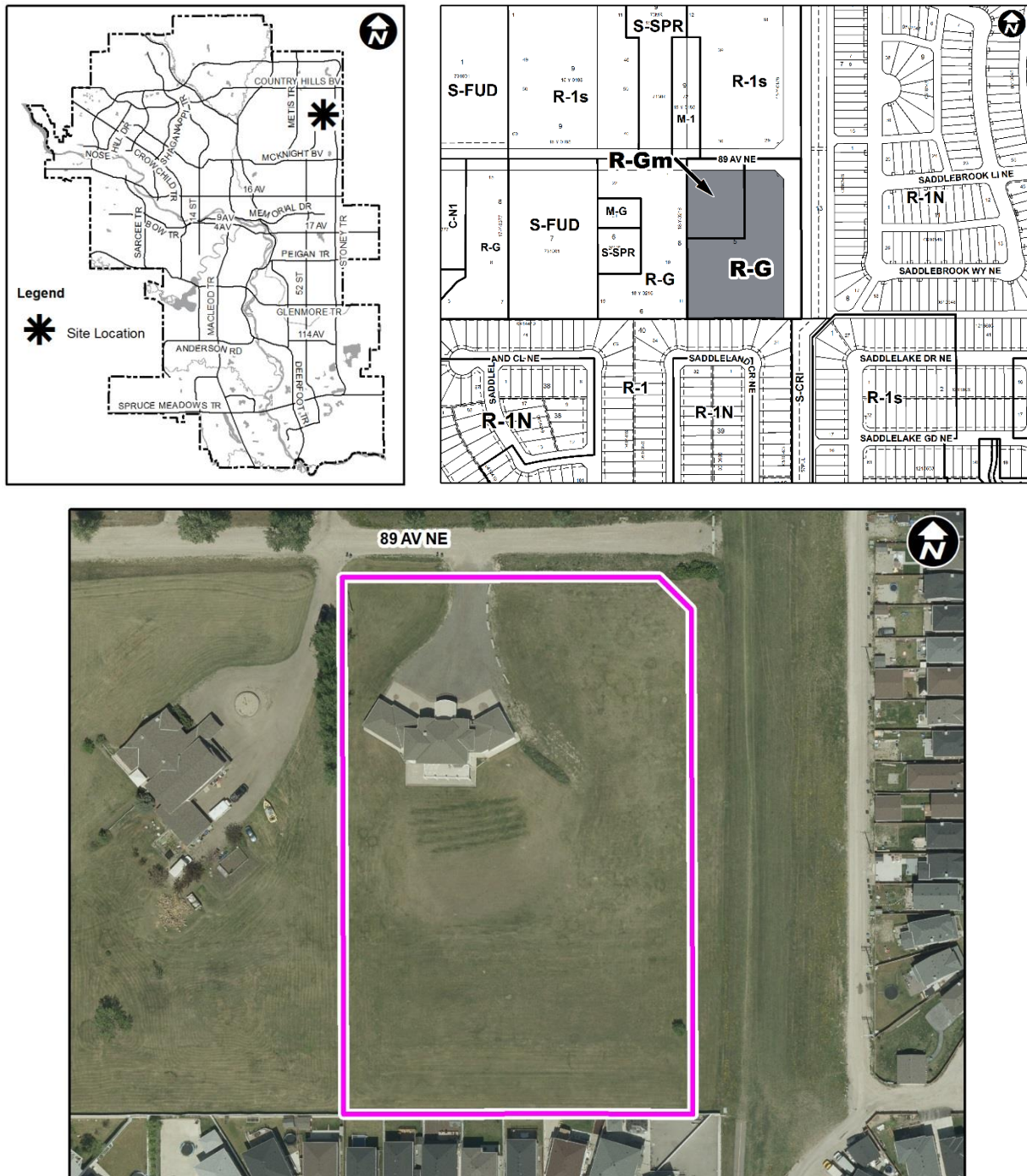
This application was submitted on behalf of the owners, Rani and Kalwant Mann, by Quantum Place Developments Ltd on 2018 July 11. The proposed site was originally subdivided from its larger quarter section in 1972 (SB1972-0080/SB1973-0116). As part of that subdivision for the eight residential acreages along 89 Avenue NE, the Municipal Reserves were deferred to the remaining quarter section. Since then, the community of Saddle Ridge has developed around these parcels. Recently, applications for outline plans and land use redesignations for five of eight of the acreage parcels have been approved establishing a street and parcel network that is informing this application (LOC2012-0065, LOC2015-0074, and LOC2016-0196).

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1413

Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE,
LOC2018-0161

Location Maps



**Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE,
LOC2018-0161**

Site Context

The site is approximately 1.51 hectares (3.72 acres) in area in the community of Saddle Ridge. The site is grass covered with a small windbreak of trees by the main building and is relatively flat in topography. The subject parcel is currently developed with a single detached dwelling with an attached garage.

Single detached dwellings, on urban sized lots, border the site on the south. The east is separated from a low density residential area by a lane and the 68 Street NE right-of-way, which contains the regional path in this area. An additional leg of the path will be completed along the east boundary of the subject parcel as part of the related outline plan (Attachment 2).

On the west of the site, another acreage is awaiting development. An application for an outline plan and land use redesignation was approved in 2017 (LOC2016-0196). The site is expected to provide for similar forms of development as the subject application.

North of the parcel are three acreages that have outline plan and land use approvals from 2012 (LOC2012-0065) which will provide low and medium density residential development.

Two acreages along 89 Avenue NE remain as residential estates.

On the corner of Saddlecrest Boulevard NE and 89 Avenue NE, a development permit for a local commercial plaza is submitted and under review (DP2018-3677).

The following table gives context to the population changes within the community of Saddle Ridge.

Figure 1: Community Peak Population

Saddle Ridge	
Peak Population Year	2017
Peak Population	19,911
2017 Current Population	19,911
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2017 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment application, along with the associated outline plan (Attachment 2), will provide for a complementary form of development to the existing neighbourhood with a diversity of low density housing forms as well as contribute to the completion of public streets and local pathway connections within this as yet undeveloped pocket of Saddle Ridge.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1413

**Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE,
LOC2018-0161**

Planning Considerations

As part of the review of this application, several key factors were considered by Administration including the alignment with relevant policies, the appropriateness of the land use districts, and the technical merits of the proposed outline plan design. The following sections highlight the scope of technical planning analysis completed by Administration.

Subdivision Design

The proposed subdivision area is approximately 1.51 hectares (3.72 acres). The parcel is located at the east end of 89 Avenue NE adjacent to the regional path along the closed 68 Street NE right-of-way.

The site proposes the continuation of Saddlecrest Grove NE from the west to 89 Avenue NE in the north. A mix of laned and laneless lots are proposed along Saddlecrest Grove NE with an anticipated density of 32 dwelling units. On the northeast, a pathway extension from 89 Avenue NE will be constructed by the developer just outside the plan boundaries which will provide access to the regional pathway they will construct to the east of the plan area.

The applicant was encouraged to explore purchasing and including the portion of the 89 Avenue NE right-of-way immediately adjacent the north boundary of the subject site to design a more definitive terminus to the street. The applicant explored this but is only considering closing and adding the portion of the road right-of-way that would square off the proposed north easterly residential lot. This will be a separate road closure application if the applicant decides to pursue this option.

Land Use

The site is currently designated Special Purpose – Future Urban Development (S-FUD) District and is proposed to be redesignated to Residential – Low Density Mixed Housing (R-G) District and Residential – Low Density Mixed Housing (R-Gm) District.

Special Purpose – Future Urban Development (S-FUD) Districts are intended to be applied to lands to protect them for future urban forms of development and density.

Approximately twenty four future lots are proposed to be Residential – Low Density Mixed Housing (R-G) District which will provide for a variety of low density residential housing types. Approximately eight future lots are proposed to be Residential – Low Density Mixed Housing (R-Gm) District, which lists single detached dwelling as a discretionary use encouraging developers to propose other forms of housing such as rowhouses or semi-detached dwellings.

**Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE,
LOC2018-0161**

Density

As referenced in the Strategic Alignment section of this report, the *Saddle Ridge Area Structure Plan* requires a minimum residential density of 17.3 units per gross developable hectare (7.0 units per gross developable acre) to be achieved. The associated outline plan area will provide an anticipated density of 21.1 units per gross developable hectare (8.6 units per gross developable acre).

Environmental

A Phase I Environmental Site Assessment was submitted. Further investigations or assessments were not recommended.

Transportation

In conjunction with the development, a pathway extension from 89 Avenue NE will be connected to the north-south regional pathway directly east of the subject site.

Transit service is currently available in the area. A bus stop is located within 450 metres of the plan area (approximate walking distance). Service at this stop provides access to the Saddletowne LRT station. The future 88 Avenue NE Station (extension of Blue Line LRT) will be just beyond 600 metres of the plan area.

The subject area has good access to the nearby arterial and skeletal road networks within the broader community. Stoney Trail (to and from the south) is currently accessible via Airport Trail NE. Metis Trail and 60 Street NE are accessible via the recently completed 88 Avenue NE. Finally, the connection of Airport Trail between 36 Street NE and 60 Street NE is currently being constructed by the City.

Locally, Saddlecrest Boulevard is an existing primary collector roadway. Eighty-ninth Avenue NE is classified as a 22.5 metre modified collector with sidewalks on both sides of the street and a centre median that is required to accommodate emergency access.

The proposed internal street network within the plan area consists of Saddlecrest Grove NE which will be a 16 metre residential street standard with sidewalks on both sides of the street. There will also be a north-south lane which provides vehicular access to the proposed R-Gm parcels.

A Transportation Impact Assessment was not required for this application as Transportation has recently reviewed the impact of full-build out for this and the adjacent seven parcels and have confirmed the network proposed is appropriate.

Utilities and Servicing

Sanitary, storm and water services are available to service the subject site.

Planning & Development Report to
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ISC: UNRESTRICTED
CPC2018-1413

Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161

Stakeholder Engagement, Research and Communication

In keeping with Administration's practices, this application was circulated to stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The application was circulated to the Saddle Ridge Community Association and they indicated support for the proposed plan.

No letters of opposition or support were received.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)

The site is identified on the *Municipal Development Plan* Urban Structures Map 1 as "Planned Greenfield with Area Structure Plan" within the Developing Communities. The policy states that area structure plans in existence prior to adoption of the *Municipal Development Plan* (such as the *Saddle Ridge Area Structure Plan*) are recognized as appropriate policies to provide specific direction for development of the local community.

The *Municipal Development Plan* supports providing a range of housing types, tenures and densities to create diverse neighbourhoods allowing residents access to choices that meet affordability, accessibility, life cycle and lifestyle needs.

Saddle Ridge Area Structure Plan (Statutory – 2007)

The parcel is in an area shown as residential according to Map 6 "Land Use Plan". Residential policies indicate a minimum residential density of 17.3 units per gross developable hectare (7.0 units per gross developable acres) should be achieved. The combined land use amendment and outline plan exceeds that requirement by proposing a density of 21.1 units per gross developable hectare (8.6 units per gross developable acres).

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2018 December 13

ISC: UNRESTRICTED
CPC2018-1413

**Land Use Amendment in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE,
LOC2018-0161**

The residential policies encourage a variety of housing types and lot sizes in Saddle Ridge to create a positive character in terms of landscaping, design and architecture. The proposed plan will encourage a mix of housing types with its mix of Residential – Low Density Mixed Housing (R-G) and (R-Gm) Districts as well as laned and laneless lots.

Social, Environmental, Economic (External)

This land use amendment along with the associated outline plan provides a framework for the efficient use of land and infrastructure to create a more compact city. The proposed land use districts allow a diversity of housing types in the community which can meet affordability, accessibility, life cycle and lifestyle needs of different groups.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget:

The proposed outline plan does not trigger capital infrastructure investment and therefore there are no growth management concerns.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposed land use amendment is in keeping with the applicable policies of the *Municipal Development Plan* and the *Saddle Ridge Area Structure Plan*. The proposal will allow for intensification in an active development area and a range of low density housing forms, encouraging housing diversity which better accommodates the needs of different age groups, lifestyles and demographics.

ATTACHMENTS

1. Applicant's Submission
2. Proposed Outline Plan

Applicant's Submission



Land Use Redesignation Applicant's Submission Not Including Secondary Suites

PL 1263 (R2017-09)

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

This application is for an outline plan and land use redesignation in the developing community of Saddlecrest in Saddle Ridge, northeast Calgary. The subject property, 6827 89 Avenue NE (Plan 731001, Block 5), is the eastern most parcel of eight former acreages. The subject parcel is located at the easternmost end of 89 Avenue NE, adjacent to a regional pathway to the east and existing low-density residential development to the south.

The proposed land use redesignation will result in approximately 32 Residential - Low Density Mixed Housing (R-G)(R-Gm) parcels, which will allow for a variety of housing forms, including single-detached and duplex dwellings, rowhouse buildings, carriage house lots, and secondary suites. A 7.0-meter lane will run north-south between the subject parcel and the parcel to the west (Plan 731001, Block 6), which will further allow for a mix of housing types by providing for both laned and laneless housing forms.

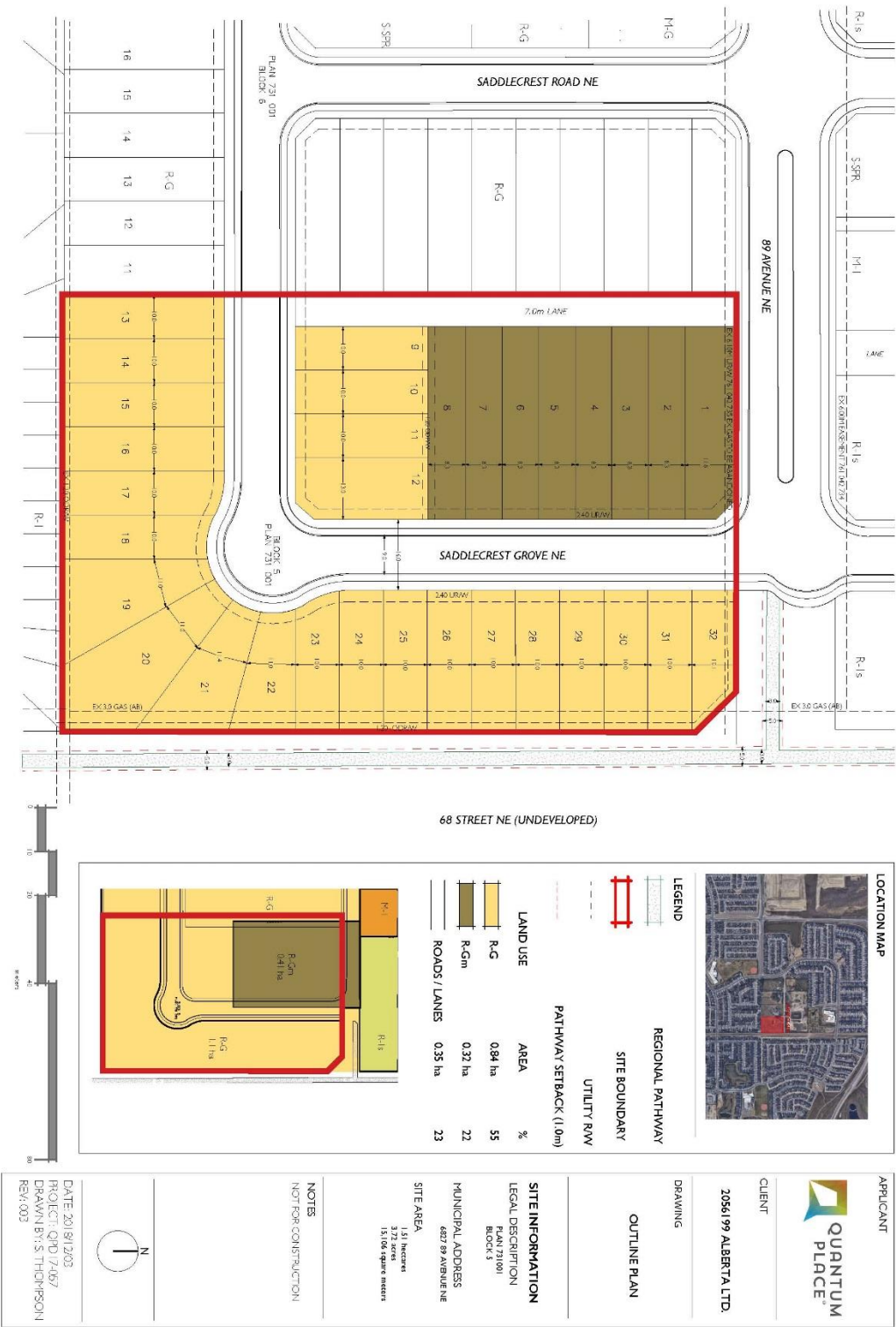
This application is consistent with applicable municipal planning documents, including the Municipal Development Plan (MDP) and the Saddle Ridge Area Structure Plan (ASP). The MDP identifies this area as generally appropriate for residential development, and supportive of development that incorporates a variety of housing types and forms. According to the ASP, the subject parcel is not hindered by any major development constraints (Map 4, p.9) and is designated for residential development (Map 6, p. 23). Additionally, an environmental site assessment and geotechnical analysis have not identified any concerns or hinderances to development.

Should this application be approved, only two other parcels in Saddlecrest, Plan 731001 Block 1 and 7, will remain as S-FUD. The existing community that surrounds the subject parcel generally consists of single-detached, low-density housing, though a multi-purpose school site exists to the north along Saddlecrest Boulevard NE. With outline plan and land use approvals to the north and west of the subject parcel, this application creates a logical extension of the developing community, tying in to the transportation and servicing network proposed by others, and sensitively providing a transition from the slightly higher-densities (M-G, C-N1, M-1) to the adjacent community of single-detached homes. The resulting development from this proposed land use redesignation will have a unit density of at least 8.60 units per acre (upa)—sensitive to the community, while still exceeding the ASP's minimum density of 7.00 upa.

Thank you for your careful consideration of this application.

ISC: Protected

Proposed Outline Plan



Planning & Development Report to
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2018 December 13

ISC: UNRESTRICTED
CPC2018-1412

Outline Plan in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161(OP)

EXECUTIVE SUMMARY

This application was submitted on 2018 July 11 by Quantum Place Developments Ltd on behalf of the owners Rani and Kalwant Mann. This outline plan application proposes an outline for the future subdivision and development of 1.51 hectares (3.72 acres) on a residential acreage in the northeast community of Saddle Ridge. This application provides for:

- approximately 32 residential parcels accommodating a variety of low density housing types (R-G)(R-Gm);
- the location and size of a future public road and public pathways; and
- the location of major utilities and services.

The proposed outline plan and associated land use application (CPC2018-1413) serves to implement the objectives of the *Municipal Development Plan* and the *Saddle Ridge Area Structure Plan*. It provides the framework for the future development of the site that supports the efficient utilization of land and infrastructure, contributes towards completion of the local pathway network, and integrates with the existing and the recently approved neighbourhood context.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan located at 6827- 89 Avenue NE (Plan 731001, Block 5) to subdivide 1.51 hectares \pm (3.72 acres \pm) with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

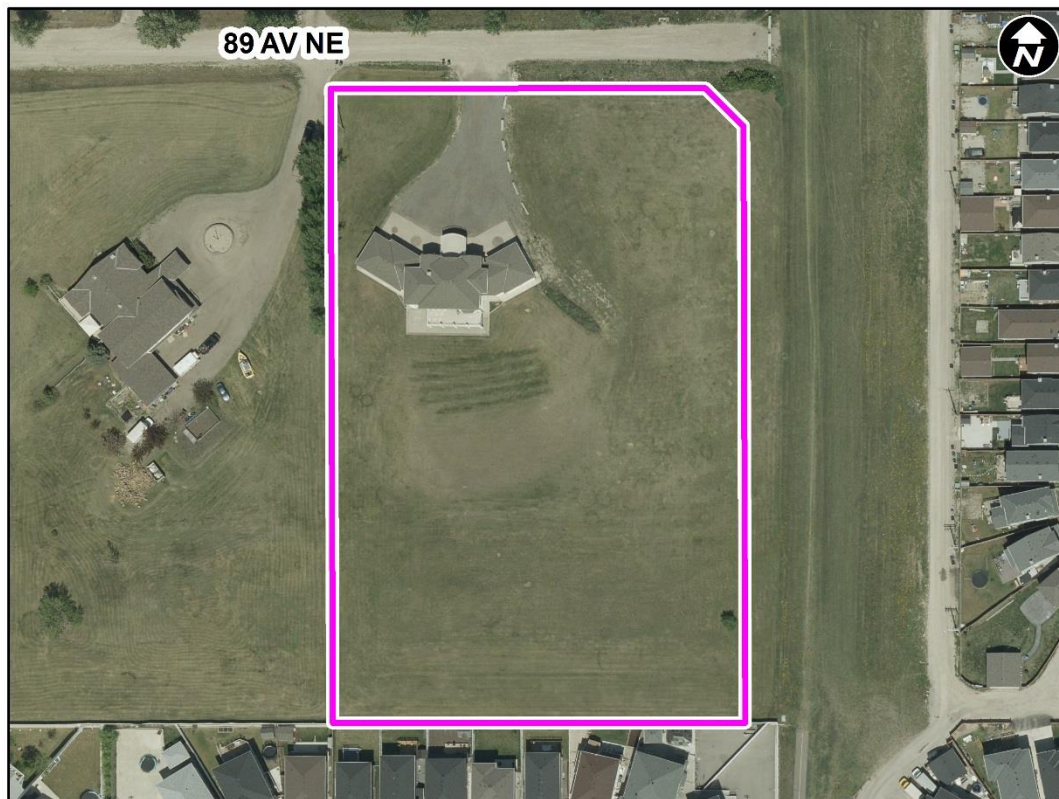
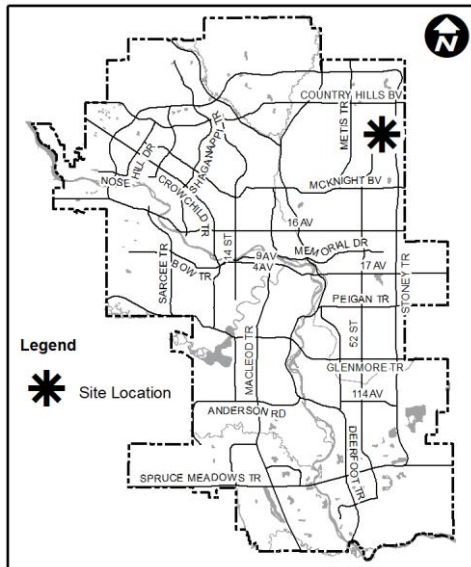
This application was submitted on behalf of the owners, Rani and Kalwant Mann, by Quantum Place Developments Ltd on 2018 July 11. The proposed site was originally subdivided from its larger quarter section in 1972 (SB1972-0080/SB1973-0116). As part of that subdivision for the eight residential acreages along 89 Avenue NE, the Municipal Reserves were deferred to the remaining quarter section. Since then, the community of Saddle Ridge has developed around these parcels. Recently, applications for outline plans and land use redesignations for five of eight of the acreage parcels have been approved establishing a street and parcel network that is informing this application (LOC2012-0065, LOC2015-0074, and LOC2016-0196).

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ISC: UNRESTRICTED
CPC2018-1412

Outline Plan in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161(OP)

Location Maps



Outline Plan in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161(OP)

Site Context

The site is approximately 1.51 hectares (3.72 acres) in area in the community of Saddle Ridge. The site is grass covered with a small windbreak of trees by the main building and is relatively flat in topography. The subject parcel is currently developed with a single detached dwelling with an attached garage.

Single detached dwellings, on urban sized lots, border the site on the south. The east is separated from a low density residential area by a lane and the 68 Street NE right of way, which contains the regional path in this area. An additional leg of the path will be completed along the east boundary of the subject parcel as part of this development.

On the west of the site, another acreage is awaiting development. An application for an outline plan and land use redesignation for that site was approved in 2017 (LOC2016-0196). The site is expected to provide for similar forms of development as the subject application.

North of the parcel are three acreages that have outline plan and land use approvals from 2012 (LOC2012-0065) which will provide low and medium density residential development. Two acreages along 89 Avenue NE remain as residential estate lots.

On the corner of Saddlecrest Boulevard NE and 89 Avenue NE, a development permit for a local commercial plaza is submitted and under review (DP2018-3677).

The following table gives context to the population changes within the community of Saddle Ridge.

Figure 1: Community Peak Population

Saddle Ridge	
Peak Population Year	2017
Peak Population	19,911
2017 Current Population	19,911
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2017 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This outline plan (Attachment 3), along with the associated land use amendment application (Attachment 5), will provide for a complementary form of development to the existing neighbourhood with a diversity of low density housing forms as well as contribute to the completion of public streets and local pathway connections within this as yet undeveloped pocket of Saddle Ridge.

Planning & Development Report to
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CPC2018-1412

Outline Plan in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161(OP)

Planning Considerations

As part of the review of this application, several key factors were considered by Administration including the alignment with relevant policies, the appropriateness of the land use districts, and the technical merits of the proposed outline plan design. The following sections highlight the scope of technical planning analysis completed by Administration.

Subdivision Design

This outline plan informs a future subdivision of a 1.51 hectares (3.72 acres) parcel located at the east end of 89 Avenue NE adjacent to the regional path along the closed 68 Street NE right-of-way.

The site proposes the continuation of Saddlecrest Grove NE from the west to 89 Avenue NE in the north. A mix of laned and laneless lots are proposed along Saddlecrest Grove NE with an anticipated density of 32 dwelling units. On the northeast, a pathway extension from 89 Avenue NE will be constructed by the developer just outside the plan boundaries which will provide access to the regional pathway they will construct to the east of the plan area.

The applicant was encouraged to explore purchasing and including the portion of the 89 Avenue NE right-of-way immediately adjacent the north boundary of the subject site to design a more definitive terminus to the street. The applicant explored this but is only considering closing and adding the portion of the road right-of-way that would square off the proposed north easterly residential lot. This will be a separate road closure application if the applicant decides to pursue this option.

A breakdown of the statistics for the subject outline plan can be found in the Subdivision Data Sheet (Attachment 4).

Land Use

Concurrent with this outline plan application is a land use amendment (CPC2018-1413) that proposes to redesignate the site from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District and Residential – Low Density Mixed Housing (R-Gm) District.

Special Purpose – Future Urban Development (S-FUD) Districts are intended to be applied to lands to protect them for future urban forms of development and density.

Twenty four future lots are proposed to be zoned Residential – Low Density Mixed Housing (R-G) District which will provide for a variety of low density residential housing types. Eight future lots are proposed to be zoned Residential – Low Density Mixed Housing (R-Gm) District, which lists single detached dwelling as a discretionary use encouraging developers to propose other forms of housing such as rowhouses or semi-detached dwellings.

Outline Plan in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161(OP)

Density

The proposed outline plan area will provide an anticipated density of 21.1 units per gross developable hectare (8.6 units per gross developable acre). As discussed in the Strategic Alignment section of this report, the *Saddle Ridge Area Structure Plan* requires a minimum residential density of 17.3 units per gross developable hectare (7.0 units per gross developable acre) to be achieved, which this plan does.

Environmental

A Phase I Environmental Site Assessment was submitted. Further investigations or assessments were not recommended.

Transportation

In conjunction with the development, a pathway extension from 89 Avenue NE will be connected to the north-south regional pathway directly east of the subject site.

Transit service is currently available in the area. A bus stop is located within 450 metres of the plan area (approximate walking distance). Service at this stop provides access to the Saddletowne LRT station. The future 88 Avenue NE Station (extension of Blue Line LRT) will be just beyond 600 metres of the plan area.

The subject area has good access to the nearby arterial and skeletal road networks within the broader community. Stoney Trail (to and from the south) is currently accessible via Airport Trail NE. Metis Trail and 60 Street NE are accessible via the recently completed 88 Avenue NE. Finally, the connection of Airport Trail between 36 Street NE and 60 Street NE is currently being constructed by the City.

Locally, Saddlecrest Boulevard is an existing primary collector roadway. Eighty-ninth Avenue NE is classified as a 22.5 metre modified collector with sidewalks on both sides of the street and a centre median that is required to accommodate emergency access.

The proposed internal street network within the plan area consists of Saddlecrest Grove NE which will be a 16 metre residential street standard with sidewalks on both sides of the street. There will also be a north-south lane which provides vehicular access to the proposed R-Gm parcels.

A Transportation Impact Assessment was not required for this application as Transportation has recently reviewed the impact of full-build out for this and the adjacent seven parcels and have confirmed the network proposed is appropriate.

Utilities and Servicing

Sanitary, storm and water services are available to service the subject site.

Planning & Development Report to
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ISC: UNRESTRICTED
CPC2018-1412

Outline Plan in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161(OP)

Stakeholder Engagement, Research and Communication

In keeping with Administration's practices, this application was circulated to stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The application was circulated to the Saddle Ridge Community Association and they indicated support for the proposed plan.

No letters of opposition or support were received.

Following Calgary Planning Commission, notification for Public Hearing of Council for the associated land use amendment application (CPC2018-1413) 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.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)

The site is identified on the *Municipal Development Plan* Urban Structures Map 1 as "Planned Greenfield with Area Structure Plan" within the Developing Communities. The policy states that area structure plans in existence prior to adoption of the *Municipal Development Plan* (such as the *Saddle Ridge Area Structure Plan*) are recognized as appropriate policies to provide specific direction for development of the local community.

The *Municipal Development Plan* supports providing a range of housing types, tenures and densities to create diverse neighbourhoods allowing residents access to choices that meet affordability, accessibility, life cycle and lifestyle needs.

Saddle Ridge Area Structure Plan (Statutory – 2007)

The parcel is in an area shown as residential according to Map 6 "Land Use Plan". Residential policies indicate a minimum residential density of 17.3 units per gross developable hectare (7.0 units per gross developable acres) should be achieved. The proposed outline plan exceeds that requirement by proposing a density of 21.1 units per gross developable hectare (8.6 units per gross developable acres).

Planning & Development Report to
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2018 December 13

ISC: UNRESTRICTED
CPC2018-1412

Outline Plan in Saddle Ridge (Ward 5) at 6827 - 89 Avenue NE, LOC2018-0161(OP)

The residential policies encourage a variety of housing types and lot sizes in Saddle Ridge to create a positive character in terms of landscaping, design and architecture. The proposed plan will encourage a mix of housing types with its mix of Residential – Low Density Mixed Housing (R-G) and (R-Gm) Districts as well as laned and laneless lots.

Social, Environmental, Economic (External)

This outline plan proposes a framework for the efficient use of land and infrastructure to create a more compact city. Along with the associated land use amendment (Attachment 5), the plan proposes land use districts that allow a diversity of housing types which can meet affordability, accessibility, life cycle, and lifestyle needs of different groups.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget:

The proposed outline plan does not trigger capital infrastructure investment and therefore there are no growth management concerns.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposed outline plan serves to implement the relevant objectives and policies of the *Municipal Development Plan* and the *Saddle Ridge Area Structure Plan*. This proposal allows intensification in an actively developing area, as well as an efficient use of land and infrastructure that can operate independently as well as integrate with future development in the area.

ATTACHMENTS

1. Conditions of Approval
2. Applicant's Submission
3. Proposed Outline Plan
4. Subdivision Data Sheet
5. Proposed Land Use Map

Conditions of Approval

1. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by McIntosh-Lalani (File No ML8520), dated May 4, 2018.
2. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
3. Prior to endorsement of any Tentative Plan or the release of a Development Permit, the developer must execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
4. Make satisfactory cost sharing arrangements with Saddlecrest Lands Inc. for part cost of the storm pond constructed in Lot 2PUL in Block 4 that was constructed by Saddlecrest Lands Inc. under Development Agreement Saddle Ridge, Phase 01 DA2002-0084.
5. Make satisfactory cost sharing arrangements with 1654620 Alberta Ltd. for part cost of the existing underground utilities and surface improvement installed/constructed in 89 Avenue NE that was paid for and/or constructed by 1654620 Alberta Ltd. under the Development Agreement Saddle Ridge, Phase 01, DA2018-0055.
6. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
7. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
 - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b) Construct the roadway within the boundary of the plan area.
 - c) Construct the lane on the west boundary of the plan area.
 - d) Construct a wood screening fence, chain link fence, or sound attenuation fence, whichever may be required, inside the property line of the residential lots along the boundaries of the plan area.
 - e) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
8. In conjunction with the initial tentative plan application for the area, 89 Avenue NE shall be constructed from Saddlecrest Boulevard NE to Saddlecrest Grove NE.
9. Saddlecrest Grove to be constructed to the 9m pavement width (16.0m/9.0m) residential street standard.
10. Prior to the approval of the affected tentative plan, confirm that ROW at all intersections align with the existing or approved ROW to the north of the subject property across 89 Avenue NE (except where a median prevents left turns).

Conditions of Approval

11. No direct vehicular access shall be permitted to or from 89 Avenue NE. Vehicular access shall be provided via rear lanes. Restrictive covenants shall be registered on all applicable titles concurrent with the registration of the final instrument at the affected Tentative Plan stage.
12. For R-Gm residential lots, no direct vehicular access shall be permitted to or from Saddlecrest Grove NE. Vehicular access shall be provided via rear lanes. Restrictive covenants shall be registered on all applicable titles concurrent with the registration of the final instrument at the affected Tentative Plan stage.
13. Lane access to 89 Avenue NE will be restricted to right-in/right-out movements only.
14. Prior to approval of construction drawings, the developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (owned privately or owned by the City).
15. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit access route replacement, to the satisfaction of the Director, Transit and the Director, Transportation Planning.
16. All crosswalks where Regional Pathways or Multi-use pathways intersect with the street shall be designed to the satisfaction of the Director, Transportation Planning. At- grade mid-block crossings will not be permitted.
17. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications – Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.

Applicant's Submission



Land Use Redesignation Applicant's Submission Not Including Secondary Suites

PL 1263 (R2017-09)

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

This application is for an outline plan and land use redesignation in the developing community of Saddlecrest in Saddle Ridge, northeast Calgary. The subject property, 6827 89 Avenue NE (Plan 731001, Block 5), is the eastern most parcel of eight former acreages. The subject parcel is located at the easternmost end of 89 Avenue NE, adjacent to a regional pathway to the east and existing low-density residential development to the south.

The proposed land use redesignation will result in approximately 32 Residential - Low Density Mixed Housing (R-G)(R-Gm) parcels, which will allow for a variety of housing forms, including single-detached and duplex dwellings, rowhouse buildings, carriage house lots, and secondary suites. A 7.0-meter lane will run north-south between the subject parcel and the parcel to the west (Plan 731001, Block 6), which will further allow for a mix of housing types by providing for both laned and laneless housing forms.

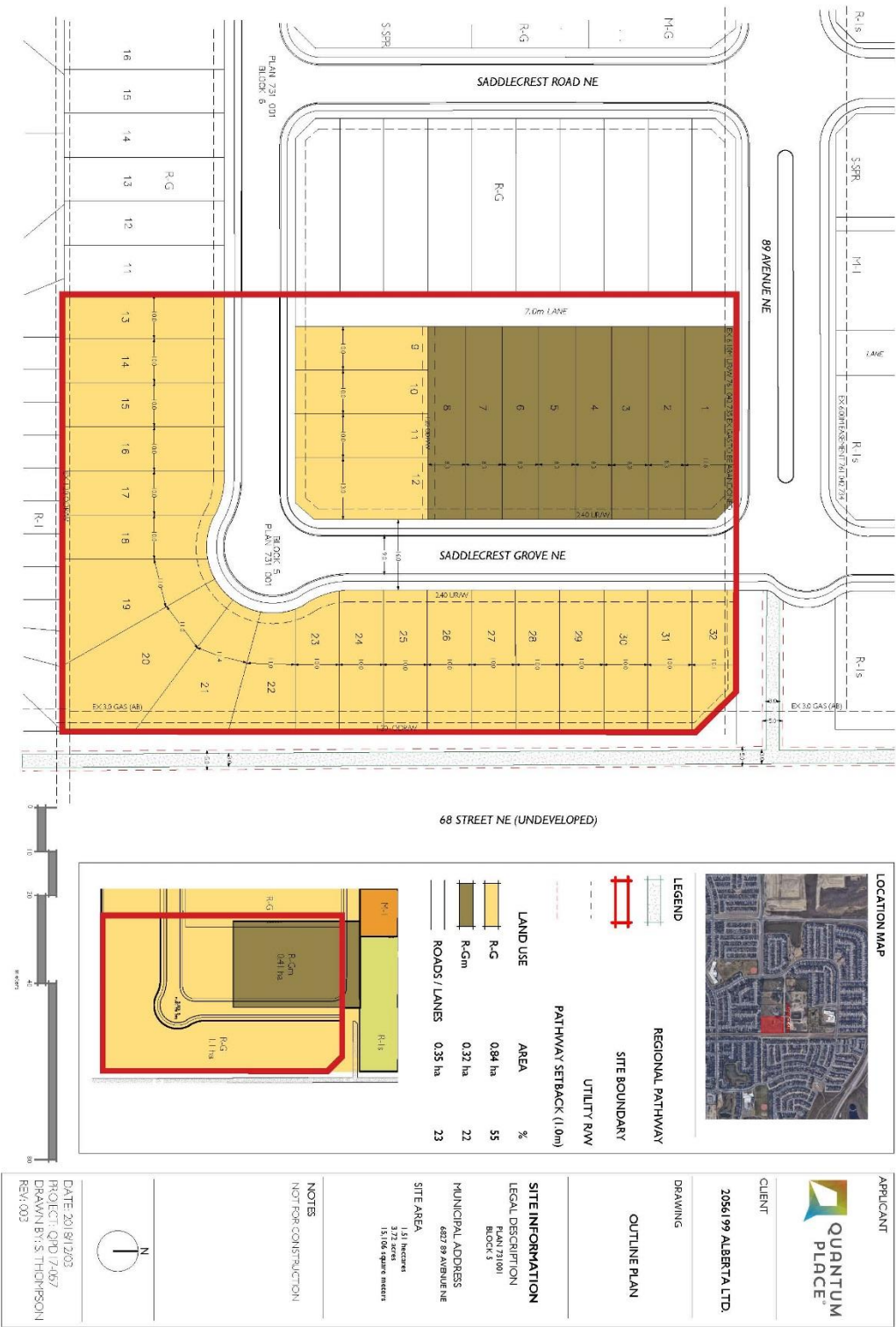
This application is consistent with applicable municipal planning documents, including the Municipal Development Plan (MDP) and the Saddle Ridge Area Structure Plan (ASP). The MDP identifies this area as generally appropriate for residential development, and supportive of development that incorporates a variety of housing types and forms. According to the ASP, the subject parcel is not hindered by any major development constraints (Map 4, p.9) and is designated for residential development (Map 6, p. 23). Additionally, an environmental site assessment and geotechnical analysis have not identified any concerns or hinderances to development.

Should this application be approved, only two other parcels in Saddlecrest, Plan 731001 Block 1 and 7, will remain as S-FUD. The existing community that surrounds the subject parcel generally consists of single-detached, low-density housing, though a multi-purpose school site exists to the north along Saddlecrest Boulevard NE. With outline plan and land use approvals to the north and west of the subject parcel, this application creates a logical extension of the developing community, tying in to the transportation and servicing network proposed by others, and sensitively providing a transition from the slightly higher-densities (M-G, C-N1, M-1) to the adjacent community of single-detached homes. The resulting development from this proposed land use redesignation will have a unit density of at least 8.60 units per acre (upa)—sensitive to the community, while still exceeding the ASP's minimum density of 7.00 upa.

Thank you for your careful consideration of this application.

ISC: Protected

Proposed Outline Plan



Subdivision Data Sheet

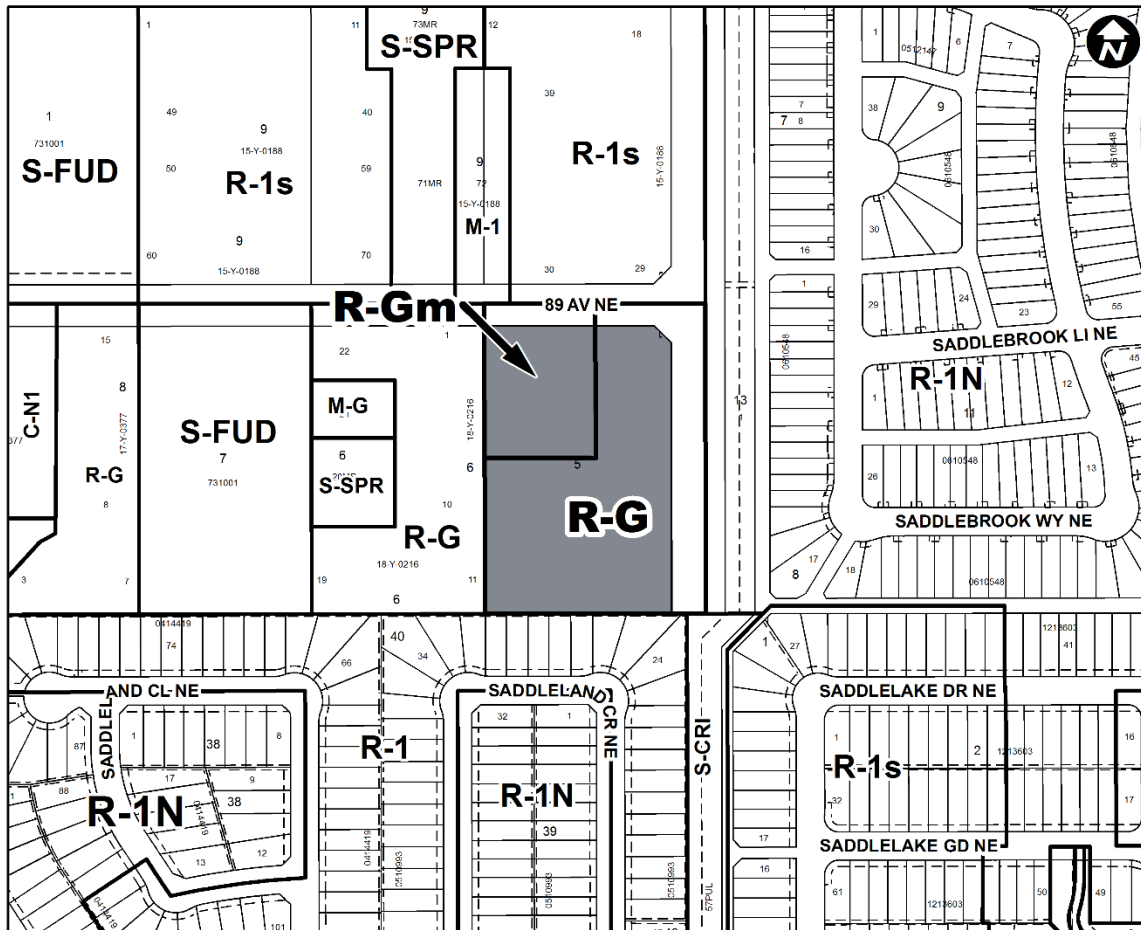
	HECTARES	ACRES
GROSS AREA OF PLAN	1.51	3.72
LESS: ENVIRONMENTAL RESERVE		
LESS: LAND PURCHASE AREA		
NET DEVELOPABLE AREA	1.51	3.72

LAND USE (Residential)	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)
R-G	0.84	2.07	24	
R-Gm	0.32	0.79	8	
Total Residential	1.16	2.86	32	
(Non-Residential)				

	HECTARES	ACRES	% OF NET AREA
ROADS (CREDIT)	0.35	0.86	23
PUBLIC UTILITY LOT			

RESERVES	HECTARES	ACRES	% OF NET AREA
MR			
MSR			
MR (NON-CREDIT)			

Proposed Land Use District Map



Planning & Development Report to
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2018 December 13

ISC: UNRESTRICTED
CPC2018-1407

Land Use Amendment in Saddle Ridge (Ward 5) at multiple properties, LOC2017-0042

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on 2017 February 10 on behalf of a consortium of landowners. The application proposes to redesignate eight existing parcels that form a 15.76 hectare (38.94 acre) block of land in the Community of Saddle Ridge (Cell D) from Special Purpose – Future Urban Development (S-FUD) District to Commercial – Neighbourhood 1 (C-N1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – Medium Profile Support Commercial (M-X2) District, Residential – Low Density Mixed Housing (R-G) District, Special Purpose – Community Institution (S-CI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District to enable:

- a range of housing types including single detached, row houses and multi residential dwellings to meet the needs of various household sizes, lifestyles and income levels;
- street-oriented commercial and mixed-use development focused around Guru Nanak Gate NE to create an inviting urban gateway into the neighbourhood; and
- a consolidated central park space and community-scaled institutional site which will serve as a vibrant gathering place and hub for cultural and recreational activity in Cell D.

The proposal conforms to the relevant policies of the *Municipal Development Plan* and is supported by the objectives of the *Saddle Ridge Area Structure Plan*. As noted in the Applicant Submission (Attachment 1), this redesignation is accompanied by an outline plan application that contemplates the provision of new streets, parks and infrastructure to serve the plan area and future development surrounding the site. The large central park space consolidates the Municipal Reserve contribution owing from the majority of existing parcels in the plan boundary and represents a significant collaborative effort amongst landowners to achieve a community park space design that reflects the goals of the *Saddle Ridge ASP*.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommends that Council hold a Public Hearing: and

1. **ADOPT**, by bylaw, the proposed redesignation of 15.76 hectares \pm (38.94 acres \pm) located at 4612, 4720, 4820 and 4908 – 84 Avenue NE and 4607, 4715, 4815 and 4903 - 88 Avenue NE (Plan 6778AW, Blocks 2, 3, 4, 5, 13, 14 and 15; Plan 6778AW, Block 12, Lot 12A) from Special Purpose – Future Urban Development (S-FUD) District to Commercial – Neighbourhood 1 (C-N1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – Medium Profile Support Commercial (M-X2) District, Residential – Low Density Mixed Housing (R-G) District, Special Purpose – Community Institution (S-CI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District; and
2. Give three readings to the proposed bylaw.

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PREVIOUS COUNCIL DIRECTION / POLICY

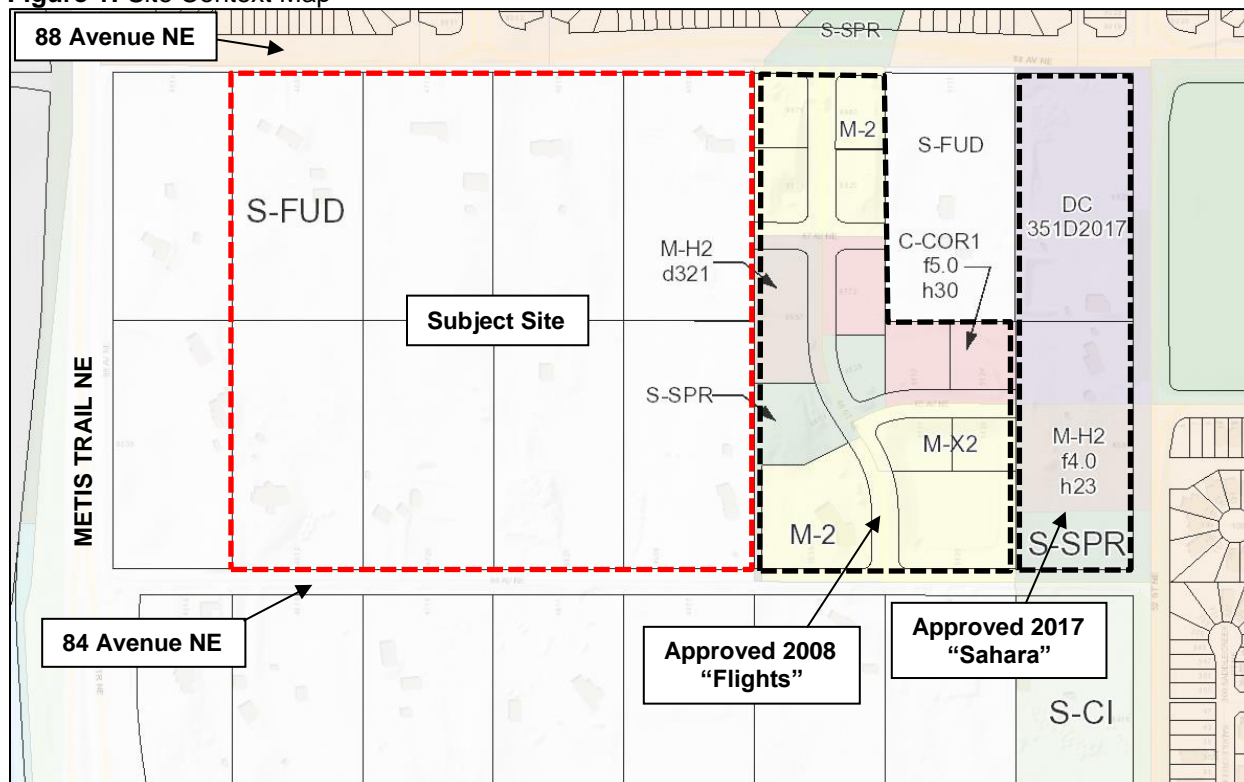
None.

BACKGROUND

This application was submitted by B&A Planning Group on 2017 February 10 on behalf of a consortium of landowners (Attachment 5). As noted in the Applicant Submission (Attachment 1), this redesignation is accompanied by an outline plan application that contemplates the provision of new streets, parks and infrastructure to serve the plan area and future development surrounding the site.

The Cell D Residential Area ("Cell D") as referred to in the Saddle Ridge ASP is a quarter section of land which was subdivided in 1914 into 32 individual lots of 4.6-4.9 acres (1.9 hectares) with an internal spine road (84 Avenue NE). The area was annexed by The City of Calgary in 1961. Over the years, the area has been developed for single detached homes and various outbuildings. This historical subdivision pattern remains largely in-tact today however, this application in conjunction with two other existing approved outline plans east of the site set the framework for comprehensive redevelopments on 13 of the 32 existing parcels.

Figure 1: Site Context Map



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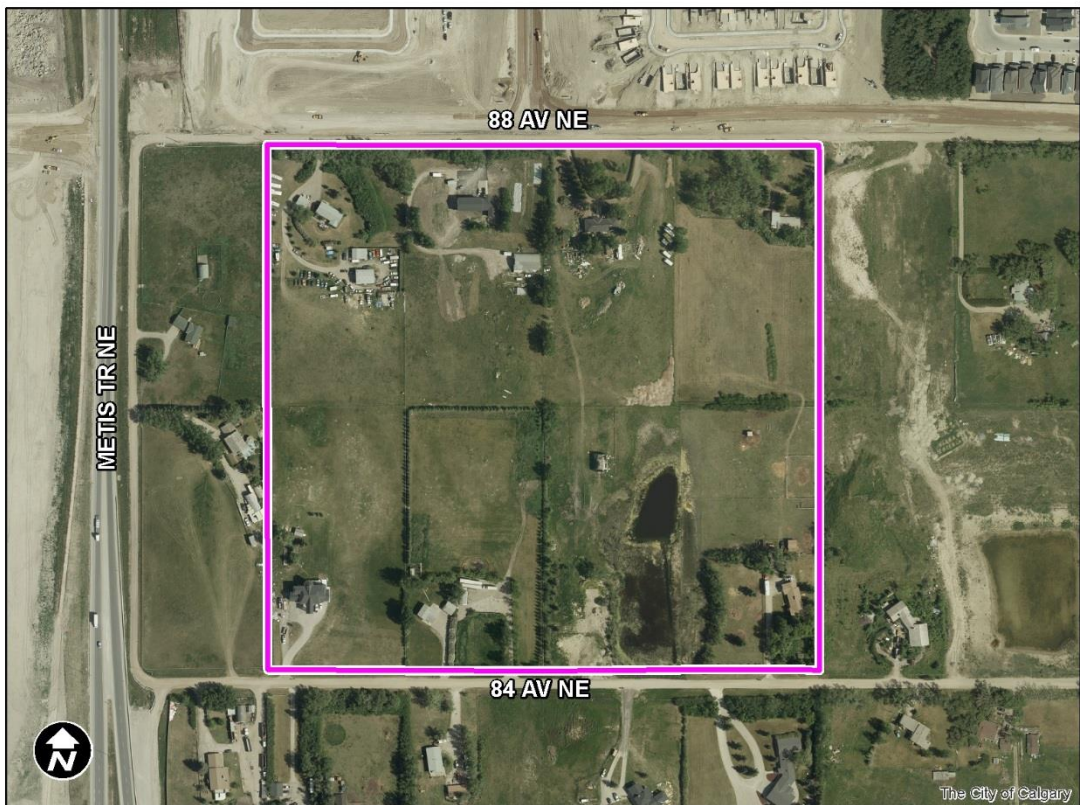
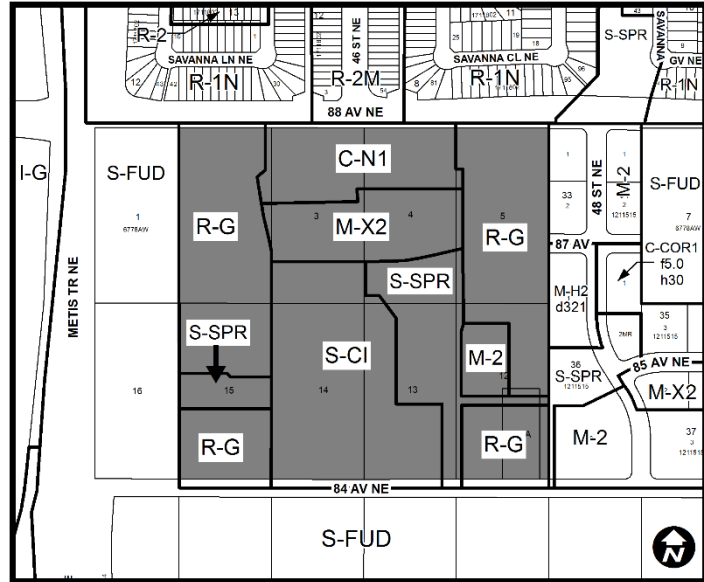
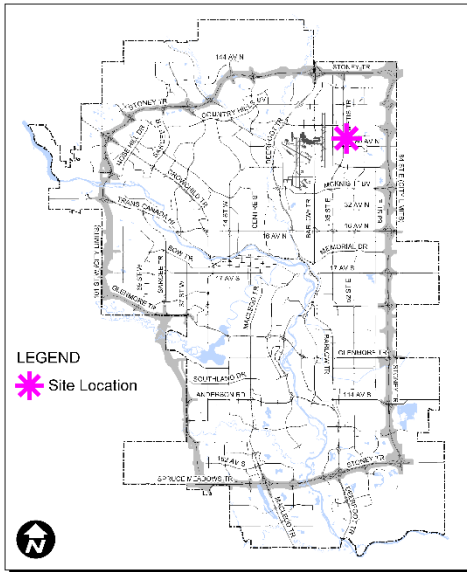
Redevelopment and comprehensive planning of the area has been, and continues to be, complicated by the existing subdivision pattern, small parcel sizes with varying landowner aspirations, and coordination of infrastructure development. The subject site represents a missing gap in the approval of land use districts for the northwest portion of Cell D. This plan builds upon the framework established by the “Flights” outline plan and presents a logical extension of the subdivision design to almost the western edge of Cell D. For ease of reference, the map (Figure 1) above shows the site context in relation to the existing approved outline plans in the area. The site includes 25% of the overall land supply in Cell D and a majority of the remaining unplanned lands within the northern half of the cell.

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Location Maps



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Site Context

The subject site is approximately 15.76 hectare (38.94 acre) in size and is located in the developing community of Saddle Ridge in northeast Calgary, approximately 1.35 kilometres west of the planned Community Activity Centre and LRT Station at 60 Street NE and 88 Avenue NE. The site includes the majority of the northwest quadrant of Cell D (25 percent of Cell D overall) and is bounded by 88 Avenue NE to the north and 84 Avenue NE to the south. The site currently functions as eight separate estate residential lots with each containing an existing single detached dwelling and associated outbuildings.

Lands to the north, east and south are made up of existing and developing residential communities with lands to the west (west of Metis Trail NE) being primarily industrial in nature.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This application will enable the development of a range of residential, commercial, institutional and mixed-use building forms that will contribute to the growth of the Cell D Residential Area as envisioned by the Saddle Ridge Area Structure Plan (ASP). The following analysis considers the appropriateness of the proposed range of uses and intensities in the context of relevant policy and sound planning principles.

Planning Considerations

Given the nature of this application, the primary planning considerations relate to ensuring an appropriate range of uses and intensities to support the creation of a complete Community in Cell D and that the uses complement those planned for adjacent lands. Given the “greenfield” nature of these lands, environmental and servicing issues were also major points of consideration.

Subdivision Design

The proposed outline plan forms a logical extension to the planned street pattern within the Cell D Neighbourhood Activity Centre, provides a block-based street network that will facilitate street-oriented development and completes the northwest segment of the planned Cell D collector street network. The proposed Guru Nanak Gate NE intersects with 88 Avenue NE at the north boundary of the plan area and will serve as the primary access point to the neighbourhood. Given the proposed street design and land use framework, it is anticipated that these lands will develop with street-oriented buildings and that Guru Nanak Gate NE will serve as a key community entrance/gateway.

Overall, the land use framework and subdivision design are anchored by a mixed-use commercial gateway and a central neighbourhood hub planned with worship facilities and a major park space. These elements will establish conditions necessary for the development of an interesting, vibrant new piece of the neighbourhood. The surrounding blocks provide for a mix of housing options that will accommodate residents of various life stages and incomes with densities that will exceed minimum targets and provide a compact urban form. Park and street

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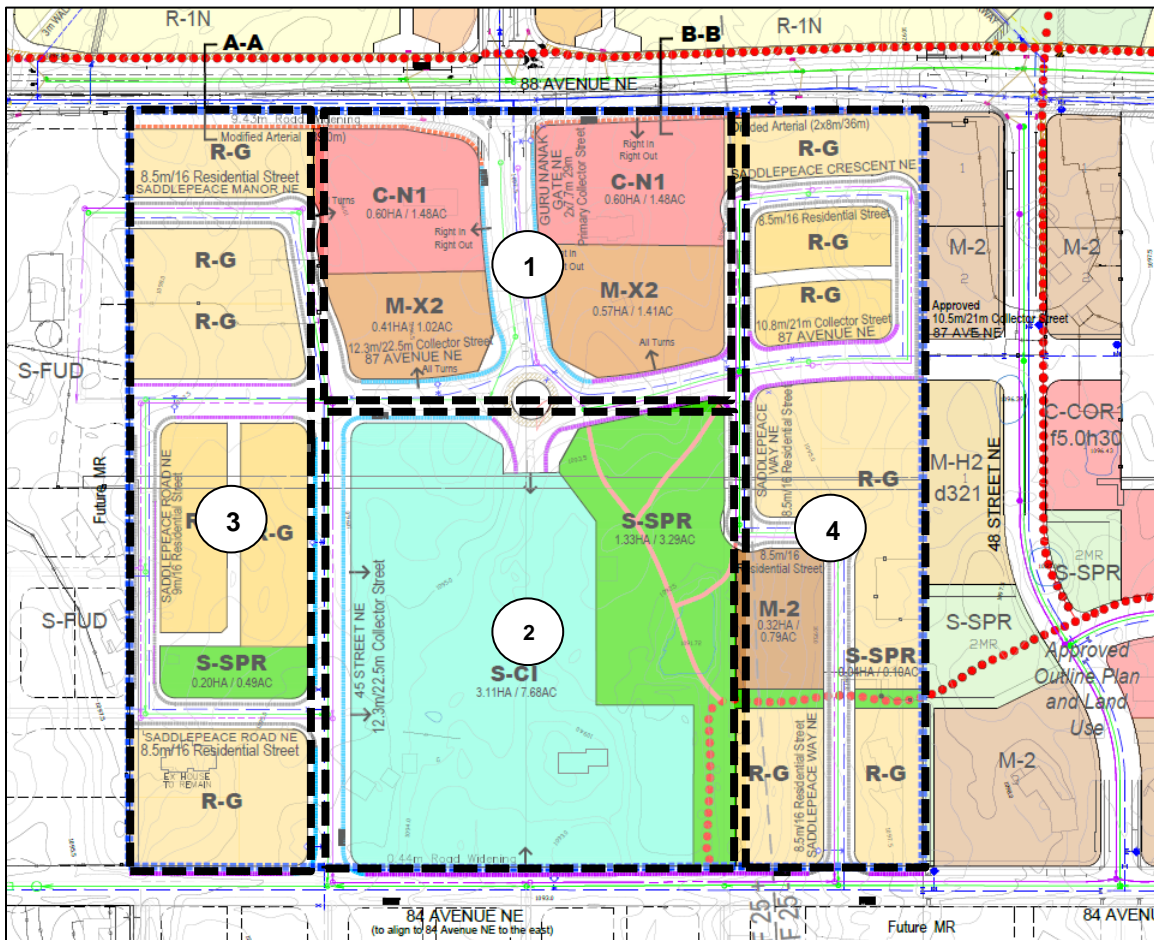
edge conditions have been carefully considered to ensure the land use framework will enable a strong pedestrian environment within key areas of the new neighbourhood. Municipal Reserve dedication for seven out of eight existing parcels has been consolidated and provided within the neighbourhood core to create a large programmable space which will have multiple uses.

Land Use

The subject site is currently designated Special Purpose – Future Urban Development (S-FUD) District. The intent of this district is to protect lands for future urban forms of development and density by restricting premature subdivision and development of parcels of land. A significant proportion of the lands within Cell D remain within the S-FUD district today.

The recommended land use changes are summarized below. In order to give context to the appropriateness of each proposed district, the changes are described in the context of four distinct “character areas” that the plan seeks to create. These character areas are identified on the following key map (figure 2) for ease of reference.

Figure 2: Land Use District Key Map



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1) The Commercial/Mixed-Use Gateway

The gateway block includes 1.2 hectares (2.96 acres) of Commercial – Neighbourhood 1 (C-N1) District and 0.98 hectares (2.43 acres) of Multi-Residential – Medium Profile Support Commercial (M-X2) District lands. The C-N1 district will enable small-scale commercial uses in a street oriented building form where buildings line the adjacent streets. The C-N1 also provides opportunities for residential uses to occur on upper floors. The M-X2 district will enable multi-residential and mixed-use building forms with opportunities for commercial uses at-grade. The maximum building height is 16.0 metres and a minimum residential density of 60 units per hectare is required.

2) The Neighbourhood Core

The neighbourhood core includes 3.11 hectares (7.68 acres) of Special Purpose – Community Institution (S-CI) District lands intended to facilitate the development of a major new Place of Worship (Temple) and an associated Private School. It also includes 1.33 hectares (3.29 acres) of Special Purpose – School, Park and Community Reserve (S-SPR) District to accommodate a new central public park space.

3) Western Residential Block

The western residential block includes approximately 2.31 hectares (5.71 acres) of Residential – Low Density Mixed Housing (R-G) District which will provide opportunities for a mix of lower density housing forms and 0.2 hectares (0.49 acres) of Special Purpose – School, Park and Community Reserve (S-SPR) District to accommodate a small-scale neighbourhood park space to complement the larger central park space proposed for the neighbourhood core.

4) Eastern Residential Block

The eastern residential block includes approximately 2.34 hectares (5.78 acres) of Residential – Low Density Mixed Housing (R-G) District which will provide opportunities for a mix of lower density grade-oriented housing options as well as 0.32 hectares (0.79 acres) of Multi-Residential – Medium Profile (M-2) District to provide multi-residential housing options with buildings of up to 16.0 metres in height. The M-2 district has been purposefully located adjacent to the eastern edge of the central Municipal Reserve in order to provide greater potential for an active edge conditions along this key neighbourhood organizing element. This block also includes a small portion of Special Purpose – School, Park and Community Reserve (S-SPR) District lands to provide a linear pathway link from the central park to park space planned for the NAC to the east of this site.

Density

Section 4.2.3.1 of the Saddle Ridge ASP requires a minimum average residential density of 20 units per gross developable hectare across the Cell D neighbourhood to an anticipated maximum of 40 units per gross developable hectare. The ASP further directs that an analysis of the capacity of the necessary infrastructure will assist in determining the appropriate density for each application. Based on the minimum residential density requirements contained within the recommended land use districts, the minimum anticipated density within this plan area is

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approximately 20.1 units per hectare. The maximum anticipated density is 30.2 units per hectare. This density range is in alignment with the anticipated targets for the broader Cell D neighbourhood and can be accommodated by the existing downstream infrastructure. This achievement is notable when considering that a significant portion of the plan area has been dedicated to commercial and institutional uses.

The proposed form and intensity of development is further supported by the objectives of Section 4.2.3.1 wherein the ASP directs that a minimum of 30 percent of the housing units within Cell D shall be non-single detached housing units. The recommended land use districts will ensure that at least 39 percent of units within the plan area are in a non-single detached form with flexibility for a greater proportion of non-single detached options provided through the R-G district. This will serve to help the overall development balance in Cell D achieve the minimum 30 percent wherein single detached housing options are expected to be more prevalent south of the subject site.

Environmental

Section 4.2.3.2 of the Saddle Ridge ASP directs that Outline Plan/Land Use Amendment applications will determine whether there are any wetlands within the project area that are appropriate for preservation. In this regard, a Biophysical Impact Assessment (BIA) was prepared and reviewed in support of this application to determine the presence and significance of on-site wetlands and identify the appropriate approach to addressing such features. The BIA notes the presence of a Class III wetland on Block 14 within the outline plan area. The approach to wetland mitigation employed through the City's Wetland Conservation Plan is a hierarchy that seeks wetland avoidance, minimization and replacement, with avoidance being the highest priority. The wetland in question has environmental value, however, there are significant constraints noted with regard to its long-term viability. Such constraints generally include:

- Historical disturbance of the hydrological catchment area through surrounding urban development activity
- The current provincial regulatory framework precludes supplementing wetlands with stormwater as a strategy for maintaining their hydrology
- Technical and cost constraints associated with a hypothetical solution for supplementing the wetland hydrology with stormwater would prevent the proposed development from being realized
- Significant resources have been invested by the City in attempting to realize the development of a complete urban community in Cell D.

Given the listed constraints with regards to planning of the entire site, significant associated costs of stormwater re-use and an uncertain legislative environment, Administration recommends acceptance of the removal of the wetland within the subject lands with the condition that a robust naturalization program occur on the southern half of the proposed municipal reserve parcel. The incorporation of a naturalized area in accordance with the Municipal Reserve concepts provided with the outline plan will help offset the loss of the wetland. Financial compensation for the wetland loss will be required through an application to

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Alberta Environment and Parks (AEP) for approvals under the *Water Act* prior to each phase of development. This compensation will be coordinated through Ducks Unlimited Canada.

Transportation

The Outline Plan area connects directly to the arterial street network by way of 88 Avenue NE which directly bounds the site to the north. The site is bound to the east by an existing approved subdivision (Flights). The internal street network for the proposed outline plan ties directly into an existing approved portion of 87 Avenue NE which has been dedicated through the Flight subdivision. A Collector Street (84 Avenue NE) forms the south site boundary. Currently, 84 Avenue NE is a gravel road and 88 Avenue NE is constructed to half of its ultimate width. Necessary widening and surface improvements these boundary streets will be done in conjunction with development along with the construction of new streets internal to the plan area.

The plan area is within approximately 1.5 kilometres of the Saddletowne LRT station and 1.25 km of the future 88 Avenue LRT station. Local transit (bus) service will be added as this portion of the community continues to develop. Near-term transit (pre-Blue Line extension) will consist primarily of service to and from Saddletowne Station by way of an extension of route 59 into the neighbourhood. Future transit plans include:

- A local route originating at the 88 Avenue Station running along 88 Avenue NE providing service to businesses and residents along that corridor;
- A local route that travels between 88 Avenue and Saddletowne Stations to provide service to residents of Saddleridge Cell D (i.e. a new local route replacing the route 59 extension); and
- A regional service which travels along the 60 Street NE/52 Street NE corridor connecting to broader destinations.

A Transportation Impact Assessment (TIA) was submitted by the applicant in order to support the proposed subdivision design and generally evaluate the off-site transportation impacts of the proposal. It was determined through the review of the TIA that the planned network, including twinning of both Metis Trail NE and 88 Avenue NE can accommodate the proposed densities. In addition to upgrades to boundary roads, a condition of approval has been placed on the outline plan requiring contributions for the widening of the section of Metis Trail adjacent to the west boundary of Cell D. The specific location of site accesses and associated private driveways will continue to be discussed further and ultimately determined at the Development Permit stage. The ultimate location of such accesses will include a detailed review of technical feasibility in conjunction with an analysis of the optimal site/neighbourhood design.

Utilities and Servicing

Sanitary, storm and water servicing infrastructure is available to service the development area. The specific arrangements will continue to be discussed and reviewed in detail through the future Subdivision and Development Permit processes. Of specific relevance to this proposal, the developer will be required to make payment arrangements with The City of Calgary for part

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of the cost of the Saddle Ridge Storm Pond for Cell D which was installed by Trio Vest Realty Advisors through their Saddle Ridge Industrial, Phase 01 (2014-044) subdivision and financed by The City of Calgary. The future development of these lands will include necessary extensions to sanitary, storm and water pipes that will provide a basis to service lands to the south and east. Standard off-site levies, charges and fees will also be applicable.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant external stakeholders (e.g. Calgary Airport Authority, Enmax, etc.) and notice was posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

The Applicant met with the Saddle Ridge Community Association Planning Committee on 2017 June 20 and held a public open house at the Genesis Centre on 2017 June 28. Over 120 citizens attended the open house and 79 feedback forms were received. According to follow-up information provided by the Applicant, public feedback from the open house is generally summarized as follows:

- 77 out of 79 feedback forms explicitly mentioned support for the project
- 42 specifically mentioned support for the proposed community institution site and its future development
- 10 outlined questions or concerns (eight out of ten were still supportive overall) including:
 - Project timeline
 - Density and congestion
 - Traffic

The Saddle Ridge Community Association provided comments on proposed outline plan and land use redesignation. In their comments dated 2018 February 4 (Attachment 4) they note a range of specific positive attributes including the consolidated central park space, the potential for mixed-use buildings and the configuration of residential blocks adjacent to the park. No formal comments were received by citizens in response to the application circulation and notice.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

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Municipal Development Plan (Statutory, 2009)

Map 1 “Urban Structure” of the *Municipal Development Plan* (MDP) identifies the subject lands as a Planned Greenfield Area subject to an Area Structure Plan. Section 3.6.1 of the MDP directs that the applicable Area Structure Plan (Saddle Ridge ASP) provides detailed guidance for the review of planning applications. Notwithstanding the direction in 3.6.1, it is worth noting that the proposed redesignation will result in a density for this section of the plan area that exceeds the minimum target of 20 units per hectare envisioned for new communities and the plan area includes a range of residential, commercial, institutional and mixed-use districts that will contribute positively to ongoing efforts in planning and building a complete community in Cell D.

Saddle Ridge Area Structure Plan (Statutory, Updated 2015)

The Saddle Ridge ASP provides the most direct policy guidance in the consideration of planning and development proposals in Cell D. The ASP policies relate to three primary categories including 4.2.3.1 *Composition of the Cell D Neighbourhood*, 4.2.3.2 *Design of the Cell D Neighbourhood* and 4.2.3.3 *Cell D Implementation Policies*. The following sections of this report provide an overview of the application’s conformity with these policy areas.

Composition of the Cell D Neighbourhood

Section 4.2.3.1 describes that Cell D is intended to be designed as an integrated neighbourhood containing a mix of low to medium density housing types, a Neighbourhood Activity Centre, an interconnected grid-based street pattern and new parks. The ASP policy intends that new developments should be developed in a manner that is compatible with and forms a natural continuation of adjacent planned developments.

The proposed redesignation contemplates a mix of commercial, residential (low density and multi-residential), institutional and mixed-use building forms that will contribute to the overall completeness of the Cell D community while complementing those uses planned for the adjacent NAC to the west. The associated outline plan provides a street design which is a logical continuation/extension of the subdivision design established by adjacent Flights outline plan. Of specific relevance, this outline plan includes a key segment of the collector street network planned for Cell D as per the ASP (Map 6). The plan area includes a large central park space that consolidates the Municipal Reserve contribution owing from the majority of existing parcels in the plan area.

Design of the Cell D Neighbourhood

Section 4.2.3.2 of the ASP provides that connectivity and mobility throughout Cell D is to be facilitated by a block-based road network comprised of walkable streets fronted by street-oriented development. Multi-residential development may be considered at locations: along the collector streets, adjacent to transit stops, adjacent to parks, adjacent to institutional sites, and in proximity to the Neighbourhood Activity Centre. Complementary Neighbourhood scale commercial and employment uses outside of the Neighbourhood Activity Centre may be considered at: community entrance locations; adjacent to transit stops, along collector streets; or at neighbourhood gathering locations.

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In this regard, the associated outline plan provides for a modified grid-based street network that includes logical extensions of streets that are planned to the east of the site. Further, it completes the northwest segment of the planned Cell D collector street network. The proposed land use districts, particularly those adjacent to the collector streets, have been carefully considered in order to ensure sites will be developed with street-oriented buildings. Where low density residential districts are planned adjacent to collector streets, rear lanes have been included in the plan to minimize future curb cuts and disruptions to the pedestrian realm.

The location of commercial, mixed-use and multi-residential districts have been carefully considered such that they are sited at gateways and other key locations adjacent to parks and collectors streets where they can most effectively contribute to building a unique sense of place in the neighbourhood and providing strong pedestrian-friendly edge conditions.

Cell D Implementation Policies

Section 4.2.3.3 of the ASP recognizes that the Saddle Ridge Cell D area is a challenging redevelopment site because of the existing subdivision pattern consisting of ± 2.02 hectares (± 5.0 acre) parcels, the number of parcels within the area, and the technical aspects for extension of necessary servicing infrastructure. Because of these considerations, and to ensure a comprehensively planned neighbourhood, a range of implementation policies were developed to help guide future Outline Plan and Land Use amendment applications. The proposed land use redesignation and outline plan applications are generally consistent with these policies in that:

- The boundaries proposed include an application area that achieves an integrated land use concept in harmony with the adjacent “Flights” outline plan;
- The boundaries proposed provide for the necessary extension of servicing infrastructure into the area;
- The site follows existing neighbourhood boundary streets and is adjacent to approved Outline Plan boundaries.

Implementation Challenges

The primary weakness of the proposed plan in relation to the Cell D implementation policies is the exclusion of Block 1 & Block 16 (adjacent parcels – see Figure 3 below) from the plan area. Although the implementation policies would encourage the inclusion of these parcels in this outline plan area, they do recognize that coordinating planning amongst landowners can be difficult as many have different short and long term aspirations for their lands. Despite efforts by the Applicant and Administration to encourage the participation of Blocks 1 and 16 within this planning process, the owners have not consented to their lands being made part of the application and the City cannot legally enforce inclusion without that landowner’s consent.

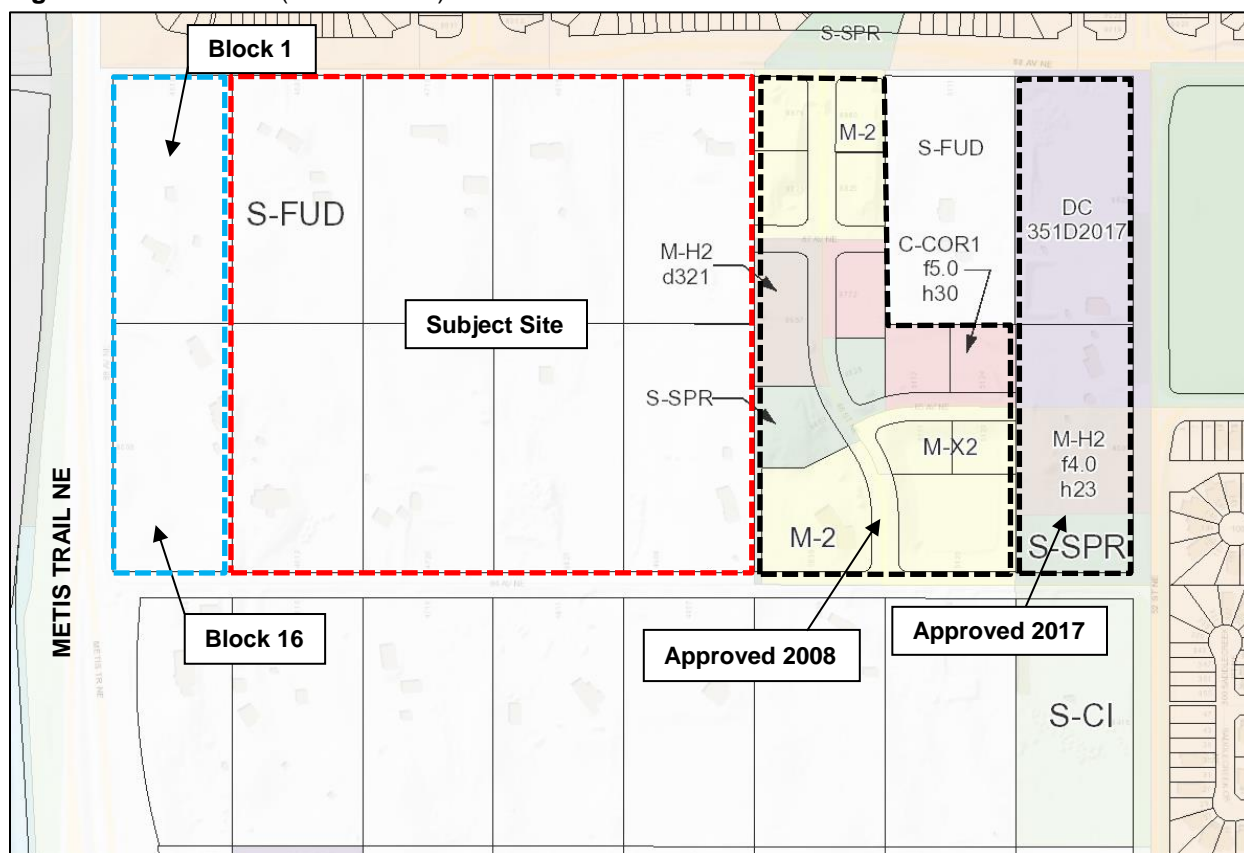
In order to address this deficiency, the Applicant has provided a shadow plan (Attachment 4) that is meant to demonstrate how these parcels could conceivably develop in the future. The purpose of the shadow plan is to demonstrate that approval of this land use redesignation and outline plan will not compromise or hinder a future development on Blocks 1 & 16 that is in harmony with the neighbouring land use permissions and subdivision design. It is important to emphasize that the shadow plan provided by the Applicant does not fortify the eventual design solution, nor does any reference to this plan represent an endorsement or approval of the

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concept. It is merely a concept that is intended to demonstrate a required threshold of technical feasibility.

Administration is satisfied that the proposed land use configuration and subdivision design allows sufficient opportunities for a future development on Blocks 1 and 16 that is both viable and integrated. The shadow plan submitted in support of this application demonstrates one option that serves to achieve the vision of the ASP. The subdivision and land use pattern also allows for flexibility such that alternative design proposals could be contemplated for Blocks 1 and 16.

Figure 3: Site Context (Block 1 & 16)



Social, Environmental, Economic (External)

The recommended land use framework will provide for a mix and intensity of uses that supports active modes of transportation and makes an efficient use of land and infrastructure. The range and mix of uses will contribute to the creation of a complete community in Cell D.

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Financial Capacity

Current and Future Operating Budget:

There are no specific known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There is a risk that not proceeding with the recommendation could potentially delay the realization of development of the Cell D area as envisioned by the Saddle Ridge ASP and further impact the City's ability to recover the costs invested into development of the Saddle Ridge storm pond.

REASON(S) FOR RECOMMENDATION(S):

The recommended redesignation will allow for a range residential, commercial, institutional and mixed-use building forms and a new central park space to serve the developing community of Saddle Ridge. In this regard, the redesignation will contribute to the creation of complete community as supported by the objectives of the *Municipal Development Plan* (MDP). The recommended land use framework and associated subdivision design is a complement to the planned Neighbourhood Activity Centre in Cell D and the proposed densities make an efficient use of land and services.

Overall, the land use framework and subdivision design which are anchored by a mixed-use commercial gateway and a central neighbourhood hub planned with worship facilities and a major park space will establish conditions necessary for the development of an interesting, vibrant new piece of the neighbourhood. The surrounding blocks provide for a mix of housing options that will accommodate residents of various life stages and incomes with densities that well exceed minimum targets and provide a compact urban form. Park and street edge conditions have been carefully considered to ensure the land use framework will enable a strong pedestrian environment within key areas of the new neighbourhood.

ATTACHMENT(S)

1. Applicant Submission
2. Community Association Letter
3. Outline Plan
4. Shadow Plan (Blocks 1 & 16)
5. Landowner Information

Applicant Submission

Applicant's Submission

Saddle Ridge Cell D Outline Plan and Land Use Redesignation

Fast Forward 2028

The Saddle Ridge Cell D plan, located in northeast Calgary, has two institutional uses: the Darbar Sri Guru Granth Sahib Temple and the Gobind Sarvar private school, associated with the Temple. Pathways are well connected and busy with walkers, runners and cyclists. Shopping is readily available at the northern main entrance, Guru Nanak Gate.

The neighbourhood is based on a modified grid street pattern that results from the collective cooperation of several small parcel landowners who make up the area. The proposed land use districts offer a wide variety of housing forms: single detached, semi-detached, rowhouses, as well as townhouses and apartments. Park spaces are strategically located throughout the neighbourhood to provide residents' ease of walking throughout the community and contained within the landownership boundaries.

The plan provides the vision and framework for a new neighbourhood in Cell D of the Saddle Ridge Community.

The plan:

- Meets the vision of the Municipal Development Plan to create 'Complete Communities'
- Complies with the policies of the Saddle Ridge Area Structure Plan (as amended, 2016)
- Demonstrates how lands within Cell D can develop logically and comprehensively.

This Outline Plan and Land Use Redesignation application area is made up of six landowners, each of whom have a vision for their individual parcels of land. The journey to arrive at a plan where all landowners could come together and agree to go forward for Land Use was not without challenge and time: numerous meetings were held that resulted in a comprehensive approach to planning this neighbourhood. Collaboration and strong commitment to create a neighbourhood that is focused around a heart/community centre made the landowners within the Outline Plan area compromise their original individual vision in order to provide what is a well-grounded neighbourhood design.

The initial engagement was focused on landowners within Cell D. Originally, lands south of 84 Avenue NE and north of 80 Avenue NE participated within Outline Plan and Land

Applicant Submission

Use Redesignation process; however, these landowners decided that they were not collectively ready to proceed with an Outline Plan and they collectively withdrew from the consortium.

A Public Open House was held on June 28, 2017 at the Genesis Centre. Feedback received at the Open House was in strong support for the temple, school and overall plan.

The landowners respectfully seek the support of Calgary Planning Commission and City Council for this new neighbourhood in northeast Calgary, adding the new street name "Guru Nanak" for the entry into the proposed place of worship (the Temple) and the approval of "Saddlepeace" and "Saddlefaith" as additional street names within Cell D.

Community Association Letter

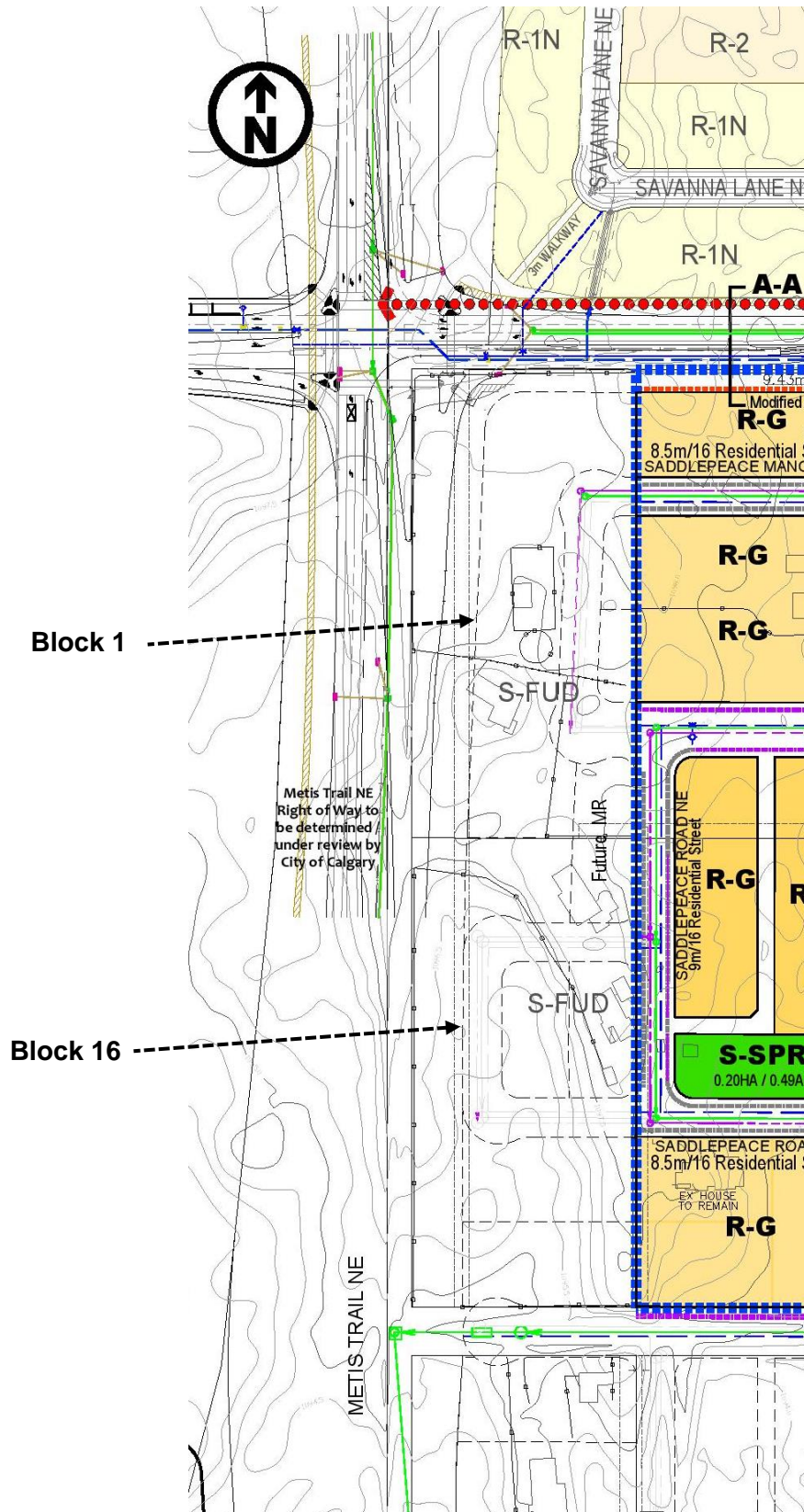
Hello Mike,

An updated position from the community association...Having attended the open house, and been able to discuss what was actually intended, we are now able to support this development. We are particularly pleased with the plan to consolidate the park space to give one larger area rather than several small parks. We also think that having the houses facing the park makes sense, and that rear lane access to the homes on the West side of the park is a good idea, whether they have attached garages or not. We also support the mixed use buildings with retail at street level and apartments above. I don't think we sent in revised comments after the open house, which we should have done. I apologize if that oversight delayed the project in any way.

Judy Brown
Saddle Ridge Community Association

Outline Plan

Shadow Plan (Blocks 1 & 16)



Landowner Information

Applicant:

B&A Planning Group

Landowner(s):

Blue Horse Development Corp.
Dhillon, Gurdev Singh
Gobind Marg Charitable Trust Foundation
Klair Custom Homes Ltd.
Klair, Avtar S.
White Eagle Development Corp.
1008215 B.C. Ltd. (Rai, Ajaib)

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EXECUTIVE SUMMARY

This outline plan application was submitted by B&A Planning Group on 2017 February 10 on behalf of a consortium of landowners. The application pertains to eight existing parcels that form a 15.76 hectare (38.94 acre) block of land in the Community of Saddle Ridge (Cell D). An associated land use amendment application has been submitted to change the designation of these lands from Special Purpose – Future Urban Development (S-FUD) District to Commercial – Neighbourhood 1 (C-N1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – Medium Profile Support Commercial (M-X2) District, Residential – Low Density Mixed Housing (R-G) District, Special Purpose – Community Institution (S-CI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District. Combined, this outline plan and the associated land use application will enable:

- a range of housing types including single detached, row houses and multi residential dwellings to meet the needs of various household sizes, lifestyles and income levels;
- street-oriented commercial and mixed-use development focused around Guru Nanak Gate NE to create an inviting urban gateway into the neighbourhood; and
- a consolidated central park space and community-scaled institutional site which will serve as a vibrant gathering place and hub for cultural and recreational activity in Cell D.

This outline plan application includes the provision of new streets, parks and infrastructure to serve the plan area and future development surrounding the site in a manner that conforms to the *Municipal Development Plan* and is supported by the objectives of the *Saddle Ridge Area Structure Plan*. The large central park space consolidates the Municipal Reserve contribution owing from the majority of existing parcels in the plan boundary and represents a significant collaborative effort amongst landowners to achieve a community park space design that reflects the goals of the *Saddle Ridge ASP*. A special condition has been applied to the Outline Plan requiring that all Municipal Reserve be dedicated with the initial tentative plan application to ensure this park design is fully implemented.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan to subdivide 15.76 hectares \pm (38.94 acres \pm) located at 4612, 4720, 4820 and 4908 - 84 Avenue NE and 4607, 4715, 4815 and 4903 - 88 Avenue NE (Plan 6778AW, Blocks 2, 3, 4, 5, 13, 14 and 15; Plan 6778AW, Block 12, Lot 12A), with conditions (Attachment 1)

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This application was submitted by B&A Planning Group on 2017 February 10 on behalf of a consortium of landowners (Attachment 9). As noted in the Applicant Submission (Attachment 3), this outline plan is accompanied by a land use redesignation that will allow for a range

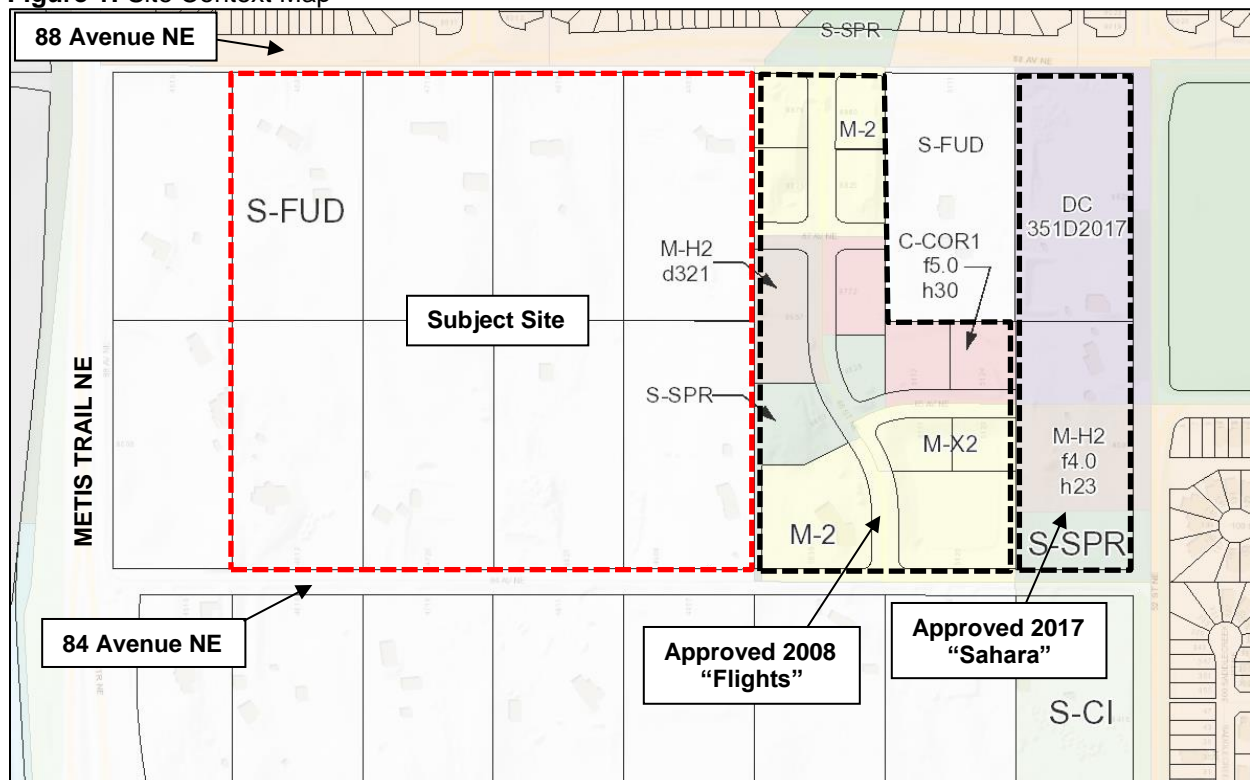
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residential, commercial, institutional and mixed-use building forms to serve the developing community of Saddle Ridge.

The Cell D Residential Area (“Cell D”) as referred to in the Saddle Ridge ASP is a quarter section of land which was subdivided in 1914 into 32 individual lots of 4.6-4.9 acres (1.9 hectares) with an internal spine road (84 Avenue NE). The area was annexed by The City of Calgary in 1961. Over the years, the area has been developed for single detached homes and various outbuildings. This historical subdivision pattern remains largely in-tact today however, this application in conjunction with two other existing approved outline plans east of the site set the framework for comprehensive redevelopments on 13 of the 32 existing parcels.

Redevelopment and comprehensive planning of the area has been, and continues to be, complicated by the existing subdivision pattern, small parcel sizes with varying landowner aspirations, and coordination of infrastructure development. The subject site represents a missing gap in the approval of land use districts for the northwest portion of Cell D. This plan builds upon the framework established by the “Flights” outline plan and presents a logical extension of the subdivision design to almost the western edge of Cell D. For ease of reference, the map (Figure 1) below shows the site context in relation to the existing approved outline plans in the area. The site includes 25% of the overall land supply in Cell D and a majority of the remaining unplanned lands within the northern half of the cell.

Figure 1: Site Context Map

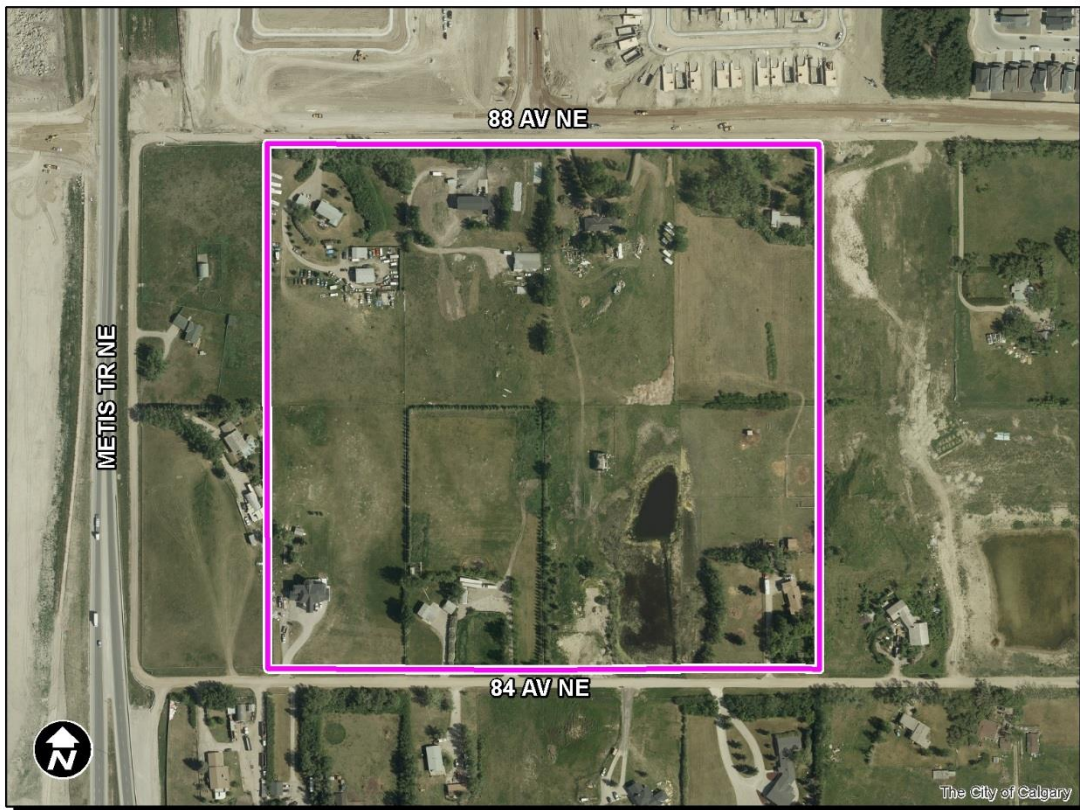
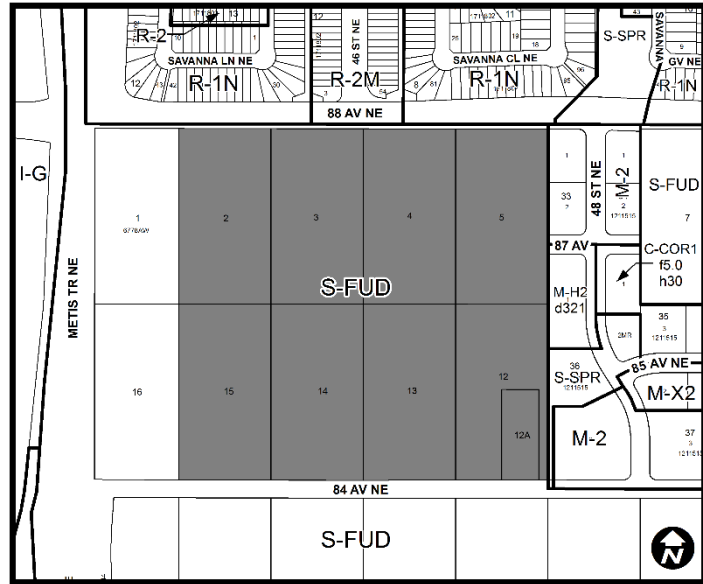
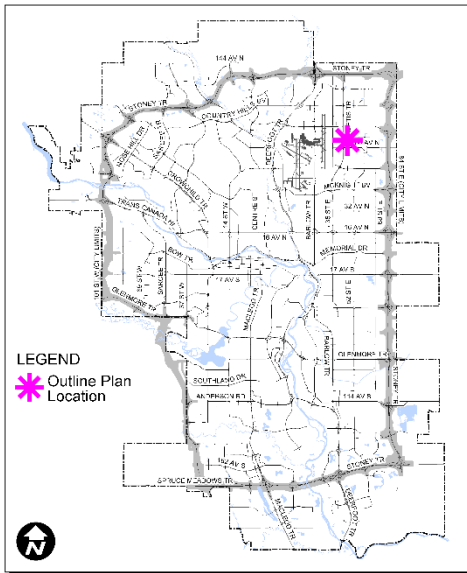


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Location Maps



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Site Context

The subject site is approximately 15.76 hectare (38.94 acre) in size and is located in the developing community of Saddle Ridge in northeast Calgary, approximately 1.35 km west of the planned Community Activity Centre and LRT Station at 60 Street NE and 88 Avenue NE. The site includes the majority of the northwest quadrant of Cell D (25% of Cell D overall) and is bounded by 88 Avenue NE to the north and 84 Avenue NE to the south. The site currently functions as eight separate estate residential lots with each containing an existing single detached dwelling and associated outbuildings.

Lands to the north, east and south are made up of existing and developing residential communities with lands to the west (west of Metis Trail NE) being primarily industrial in nature.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This outline plan and the associated land use application will enable the development of a range of residential, commercial, institutional and mixed-use building forms that will contribute to the growth of the Cell D Residential Area as envisioned by the Saddle Ridge Area Structure Plan (ASP). The following analysis considers the appropriateness of the proposed range of uses and intensities as well as the outline for future subdivision in the context of relevant policy and sound planning principles.

Planning Considerations

Given the nature of this application, the primary planning considerations relate to ensuring an appropriate range of uses and intensities to support the creation of a complete Community in Cell D and that the uses complement those planned for adjacent lands. Given the “greenfield” nature of these lands, environmental and servicing issues were also major points of consideration.

Subdivision Design

The proposed outline plan forms a logical extension to the planned street pattern within the Cell D Neighbourhood Activity Centre, provides a block-based street network that will facilitate street-oriented development and completes the northwest segment of the planned Cell D collector street network. The proposed Guru Nanak Gate NE intersects with 88 Avenue NE at the north boundary of the plan area and will serve as the primary access point to the neighbourhood. Given the proposed street design and land use framework, it is anticipated that these lands will develop with street-oriented buildings and that Guru Nanak Gate NE will serve as a key community entrance/gateway.

Overall, the land use framework and subdivision design are anchored by a mixed-use commercial gateway and a central neighbourhood hub planned with worship facilities and a major park space. These elements will establish conditions necessary for the development of an interesting, vibrant new piece of the neighbourhood. The surrounding blocks provide for a mix of housing options that will accommodate residents of various life stages and incomes with densities that will exceed minimum targets and provide a compact urban form. Park and street

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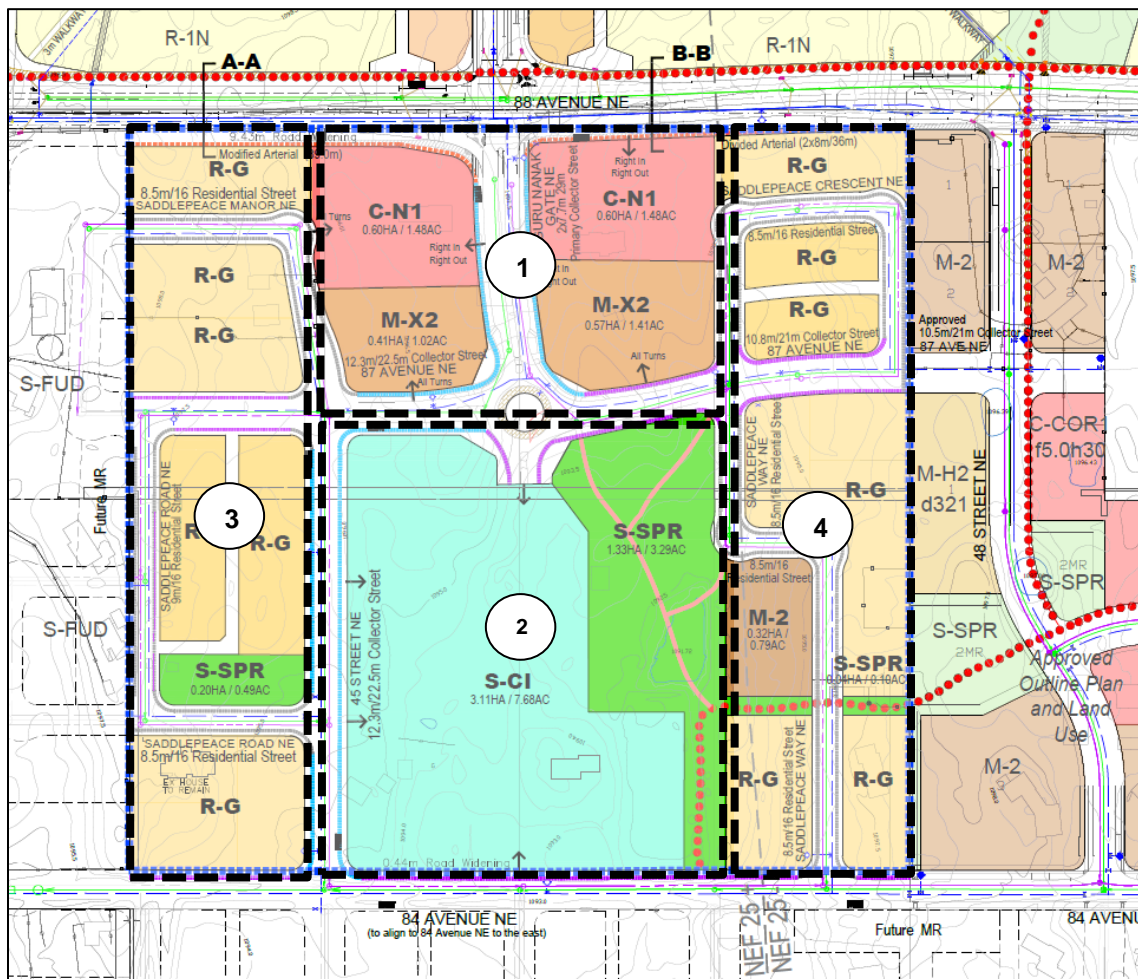
edge conditions have been carefully considered to ensure the land use framework will enable a strong pedestrian environment within key areas of the new neighbourhood. Municipal Reserve dedication for seven out of eight existing parcels has been consolidated and provided within the neighbourhood core to create a large programmable space which will have multiple uses.

Land Use

The subject site is currently designated Special Purpose – Future Urban Development (S-FUD) District. The intent of this district is to protect lands for future urban forms of development and density by restricting premature subdivision and development of parcels of land. A significant proportion of the lands within Cell D remain within the S-FUD district today.

The recommended land use changes are summarized below. In order to give context to the appropriateness of each proposed district, the changes are described in the context of four distinct “character areas” that the plan seeks to create. These character areas are identified on the following key map (figure 2) for ease of reference.

Figure 2: Land Use District Key Map



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1) The Commercial/Mixed-Use Gateway

The gateway block includes 1.2 hectares (2.96 acres) of Commercial – Neighbourhood 1 (C-N1) District and 0.98 hectares (2.43 acres) of Multi-Residential – Medium Profile Support Commercial (M-X2) District lands. The C-N1 district will enable small-scale commercial uses in a street oriented building form where buildings line the adjacent streets. The C-N1 also provides opportunities for residential uses to occur on upper floors. The M-X2 district will enable multi-residential and mixed-use building forms with opportunities for commercial uses at-grade. The maximum building height is 16.0 metres and a minimum residential density of 60 units per hectare is required.

2) The Neighbourhood Core

The neighbourhood core includes 3.11 hectares (7.68 acres) of Special Purpose – Community Institution (S-CI) District lands intended to facilitate the development of a major new Place of Worship (Temple) and an associated Private School. It also includes 1.33 hectares (3.29 acres) of Special Purpose – School, Park and Community Reserve (S-SPR) District to accommodate a new central public park space.

3) Western Residential Block

The western residential block includes approximately 2.31 hectares (5.71 acres) of Residential – Low Density Mixed Housing (R-G) District which will provide opportunities for a mix of lower density housing forms and 0.2 hectares (0.49 acres) of Special Purpose – School, Park and Community Reserve (S-SPR) District to accommodate a small-scale neighbourhood park space to complement the larger central park space proposed for the neighbourhood core.

4) Eastern Residential Block

The eastern residential block includes approximately 2.34 hectares (5.78 acres) of Residential – Low Density Mixed Housing (R-G) District which will provide opportunities for a mix of lower density grade-oriented housing options as well as 0.32 hectares (0.79 acres) of Multi-Residential – Medium Profile (M-2) District to provide multi-residential housing options with buildings of up to 16.0 metres in height. The M-2 district has been purposefully located adjacent to the eastern edge of the central Municipal Reserve in order to provide greater potential for an active edge conditions along this key neighbourhood organizing element. This block also includes a small portion of Special Purpose – School, Park and Community Reserve (S-SPR) District lands to provide a linear pathway link from the central park to park space planned for the NAC to the east of this site.

Density

Section 4.2.3.1 of the *Saddle Ridge ASP* requires a minimum average residential density of 20 units per gross developable hectare across the Cell D neighbourhood to an anticipated maximum of 40 units per gross developable hectare. The ASP further directs that an analysis of the capacity of the necessary infrastructure will assist in determining the appropriate density for each application. Based on the minimum residential density requirements contained within the recommended land use districts, the minimum anticipated density within this plan area is approximately 20.1 units per hectare. The maximum anticipated density is 30.2 units per

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hectare. This density range is in alignment with the anticipated targets for the broader Cell D neighbourhood and can be accommodated by the existing downstream infrastructure. This achievement is notable when considering that a significant portion of the plan area has been dedicated to commercial and institutional uses.

The proposed form and intensity of development is further supported by the objectives of Section 4.2.3.1 wherein the ASP directs that a minimum of 30 percent of the housing units within Cell D shall be non-single detached housing units. The recommended land use districts will ensure that at least 39% of units within the plan area are in a non-single detached form with flexibility for a greater proportion of non-single detached options provided through the R-G district. This will serve to help the overall development balance in Cell D achieve the minimum 30 percent wherein single detached housing options are expected to be more prevalent south of the subject site.

Environmental

Section 4.2.3.2 of the *Saddle Ridge ASP* directs that Outline Plan/Land Use Amendment applications will determine whether there are any wetlands within the project area that are appropriate for preservation. In this regard, a Biophysical Impact Assessment (BIA) was prepared and reviewed in support of this application to determine the presence and significance of on-site wetlands and identify the appropriate approach to addressing such features. The BIA notes the presence of a Class III wetland on Block 14 within the outline plan area. The approach to wetland mitigation employed through the City's Wetland Conservation Plan is a hierarchy that seeks wetland avoidance, minimization and replacement, with avoidance being the highest priority. The wetland in question has environmental value, however, there are significant constraints noted with regard to its long-term viability. Such constraints generally include:

- Historical disturbance of the hydrological catchment area through surrounding urban development activity;
- The current provincial regulatory framework precludes supplementing wetlands with stormwater as a strategy for maintaining their hydrology;
- Technical and cost constraints associated with a hypothetical solution for supplementing the wetland hydrology with stormwater would prevent the proposed development from being realized; and
- Significant resources have been invested by the City in attempting to realize the development of a complete urban community in Cell D.

Given the listed constraints with regard to planning of the entire site, significant associated costs of stormwater re-use and an uncertain legislative environment, Administration recommends acceptance of the removal of the wetland within the subject lands with the condition that a robust naturalization program occur on the southern half of the proposed municipal reserve parcel. The incorporation of a naturalized area in accordance with the Municipal Reserve concepts provided with the outline plan will help offset the loss of the wetland. Financial compensation for the wetland loss will be required through an application to Alberta Environment and Parks (AEP) for approvals under the *Water Act* prior to each phase of development. This compensation will be coordinated through Ducks Unlimited Canada.

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Transportation

The Outline Plan area connects directly to the arterial street network by way of 88 Avenue NE which directly bounds the site to the north. The site is bound to the east by an existing approved subdivision (Flights). The internal street network for the proposed outline plan ties directly into an existing approved portion of 87 Avenue NE which has been dedicated through the Flight subdivision. A Collector Street (84 Avenue NE) forms the south site boundary. Currently, 84 Avenue NE is a gravel road and 88 Avenue NE is constructed to half of its ultimate width. Necessary widening and surface improvements these boundary streets will be done in conjunction with development along with the construction of new streets internal to the plan area.

The plan area is within approximately 1.5 kilometres of the Saddletowne LRT station and 1.25 km of the future 88 Avenue LRT station. Local transit (bus) service will be added as this portion of the community continues to develop. Near-term transit (pre-Blue Line extension) will consist primarily of service to and from Saddletowne Station by way of an extension of route 59 into the neighbourhood. Future transit plans include:

- A local route originating at the 88 Avenue Station running along 88 Avenue NE providing service to businesses and residents along that corridor;
- A local route that travels between 88 Avenue and Saddletowne Stations to provide service to residents of Saddleridge Cell D (i.e. a new local route replacing the route 59 extension); and
- A regional service which travels along the 60 Street NE/52 Street NE corridor connecting to broader destinations.

A Transportation Impact Assessment (TIA) was submitted by the applicant in order to support the proposed subdivision design and generally evaluate the off-site transportation impacts of the proposal. It was determined through the review of the TIA that the planned network, including twinning of both Metis Trail NE and 88 Avenue NE can accommodate the proposed densities. In addition to upgrades to boundary roads, a condition of approval has been placed on the outline plan requiring contributions for the widening of the section of Metis Trail adjacent to the west boundary of Cell D. The specific location of site accesses and associated private driveways will continue to be discussed further and ultimately determined at the Development Permit stage. The ultimate location of such accesses will include a detailed review of technical feasibility in conjunction with an analysis of the optimal site/neighbourhood design.

Utilities and Servicing

Sanitary, storm and water servicing infrastructure is available to service the development area. The specific arrangements will continue to be discussed and reviewed in detail through the future Subdivision and Development Permit processes. Of specific relevance to this proposal, the developer will be required to make payment arrangements with The City of Calgary for part of the cost of the Saddle Ridge Storm Pond for Cell D which was installed by Triovest Realty Advisors through their Saddle Ridge Industrial, Phase 01 (2014-044) subdivision and financed by The City of Calgary. The future development of these lands will include necessary extensions to sanitary, storm and water pipes that will provide a basis to service lands to the

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south and east. Standard off-site levies, charges and fees will also be applicable.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant external stakeholders (e.g. Calgary Airport Authority, Enmax, etc.) and notice was posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

The Applicant met with the Saddle Ridge Community Association Planning Committee on 2017 June 20 and held a public open house at the Genesis Centre on 2017 June 28. Over 120 citizens attended the open house and 79 feedback forms were received. According to follow-up information provided by the Applicant, public feedback from the open house is generally summarized as follows:

- 77 out of 79 feedback forms explicitly mentioned support for the project
- 42 specifically mentioned support for the proposed community institution site and its future development
- 10 outlined questions or concerns (eight out of ten were still supportive overall) including:
 - Project timeline
 - Density and congestion
 - Traffic

The Saddle Ridge Community Association provided comments on proposed outline plan and land use redesignation. In their comments dated 2018 February 4 (Attachment 4) they note a range of specific positive attributes including the consolidated central park space, the potential for mixed-use buildings and the configuration of residential blocks adjacent to the park. No formal comments were received by citizens in response to the application circulation and notice.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

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Municipal Development Plan (Statutory, 2009)

Map 1 “Urban Structure” of the *Municipal Development Plan* (MDP) identifies the subject lands as a Planned Greenfield Area subject to an Area Structure Plan. Section 3.6.1 of the MDP directs that the applicable Area Structure Plan (Saddle Ridge ASP) provides detailed guidance for the review of planning applications. Notwithstanding the direction in 3.6.1, it is worth noting that the proposed redesignation will result in a density for this section of the plan area that exceeds the minimum target of 20 units per hectare envisioned for new communities and the plan area includes a range of residential, commercial, institutional and mixed-use districts that will contribute positively to ongoing efforts in planning and building a complete community in Cell D.

Saddle Ridge Area Structure Plan (Statutory, Updated 2015)

The Saddle Ridge ASP provides the most direct policy guidance in the consideration of planning and development proposals in Cell D. The ASP policies relate to three primary categories including *4.2.3.1 Composition of the Cell D Neighbourhood*, *4.2.3.2 Design of the Cell D Neighbourhood* and *4.2.3.3 Cell D Implementation Policies*. The following sections of this report provide an overview of the application’s conformity with these policy areas.

Composition of the Cell D Neighbourhood

Section 4.2.3.1 describes that Cell D is intended to be designed as an integrated neighbourhood containing a mix of low to medium density housing types, a Neighbourhood Activity Centre, an interconnected grid-based street pattern and new parks. The ASP policy intends that new developments should be developed in a manner that is compatible with and forms a natural continuation of adjacent planned developments.

The proposed redesignation contemplates a mix of commercial, residential (low density and multi-residential), institutional and mixed-use building forms that will contribute to the overall completeness of the Cell D community while complementing those uses planned for the adjacent NAC to the west. The associated outline plan provides a street design which is a logical continuation/extension of the subdivision design established by adjacent Flights outline plan. Of specific relevance, this outline plan includes a key segment of the collector street network planned for Cell D as per the ASP (Map 6). The plan area includes a large central park space that consolidates the Municipal Reserve contribution owing from the majority of existing parcels in the plan area.

Design of the Cell D Neighbourhood

Section 4.2.3.2 of the ASP provides that connectivity and mobility throughout Cell D is to be facilitated by a block-based road network comprised of walkable streets fronted by street-oriented development. Multi-residential development may be considered at locations: along the collector streets, adjacent to transit stops, adjacent to parks, adjacent to institutional sites, and in proximity to the Neighbourhood Activity Centre. Complementary Neighbourhood scale commercial and employment uses outside of the Neighbourhood Activity Centre may be considered at: community entrance locations; adjacent to transit stops, along collector streets; or at neighbourhood gathering locations.

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In this regard, the associated outline plan provides for a modified grid-based street network that includes logical extensions of streets that are planned to the east of the site. Further, it completes the northwest segment of the planned Cell D collector street network. The proposed land use districts, particularly those adjacent to the collector streets, have been carefully considered in order to ensure sites will be developed with street-oriented buildings. Where low density residential districts are planned adjacent to collector streets, rear lanes have been included in the plan to minimize future curb cuts and disruptions to the pedestrian realm.

The location of commercial, mixed-use and multi-residential districts have been carefully considered such that they are sited at gateways and other key locations adjacent to parks and collectors streets where they can most effectively contribute to building a unique sense of place in the neighbourhood and providing strong pedestrian-friendly edge conditions.

Cell D Implementation Policies

Section 4.2.3.3 of the ASP recognizes that the Saddle Ridge Cell D area is a challenging redevelopment site because of the existing subdivision pattern consisting of ± 2.02 hectares (± 5.0 acre) parcels, the number of parcels within the area, and the technical aspects for extension of necessary servicing infrastructure. Because of these considerations, and to ensure a comprehensively planned neighbourhood, a range of implementation policies were developed to help guide future Outline Plan and Land Use amendment applications. The proposed land use redesignation and outline plan applications are generally consistent with these policies in that:

- The boundaries proposed include an application area that achieves an integrated land use concept in harmony with the adjacent “Flights” outline plan;
- The boundaries proposed provide for the necessary extension of servicing infrastructure into the area;
- The site follows existing neighbourhood boundary streets and is adjacent to approved Outline Plan boundaries.

Implementation Challenges

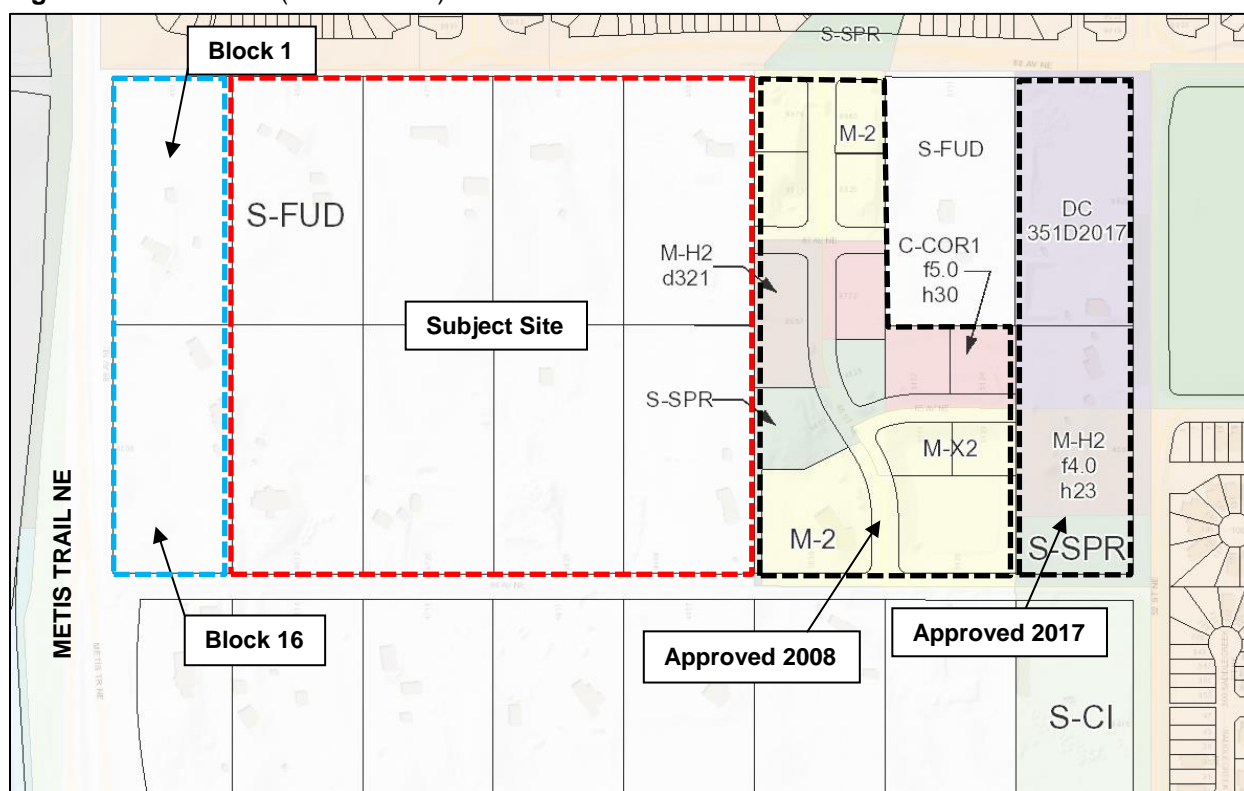
The primary weakness of the proposed plan in relation to the Cell D implementation policies is the exclusion of Block 1 and Block 16 (adjacent parcels – see Figure 3 below) from the plan area. Although the implementation policies would encourage the inclusion of these parcels in this outline plan area, they do recognize that coordinating planning amongst landowners can be difficult as many have different short and long term aspirations for their lands. Despite efforts by the Applicant and Administration to encourage the participation of Blocks 1 and 16 within this planning process, the owners have not consented to their lands being made part of the application and the City cannot legally enforce inclusion without that landowner’s consent.

In order to address this deficiency, the Applicant has provided a shadow plan (Attachment 6) that is meant to demonstrate how these parcels could conceivably develop in the future. The purpose of the shadow plan is to demonstrate that approval of this land use redesignation and outline plan will not compromise or hinder a future development on Blocks 1 and 16 that is in harmony with the neighbouring land use permissions and subdivision design. It is important to emphasize that the shadow plan provided by the Applicant does not fortify the eventual design solution, nor does any reference to this plan represent an endorsement or approval of the concept. It is merely a concept that is intended to demonstrate a required threshold of technical feasibility.

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Administration is satisfied that the proposed land use configuration and subdivision design allows sufficient opportunities for a future development on Blocks 1 and 16 that is both viable and integrated. The shadow plan submitted in support of this application demonstrates one option that serves to achieve the vision of the ASP. The subdivision and land use pattern also allows for flexibility such that alternative design proposals could be contemplated for Blocks 1 and 16.

Figure 3: Site Context (Block 1 & 16)



Social, Environmental, Economic (External)

The recommended outline plan and land use framework will provide for a mix and intensity of uses that supports active modes of transportation and makes an efficient use of land and infrastructure. The range and mix of uses will contribute to the creation of a complete community in Cell D.

Financial Capacity

Current and Future Operating Budget:

There are no specific known impacts to the current and future operating budgets at this time.

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Current and Future Capital Budget:

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There is a risk that not proceeding with the recommendation could potentially delay the realization of development of the Cell D area as envisioned by the Saddle Ridge ASP and further impact the City's ability to recover the costs invested into development of the Saddle Ridge storm pond.

REASON(S) FOR RECOMMENDATION(S):

The recommended outline plan will provide a framework to enable the development of a range residential, commercial, institutional and mixed-use building forms and a new central park space to serve the developing community of Saddle Ridge. In this regard, the outline plan will contribute to the creation of complete community as supported by the objectives of the *Municipal Development Plan* (MDP). The subdivision design complements the planned Neighbourhood Activity Centre in Cell D and the proposed densities make an efficient use of land and services.

The outline plan, anchored by a mixed-use commercial gateway and a central neighbourhood hub planned with worship facilities and a major park space, will establish conditions necessary for the development of an interesting, vibrant new piece of the neighbourhood. The surrounding blocks provide for a mix of housing options that will accommodate residents of various life stages and incomes with densities that well exceed minimum targets and provide a compact urban form. Park and street edge conditions have been carefully considered to ensure the land use framework will enable a strong pedestrian environment within key areas of the new neighbourhood.

ATTACHMENT(S)

1. Conditions of Approval
2. Subdivision Data Sheet
3. Applicant Submission
4. Community Association Letter
5. Outline Plan
6. Shadow Plan (Block 1 & 16)
7. Proposed Land Use District Map
8. Landowner Information

Conditions of Approval

The following Conditions of Approval shall apply:

Planning Services:

1. Existing buildings that are to be removed are to be done so prior to endorsement of the instrument.
2. The relocation of any electrical and telecommunications installations shall be at the Developer's expense to the appropriate standards.
3. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the final instrument.
4. Prior to affected Tentative Plan approval (and submission of construction drawings), the proposed community and street names be submitted/approved to the satisfaction of the Subdivision Authority.
5. Given the fragmented ownership pattern, the subdivision design is predicated on the Outline Plan proceeding by way of an initial comprehensive tentative plan that allows for the dedication of consolidated municipal reserve lands, public utility lots and rights-of-way across multiple parcels. The initial comprehensive tentative plan shall provide for the dedication of all required municipal reserve lands, public utility lots, rights-of-way and block layouts at the outset. A subsequent outline plan application shall be required should the initial tentative plan not provide for these elements. Minor deviations from this approach that still meet the overall intent may be considered subject to detailed review by the Subdivision Authority. Subsequent tentative plans may be applied for to provide lotting within the block layouts established by the initial plan.

Development Engineering:

6. Prior to approval of any tentative plan, approval of a Staged Master Drainage Plan (SMDP) that identifies the required capacity, alignments and land requirements for the storm water infrastructure is required. The report is to be prepared by a qualified Professional Engineer under seal and permit to practice stamp to the satisfaction of the City of Calgary, Water Resources.

For further information contact Water Resources – Development Approvals, 403-268-4993.
7. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
8. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan stormwater discharge is limited to 1.257 L/s/ha and average annual runoff volume is limited to 90mm. Low Impact Development and stormwater source control is recommended.
9. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Subdivision Development

Conditions of Approval

Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.

10. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
11. The developer shall make repayment arrangements with the City of Calgary (Real Estate and Development Services) for part cost of the Saddleridge Storm Pond (Cell D) SW ¼ 15-25-29-4, which was installed by Triovest Realty Advisors through their Saddleridge Industrial, Phase 01 (2014-044) subdivision and financed by The City of Calgary.
12. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
 - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b) Construct the underground utilities and surface improvements within 84 Avenue NE along the south boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within 88 Avenue NE along the north boundary of the plan area.
 - d) Construct the surface improvements (lanes and walkways) along the boundaries of the plan area.
 - e) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc.) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - f) Construct the Municipal Reserve (MR/S-SPR) within the plan area.
 - g) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) where they abut the boundary of the plan area.
 - h) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
13. **Prior to approval of the affected tentative plan**, the Applicant shall address the recommendations made in the following report - specifically the preparation and submission of a Remedial Action Plan (RAP): "Phase II Environmental Site Assessment 4715 88 Avenue NE Calgary, Alberta" by Pinchin West Limited, dated November 29, 2016.

All report(s) are to be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental & Safety Management).

Conditions of Approval

Transportation:

14. In conjunction with the initial Tentative Plan, the developer shall register or facilitate the registration of a road plan to the satisfaction of the Director, Transportation Planning, for 88 Avenue NE from Metis Trail to the west boundary of the Outline Plan, inclusive.
15. In conjunction with the initial Tentative Plan, the developer shall register a road plan to the satisfaction of the Director, Transportation Planning, for 88 Avenue from the east boundary of the Outline Plan to the west boundary of the Outline Plan, inclusive.
16. In conjunction with the initial Tentative Plan, the Developer shall construct the southerly two lanes on 88 Avenue from Metis Trail to the east boundary of the Outline Plan, inclusive.
17. The developer shall make repayment arrangements with the City of Calgary (Transportation Infrastructure) for a portion of the cost of the Metis Trail upgrades between 80 Avenue and 88 Avenue.
18. **Prior to approval of Construction Drawings and Permissions to Construct Surface improvements:** The developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (owned privately or owned by the City).
19. In conjunction with the initial Tentative Plan (and subsequent tentative plans, if necessary), the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active modes and vehicle routing through the community with two points of public access around the tentative plan boundary to the arterial road network.

The continuous collector road network is required to ensure that emergency access and efficient Transit routing through the plan area(s) can be accommodated, while the two points of access to the plan area(s) ensures residents will have two routes into and out of the area, in the event of emergencies or road closures, and to ensure availability of capacity at the plan area access points.
20. In conjunction with the applicable Tentative Plan, detailed engineering drawings, turning templates, and fastest path analysis shall be submitted and approved to the satisfaction of the Director, Transportation Planning for all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
21. For R-G, laned residential lots, no direct vehicular access shall be permitted to or from collector or higher classification roadways. Vehicular access shall be provided via rear lanes or private internal drive aisles. Restrictive covenants **shall be registered on all applicable titles** concurrent with the registration of the final instrument **to that effect at the Tentative Plan stage.**
22. Pedestrian crossings are to be designed and constructed by the developer in conjunction with the applicable phase of development. Treatments to be confirmed on applicable construction drawings and may include bulb-outs, rapid flashing beacons, pedestrian corridors as required to the satisfaction of the Director, Transportation

Conditions of Approval

Planning. This applies to potential regional pathway and local pathway crossings of 47A Street NE and 84 Avenue NE.

23. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and the Director, Transportation Planning. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning:
- where regional pathways or multi-use pathways intersect with the street;
 - at mid-block crossings; and
 - at intersections or pedestrian crossings adjacent to Joint Use sites.

The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.

24. Access to the Guru Nanak Gate is restricted to right turns in and out only and a restrictive covenant shall be registered against all adjacent parcels **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
25. No direct public vehicular access shall be permitted to 88 Avenue NE for any residential or multi-family sites. A restrictive covenant shall be registered concurrent with the registration of the final instrument.
26. A Mutual Access Easement Agreement and right of way plan shall be executed and registered on title for the MX-2 and C-N1 sites on the west side of Guru Nanak Gate **concurrent with the registration of the final instrument** at the Tentative Plan stage.
27. A Mutual Access Easement Agreement and right of way plan shall be executed and registered on title for the MX-2 and C-N1 sites on the east side of Guru Nanak Gate **concurrent with the registration of the final instrument** at the Tentative Plan stage.
28. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
29. In conjunction with the applicable Tentative Plan, collector standard roads (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.
30. In conjunction with the applicable Tentative Plan, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Director, Transportation Planning.
31. In conjunction with each Tentative Plan, Transit stops shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning.
32. In conjunction with the applicable Tentative Plan(s) and/or Development Permit(s), Transit shelter(s) shall be provided as stipulated by the Director, Transit and the Director, Transportation Planning and shall be supplied and installed at the Developer's

Conditions of Approval

sole expense. The shelter(s) shall be installed by Transit upon receipt of satisfactory payment.

33. All bus stops adjacent to roundabouts are to be located outside the curb flares influence zone and along the curb lanes where there is on-street parking.
34. Saddlepeace Crescent, Saddlepeace Way to the north of the regional pathway, and the east-west portion of Saddlepeace Road across from the 0.20ha S-SPR site must be constructed to the 9.0m/16.0m Residential Street standard.
35. All sidewalks adjacent to institutional sites shall be designed as mono-walks, and be a minimum 2.0 meters wide.
36. In conjunction with the applicable Tentative Plan or Development Permit, access to multi-residential and commercial sites shall be located and designed to the satisfaction of the Director, Transportation Planning.
37. In conjunction with the applicable Tentative Plans for single family lots and development permit applications for multi-family sites, a noise attenuation study is required for the development adjacent to 88 Avenue NE certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning. This study shall be submitted to Transportation Planning for approval.

Note: where sound attenuation is not required adjacent to Arterial and Skeletal roadways, a uniform screening fence shall be provided, in accordance with the 2014 Design Guidelines for Subdivision Servicing.

38. All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc.) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.
39. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Director, Transportation Planning.
40. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
41. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.

Parks:

42. In conjunction with the first tentative plan, the Developer will be required to dedicate all Municipal Reserve (MR) lands within the Outline Plan area to the satisfaction of the Director, Calgary Parks.

Conditions of Approval

43. Construct all pathway routes within and along the boundaries of the plan area according to Parks' ***Development Guidelines and Standard Specifications – Landscape Construction*** (current version), including setback requirements, to the satisfaction of the Director, Parks.
44. Plant all public trees in compliance with the approved Public Landscaping Plan.
45. **Prior to the approval of the affected Tentative Plan**, finalized concept plans for all MR sites shall be submitted for Parks' review and approval.
46. **Prior to the approval of the affected Tentative Plan**, the developer shall confirm fencing requirements adjacent to MR parcels to the satisfaction of the Director, Calgary Parks.
47. It will be the developer's responsibility to construct the Municipal Reserve (MR) sites, subject to the terms and conditions of a Standard Development Agreement.
48. No backsloping from private lots onto adjacent Municipal Reserve (MR) lands will be permitted.
49. Drainage from proposed lots onto adjacent Municipal Reserve (MR) lands will not be permitted unless otherwise approved by the Director, Parks and Director, Water Resources.
50. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
51. The wetland(s) identified within the Outline Plan area are subject to The City of Calgary's Calgary Wetland Conservation Plan (the "Plan") and its "no net loss" policy. All Class III and above wetland(s) (as defined by the Stewart and Kantrud Wetland Classification System) identified within the Outline Plan area qualify as Environmental Reserve ("ER") pursuant to the Municipal Government Act (Alberta) ("MGA") and are to be dedicated to The City of Calgary as ER, pursuant to the MGA. Pursuant to the Plan, the Subdivision Authority may permit an applicant to damage or destroy Class III and above wetland(s) provided that prior to the approval of the affected Tentative Plan and/or Development Permit, the applicant shall provide the City of Calgary Parks department with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s); and
52. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide a copy of the *Water Act* approval from Alberta Environment to The City of Calgary Parks department.
53. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.

Subdivision Data Sheet

	HECTARES	ACRES
GROSS AREA OF PLAN	15.76	38.94
LESS: ENVIRONMENTAL RESERVE	0.00	0.00
LESS: LAND PURCHASE AREA	0.00	0.00
GROSS DEVELOPABLE AREA	15.76	38.94

LAND USE (Residential)	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)
R-G	4.65	11.49	154	N/A
M-X2	0.98	2.42	N/A	59
M-2	0.32	0.79	N/A	40
Total Residential	5.95	14.70	154	99
(Non-Residential)	4.31	10.65	N/A	N/A

	HECTARES	ACRES	% OF NET AREA
ROADS (CREDIT)	3.93	9.71	24.9%
PUBLIC UTILITY LOT	N/A	N/A	0.0%

RESERVES	HECTARES	ACRES	% OF NET AREA
MR	1.57	3.88	10.0%
MSR	0.00	0.00	0.00
MR (NON-CREDIT)	0.00	0.00	0.00

Applicant Submission

Applicant's Submission

Saddle Ridge Cell D Outline Plan and Land Use Redesignation

Fast Forward 2028

The Saddle Ridge Cell D plan, located in northeast Calgary, has two institutional uses: the Darbar Sri Guru Granth Sahib Temple and the Gobind Sarvar private school, associated with the Temple. Pathways are well connected and busy with walkers, runners and cyclists. Shopping is readily available at the northern main entrance, Guru Nanak Gate.

The neighbourhood is based on a modified grid street pattern that results from the collective cooperation of several small parcel landowners who make up the area. The proposed land use districts offer a wide variety of housing forms: single detached, semi-detached, rowhouses, as well as townhouses and apartments. Park spaces are strategically located throughout the neighbourhood to provide residents' ease of walking throughout the community and contained within the landownership boundaries.

The plan provides the vision and framework for a new neighbourhood in Cell D of the Saddle Ridge Community.

The plan:

- Meets the vision of the Municipal Development Plan to create 'Complete Communities'
- Complies with the policies of the Saddle Ridge Area Structure Plan (as amended, 2016)
- Demonstrates how lands within Cell D can develop logically and comprehensively.

This Outline Plan and Land Use Redesignation application area is made up of six landowners, each of whom have a vision for their individual parcels of land. The journey to arrive at a plan where all landowners could come together and agree to go forward for Land Use was not without challenge and time: numerous meetings were held that resulted in a comprehensive approach to planning this neighbourhood. Collaboration and strong commitment to create a neighbourhood that is focused around a heart/community centre made the landowners within the Outline Plan area compromise their original individual vision in order to provide what is a well-grounded neighbourhood design.

The initial engagement was focused on landowners within Cell D. Originally, lands south of 84 Avenue NE and north of 80 Avenue NE participated within Outline Plan and Land

Applicant Submission

Use Redesignation process; however, these landowners decided that they were not collectively ready to proceed with an Outline Plan and they collectively withdrew from the consortium.

A Public Open House was held on June 28, 2017 at the Genesis Centre. Feedback received at the Open House was in strong support for the temple, school and overall plan.

The landowners respectfully seek the support of Calgary Planning Commission and City Council for this new neighbourhood in northeast Calgary, adding the new street name "Guru Nanak" for the entry into the proposed place of worship (the Temple) and the approval of "Saddlepeace" and "Saddlefaith" as additional street names within Cell D.

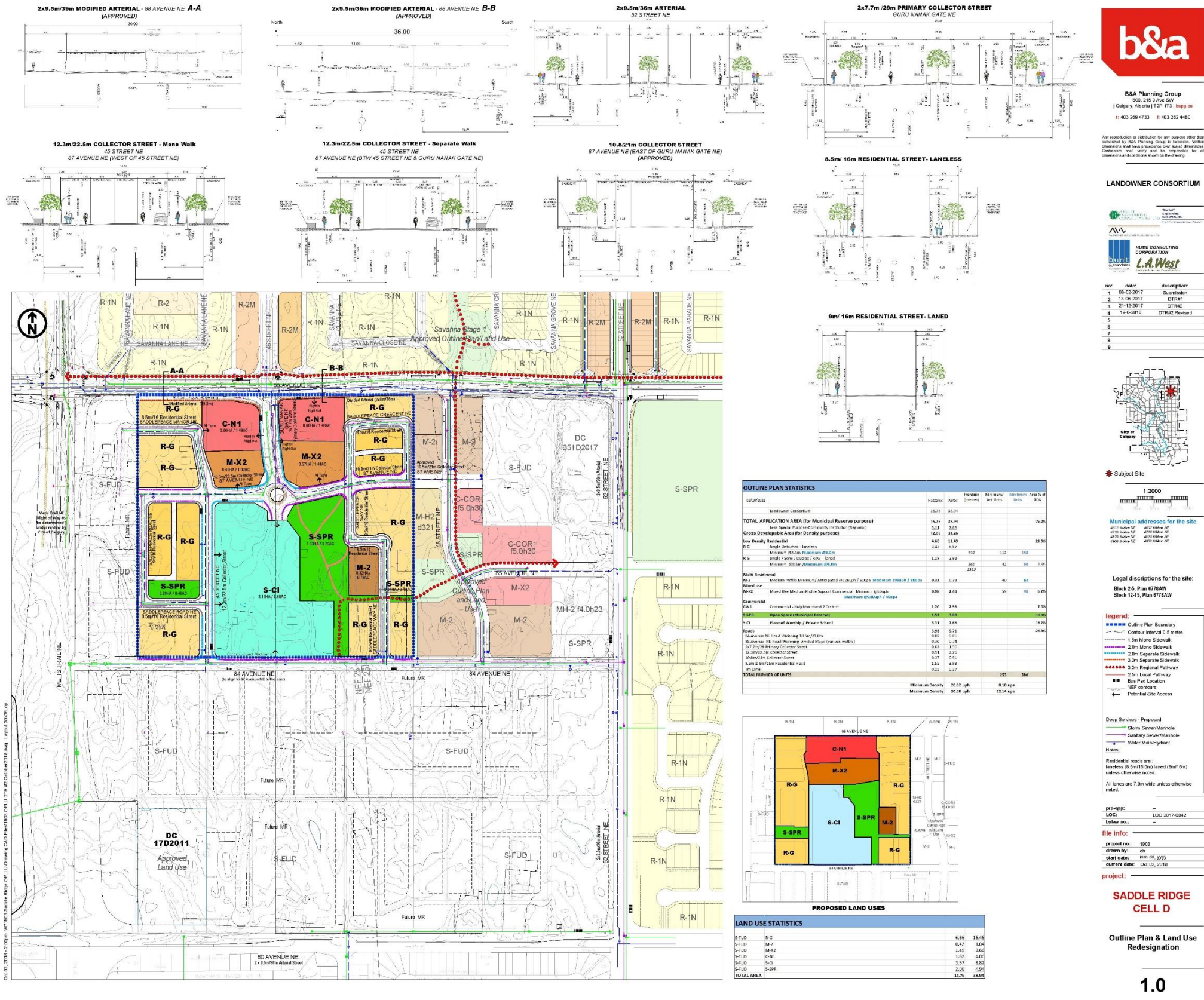
Community Association Letter

Hello Mike,

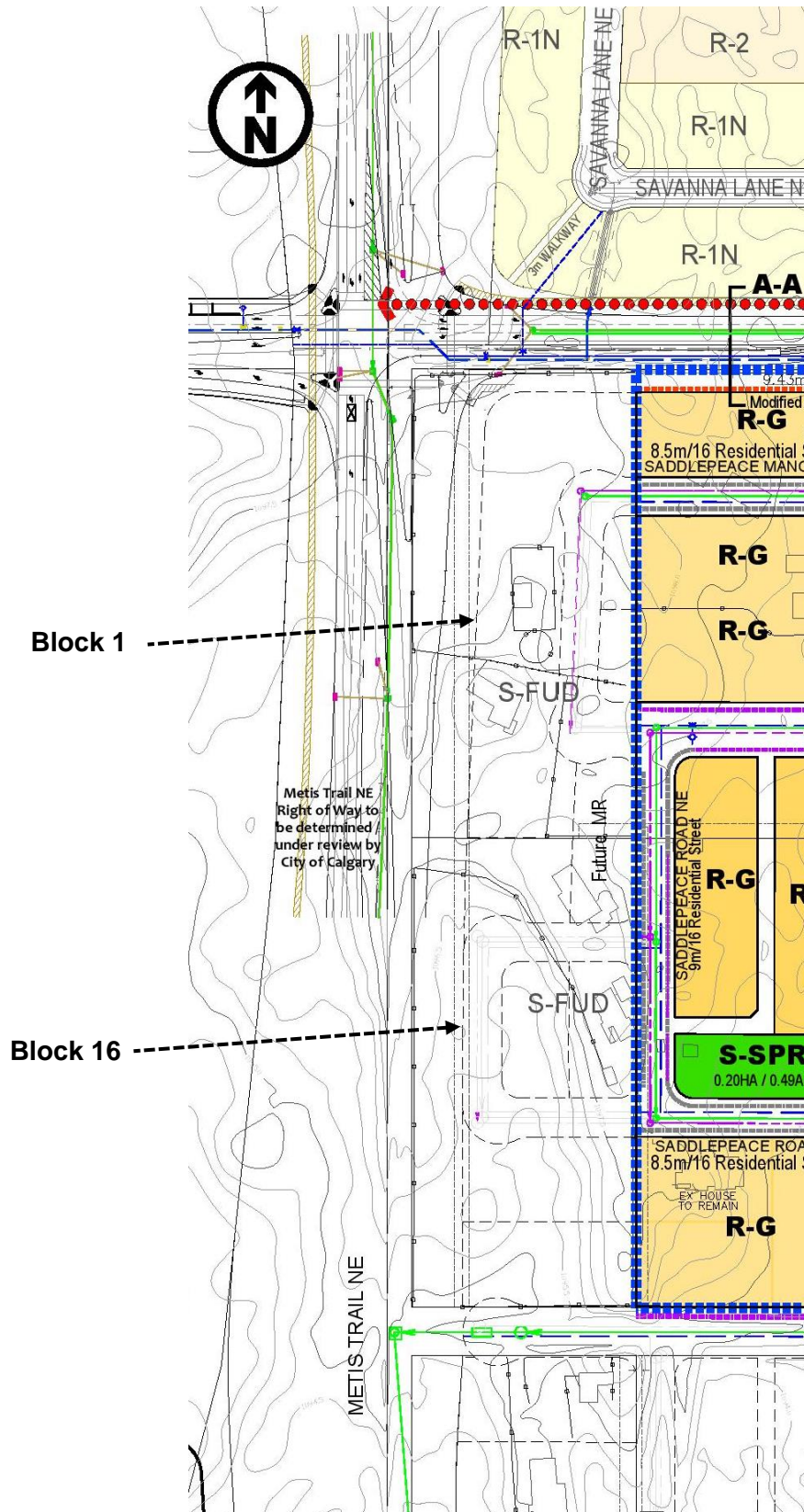
An updated position from the community association...Having attended the open house, and been able to discuss what was actually intended, we are now able to support this development. We are particularly pleased with the plan to consolidate the park space to give one larger area rather than several small parks. We also think that having the houses facing the park makes sense, and that rear lane access to the homes on the West side of the park is a good idea, whether they have attached garages or not. We also support the mixed use buildings with retail at street level and apartments above. I don't think we sent in revised comments after the open house, which we should have done. I apologize if that oversight delayed the project in any way.

Judy Brown
Saddle Ridge Community Association

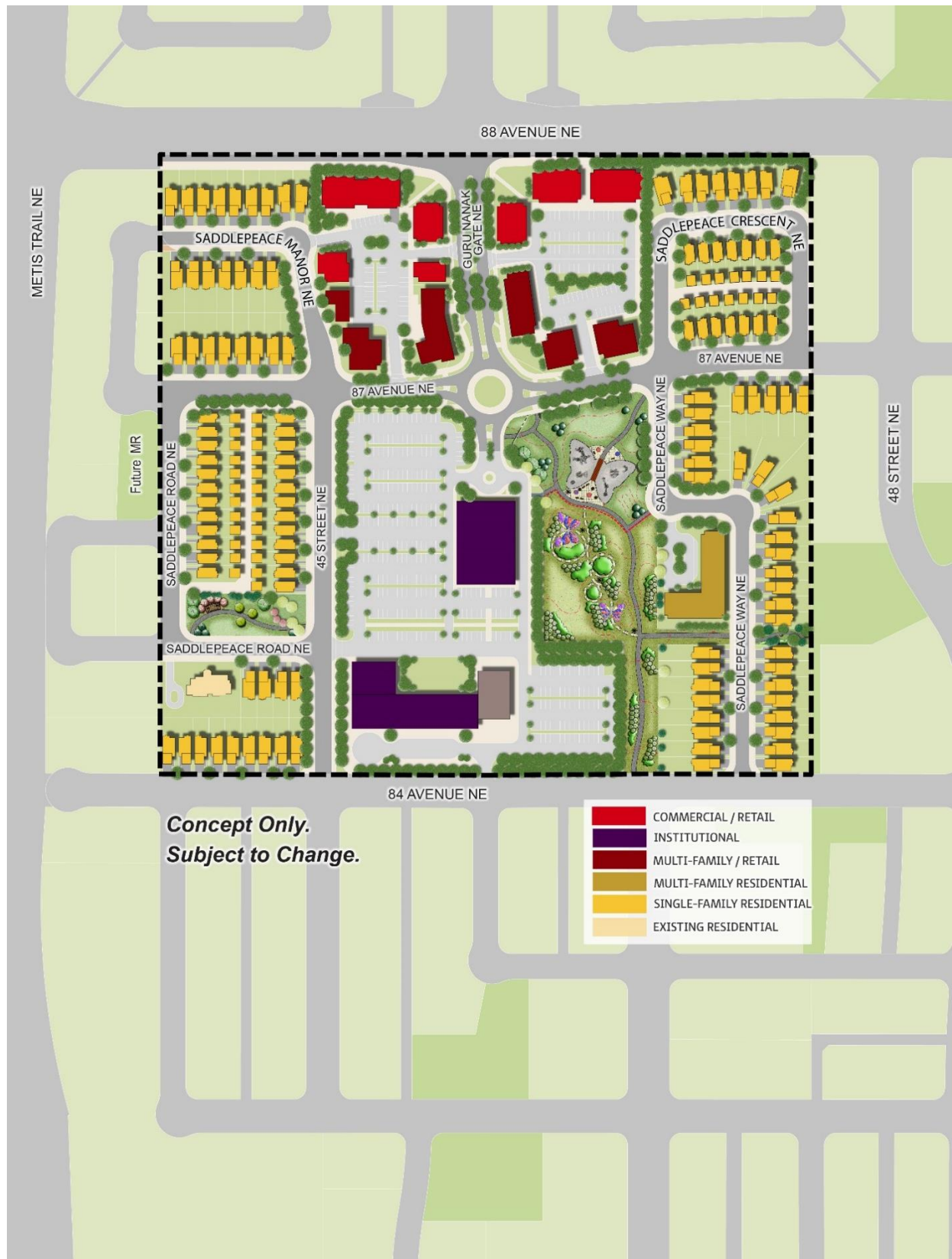
Outline Plan



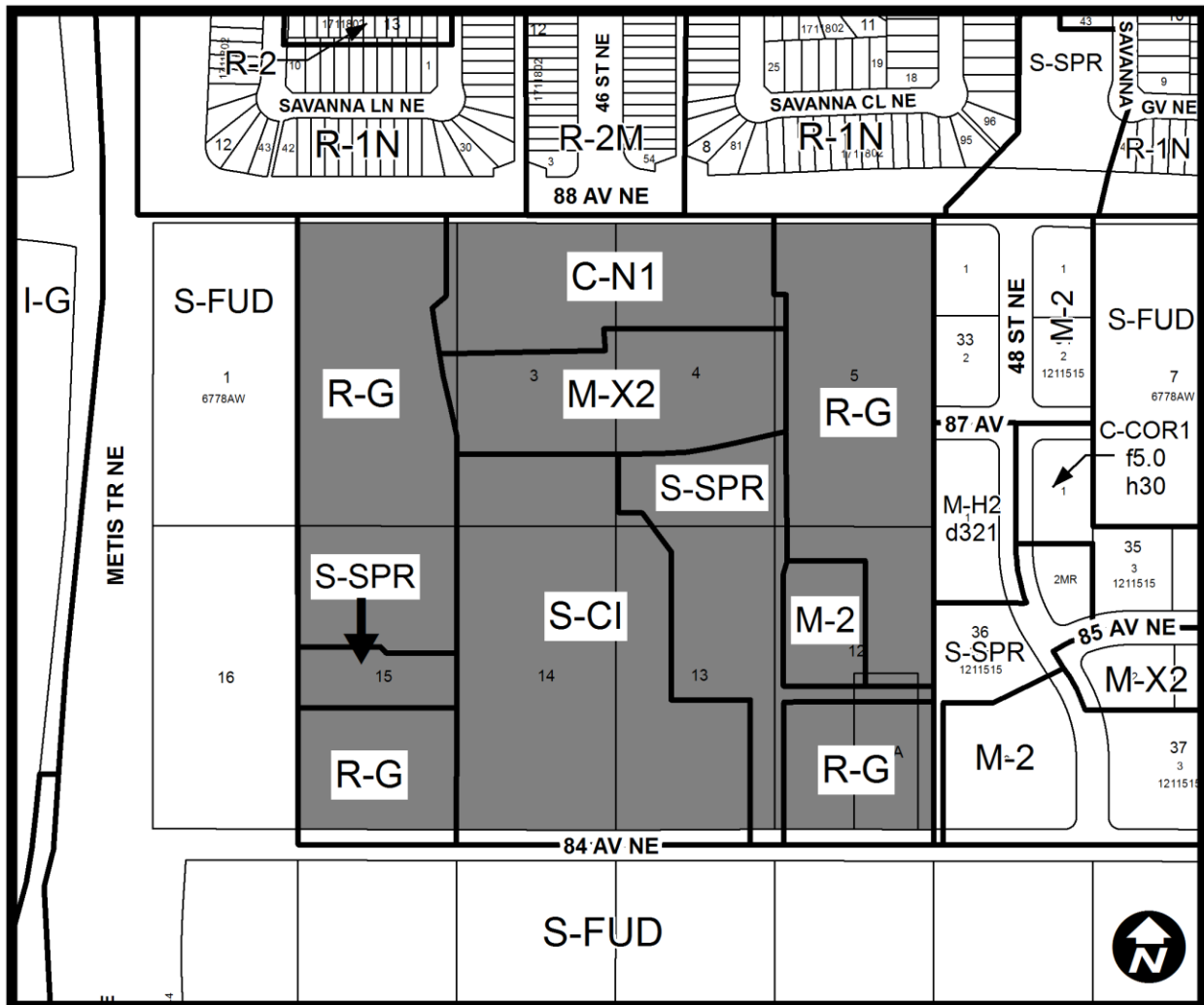
Shadow Plan (Blocks 1 & 16)



Illustrative Concept Plan



Proposed Land Use District Map



Landowner Information

Applicant:

B&A Planning Group

Landowner(s):

Blue Horse Development Corp.
Dhillon, Gurdev Singh
Gobind Marg Charitable Trust Foundation
Klair Custom Homes Ltd.
Klair, Avtar S.
White Eagle Development Corp.
1008215 B.C. Ltd. (Rai, Ajaib)

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1417

Land Use Amendment (City Initiated) in Saddle Ridge (Ward 5) at 6803, 6819 and 6820 - 89 Avenue NE, LOC2018-0221

EXECUTIVE SUMMARY

This land use redesignation was submitted by The City of Calgary on 2018 October 01 on behalf of the landowners A.P.E. Services Inc, Manjit Singh Aulakh, and 1654620 Alberta Ltd (Joe Uppal). This application is the result of previously approved outline plan and land use applications which approved the location for municipal reserve (city park) locations within the area. However, this was an unintended over-dedication of municipal reserve, and something The City cannot legally require as the required land dedications were already provided in accordance with Municipal Government Act provisions. In order to correct this, The City of Calgary agreed to submit a City initiated land use application for the affected lands.

The application proposes to change the designation of a portion of these three parcels of land from Special Purpose – School, Park and Community Reserve (S-SPR) District and Multi-Residential – At Grade Housing (M-G) District to Residential – One Dwelling (R-1s) District, Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – Low Profile (M-1) District, and Commercial – Neighbourhood 1 (C-N1) District to allow for:

- development on the sites in accordance with municipal policy and the Municipal Government Act;
- land uses and future development which are an extension of existing land uses in the area;
- low density residential development forms which include single detached dwellings; rowhouse buildings; semi-detached dwellings; duplex dwellings; and secondary suites;
- multi-residential development on the proposed M-1 site which a maximum building height of 14.0 metres; and
- small scale commercial development on the proposed C-N1 site which includes a maximum building height of 10 metres, and the list of uses included in the C-N1 District.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a public hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.83 hectares ± (2.05 acres ±) located at 6803, 6819, and 6820 – 89 Avenue NE (portion of Plan 731001, Block 8; portion of Plan 731001, Block 6; portion of Plan 731001, Block 3) from Special Purpose – School, Park and Community Reserve (S-SPR) District and Multi-Residential – At Grade Housing (M-G) District **to** Residential – One Dwelling (R-1s) District, Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – Low Profile (M-1) District, and Commercial – Neighbourhood 1 (C-N1) District; and
2. Give three readings to the proposed bylaw.

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PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The subject lands (6803 - 89 Avenue NE; 6819 - 89 Avenue NE; and 6820 - 89 Avenue NE) are part of an area comprised of eight existing acreage lots which were originally subdivided in 1972. At the time of this subdivision, the 10 percent municipal reserve (city park) dedication was allocated from these properties to balance lands in the quarter section by registration of a caveat. Since that time, three City park and school sites have been provided in vicinity of the subject lands, which accounted for full dedication of those 10 percent park space land dedications. Attachment 2 provides a visual outlining the affected area, and dedicated parks in this area of Saddle Ridge.

Since 2015, five of the eight existing parcels have undergone outline plan and land use applications which approved the location and concept for additional municipal reserve dedication within the site area. This was an unintended over-dedication of municipal reserve, and something The City cannot legally require as the required municipal reserve land dedications, as stipulated by Municipal Government Act provisions.

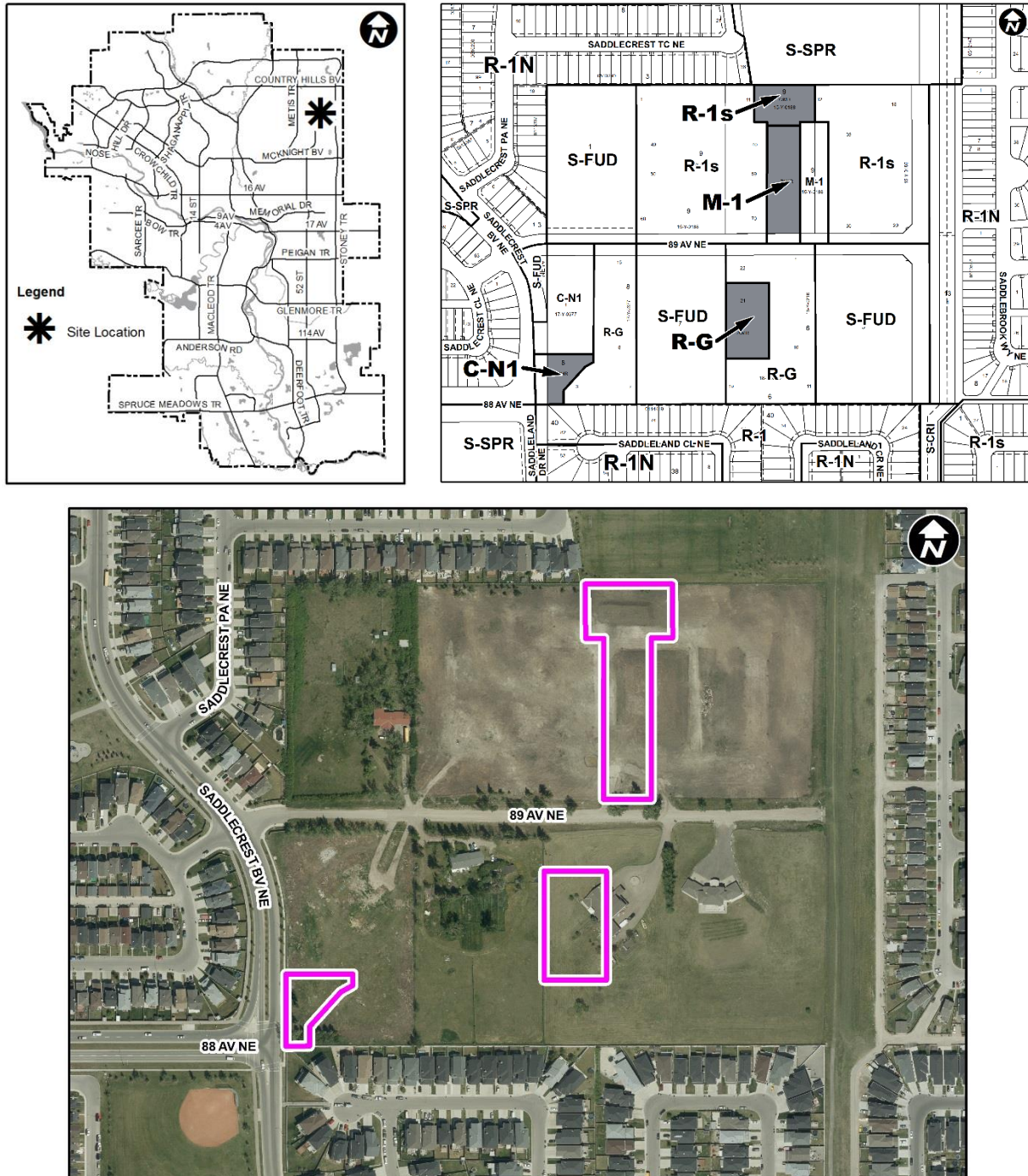
In order to correct these past decisions, The City of Calgary agreed to submit and process a City initiated land use redesignation application for the affected lands, for Calgary Planning Commission and City Council's consideration.

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Location Maps



Land Use Amendment (City Initiated) in Saddle Ridge (Ward 5) at 6803, 6819 and 6820 - 89 Avenue NE, LOC2018-0221

Site Context

The subject lands are located in the community of Saddle Ridge, east of Saddlecrest Boulevard NE, on both the north and south sides of 89 Avenue NE. The lands are located approximately 1 kilometre from the Saddle Ridge town centre.

The subject lands constitute portions of three \pm 1.39 hectare (3.44 acre) relatively flat parcels, all separately owned. The site at 6819 - 89 Avenue NE currently contains a dwelling, while the other two are vacant.

Land uses surrounding the subject lands generally include low density residential designated Residential – Narrow Parcel One District (R-1N) District, developed with single detached units developed in the early 2000's. Saddle Ridge School is located immediately north of the subject lands. Southwest of the western portion of the subject lands, is the Light of Christ school site, with supporting playfields. At the east end of the terminus of 89 Avenue NE, there is a right of way which is intended to be developed as a regional pathway. The eastern most parcel in this area, is also subject to a land use and outline plan application (LOC2018-0161) which will further establish the land use and infrastructure planning for the area.

The following table gives context to the population changes within the community of Saddle Ridge.

Figure 1: Community Peak Population

Saddle Ridge	
Peak Population Year	2017
Peak Population	19,911
2017 Current Population	19,911
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2017 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal includes redesignation of portions of the subject lands to a range of residential, multi-Residential and commercial districts to allow for private development on lands which were incorrectly identified as future park locations.

Amongst the alternatives considered, it did include the potential for voluntary dedication of these lands as park spaces by the landowners. They have chosen to pursue a land use change which will allow for development activity on the lands, consistent with that which has already been approved on immediately surroundings lands.

Land Use Amendment (City Initiated) in Saddle Ridge (Ward 5) at 6803, 6819 and 6820 - 89 Avenue NE, LOC2018-0221

The proposed land use changes are in keeping with applicable provincial and municipal legislation as identified in the Strategic Alignment section of this report.

Planning Considerations

The primary planning considerations in evaluation of this application included what land uses were the most appropriate for the site, given the existing land use pattern in the area, and the relevant statutory planning policy documents.

Land Use

With the exception of a ± 0.095 hectare (± 0.23 acre) portion of land currently designated Multi-Residential – At Grade Housing (M-G) District, the subject lands are currently designated Special Purpose – School, Park and Community Reserve (S-SPR) District. Lands with this designation are intended to be used for schools, parks, open space and recreation facilities – none of which are applicable future uses for these lands.

The application proposes to change the designation of these to Residential – One Dwelling (R-1s) District, Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – Low Profile (M-1) District, and Commercial – Neighbourhood 1 (C-N1) District to allow for:

- Land uses and future development which are an extension of existing land uses in the area;
- low density residential development forms which include single detached dwellings; rowhouse buildings; semi-detached dwellings; duplex dwellings; and secondary suites;
- multi-residential development on the proposed M-1 site which a maximum building height of 14.0 metres, and include approximately 42 units; and
- small scale commercial development on the proposed C-N1 site which includes a maximum building height of 10 metres, and the list of uses included in the C-N1 District.

The land uses proposed align closely with the existing land use pattern in the area, and meet the development intentions of the local landowners / developers. One minor adjustment from pre-existing land uses involves shifting from a M-G land use to a R-G land use; however, after testing for developability of this block size, the landowner wanted the flexibility the R-G land use provides, while also meeting the housing demand in the area.

Development and Site Design

This section will provide a high level overview of the various development and site design considerations to be evaluated during future / existing development permit processes, for each of the three sites.

Land Use Amendment (City Initiated) in Saddle Ridge (Ward 5) at 6803, 6819 and 6820 - 89 Avenue NE, LOC2018-0221

6803 – 89 Avenue NE / proposed C-N1 District

The proposed C-N1 District is also an extension of the commercial land use already existing on the northern portion of this site. A development permit application has been submitted for those (existing) C-N1 lands, and efforts are being coordinated to make changes to that development permit, in anticipation of this expanded commercial area. This is intended to be a local commercial site, and with transit facilities and other amenities in the immediate vicinity, significant efforts will be made on site design and building form to build on these amenities. For the benefits of Calgary Planning Commission and Council, administration notes that the following general principles will guide the review of the development permit:

- building siting and entrances that create an appropriate relationship with public streets.
- no surface parking between building(s) and public streets.
- creation of a strong public access right of way, with activation of this area through building entrances, and the possible utilization of a plaza in the area of this newly expanded C-N1 area, to maximize connection and functionality of the space in relation to transit facilities.
- efforts to incorporate existing mature vegetation into the ultimate site design.

6819 – 89 Avenue NE / proposed R-G District

The R-G District includes a number of permitted uses for dwellings, including: backyard suites, duplex dwellings, rowhouse buildings, secondary suites, semi-detached dwellings and single-detached dwellings. As these are permitted uses, future development permits will predominantly be reviewed for compliance with the Land Use Bylaw District requirements. Based on the previously approved outline plan, these units will be fronting onto an internal street.

6820 – 89 Avenue NE / proposed R-1s and M-1 District

The portion of the site abutting the Saddle Ridge School is intended to be designed R-1s District, similar to the surrounding land uses. The intended development form is single detached dwellings, with the option for secondary suites. A 3 metre wide pathway linking the neighborhood directly to Saddle Ridge School will also be provided, through a subdivision application, in this area.

The proposed M-1 site is an extension of the already approved M-1 land use in the area. The site was originally intended to have units fronting directly onto the linear Municipal Reserve in the area; however, with the removal of that park space, preliminary concepts provided by the landowner suggest a grade-oriented multi-residential form with approximately 42 to 44 units, while incorporating some communal private amenity / green space. Maintaining a strong linear connection to Saddle Ridge School, and providing a strong building interface with the public streets in the area will be points of emphasis for future development permit reviews.

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Environmental

There are no existing environmental conditions on these lands. Environmental site assessments were provided with the previously reviewed and approved outline plans for the area.

Transportation

The subject lands are located east of Saddlecrest Boulevard NE, (an existing primary collector street) on both the north and south sides of 89 Avenue NE.

Eighty-ninth Avenue NE in this location, is a rural standard road currently but will be upgraded to City standards through subsequent subdivision stages to a 22.5 metre modified collector with sidewalks on both sides of the street and a median required to accommodate emergency access. There are several active subdivision applications in the area which will facilitate improvement of 89 Avenue NE.

The western boundary of the subject lands is located approximately 450 metres east of the future 88 Avenue / 60 Street NE LRT station. It is also the location of an existing transit stop along Saddlecrest Boulevard, which provides access to the Saddletown LRT station.

Transportation impacts have been considered during the previously reviewed / approved outline plan and land use applications in the area. There are no concerns related to this proposed land use redesignation.

Utility and Site Servicing

Water, sanitary and storm mains are available to service these lands. Further details for servicing and waste collection facilities will be reviewed during the subdivision and / or development permit stages for these lands. No concerns.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted onsite. An expanded circulation area was used for delivery of notification letters, and this also included additional details explaining why this proposed change was happening. The application has also been advertised online. No public meetings were held by City Administration. No letters were received from the public as a result of the notice posting.

A letter from the Saddle Ridge Community Association was submitted and is included as Attachment 1. The community association sites concerns with the loss of park space in the area, but understand the reasoning around the proposed land use changes. Some specific comments pertain to the proposed C-N1 site, requesting some additional attention to the preservation of existing trees in the area, with the ultimate site design.

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

Strategic Alignment

Municipal Government Act

The Municipal Government Act provides the legislative framework for planning and development in Alberta. It includes provisions for dedication of lands for roads, utilities and reserves. It indicates that a Subdivision Authority may require up to 10 percent of a parcel of land proposed for subdivision to be provided as municipal reserve (city park or public school) lands. Land dedication beyond a 10 percent land requirement is in most cases not permitted.

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* which directs population and growth in the region to Cities and Towns and promotes the efficient use of land.

Municipal Development Plan (Statutory, 2009)

Map 1 "Urban Structure" of the *Municipal Development Plan* (MDP) identifies the subject lands as a Planned Greenfield Area subject to an Area Structure Plan. Section 3.6.1 of the Municipal Development Plan directs that the applicable Area Structure Plan (Saddle Ridge ASP) provides detailed guidance for the review of planning applications.

Notwithstanding this general clause, the proposed application meets the policy requirements of the Municipal Development Plan, as it proposes sensitive densification, a mix of residential and local commercial land uses, and housing within close proximity to services and transit infrastructure.

Saddle Ridge Area Structure Plan (Statutory, 2007)

The subject property is located within Cell C of the Saddle Ridge Area Structure Plan and is identified as appropriate for residential on Map 6 of the plan. The residential policies highlight the need for a variety of housing types and lot sizes to accommodate specific population needs in the area.

Section 4.4 of the plan includes commercial land use policies. These policies highlight and support neighborhood centres and local shopping areas within the Saddle Ridge community. The policies specifically highlight the need for commercial uses to be located on collector streets, be accessible to residential areas, and for these land uses to be planned during the outline planning process.

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Social, Environmental, Economic (External)

The proposed land uses allow for the continuation of housing and local commercial land uses in this area of Saddle Ridge. The mix of uses, in combination with existing uses already approved in the area, contribute to the goal of building complete communities, with a variety of housing types which will have excellent access to schools, park amenities, and commercial services in the area.

Financial Capacity

Current and Future Operating Budget:

There are no impacts to the current or future operating budgets as a result of this application.

Current and Future Capital Budget:

There are no impacts to the current or future capital budgets as a result of this application.

Risk Assessment

There are no significant risks associated with this proposed land use redesignation.

REASON(S) FOR RECOMMENDATION(S):

The proposal is consistent with the applicable policies of the *Municipal Development Plan* and *Saddle Ridge Area Structure Plan*. The redesignation supports the build out of this portion of Saddle Ridge and aligns with the previously approved land uses and outline plans in the area, which provide the technical and servicing framework needed to develop these lands to the densities proposed. The additional residential units will contribute to the vibrancy of the area and support proposed local commercial uses.

ATTACHMENT(S)

1. Community Association Letter
2. Saddle Ridge Municipal Reserves and Application Context
3. Existing Outline Plans in Area

Community Association Letter



Mon 11/5/2018 6:27 PM

Judy Brown <saddleridgelanduse@shaw.ca>

[EXT] LOC2018-0221

To ☐ CPAG Circ

Cc ☒ Ward5 - Stan Sandhu

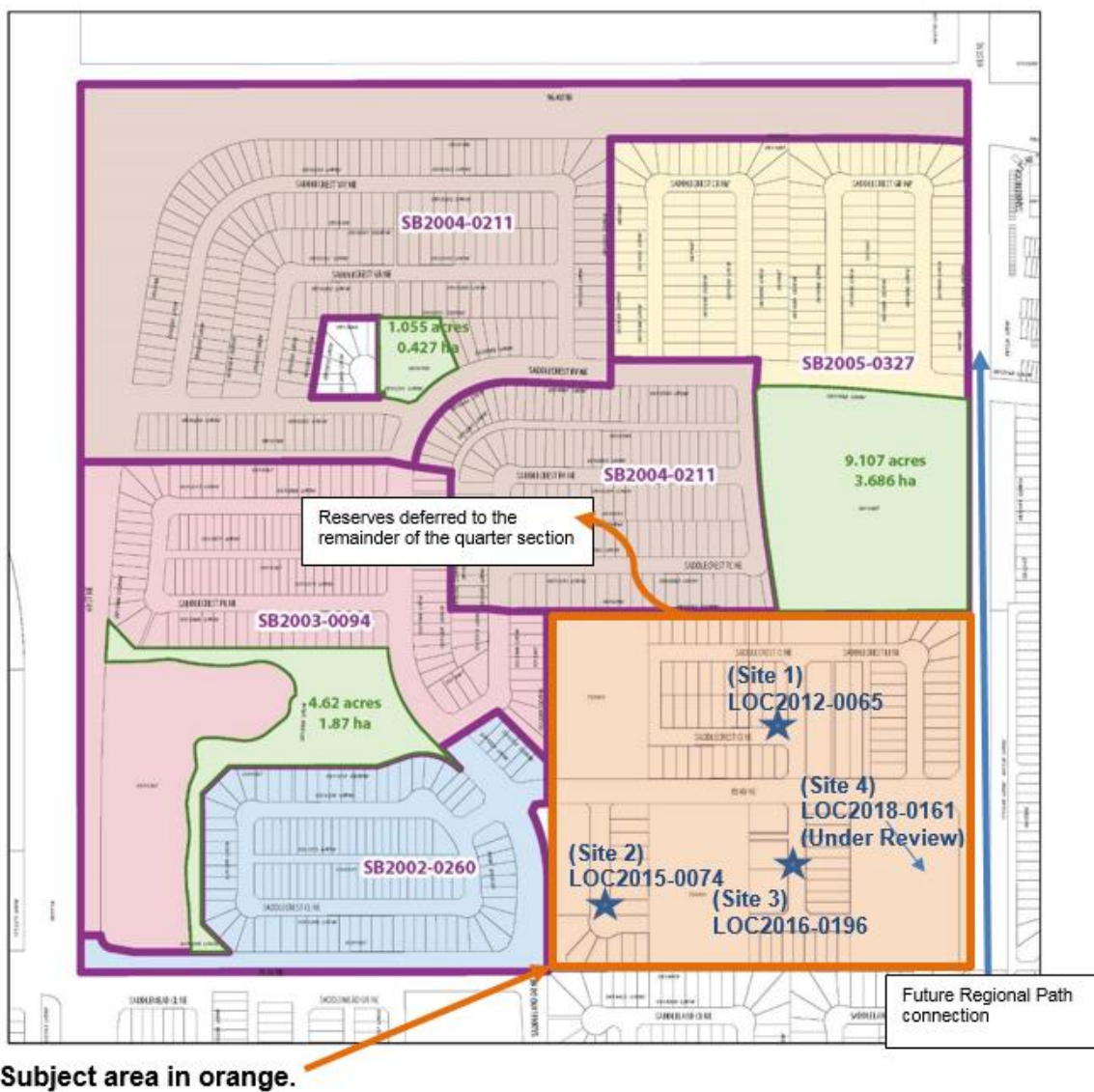
The Saddle Ridge Community Association is disappointed at the loss of public space in this development , but we understand the reasoning and will not oppose the changes of use. Concerning the small C-N1 space in the south west corner of the development, this area has several mature trees on it, something that is quit rare in the neighbourhood, since most of the rest of the trees have been removed from these acreages. We would ask the developer of this commercial space to make every effort to preserve as many of these trees as possible, even to the extent of moving the focus of the landscaping to this area.

Respectfully submitted

Judy Brow

for Saddle Ridge Community Association

Saddle Ridge Municipal Reserves and Application Context

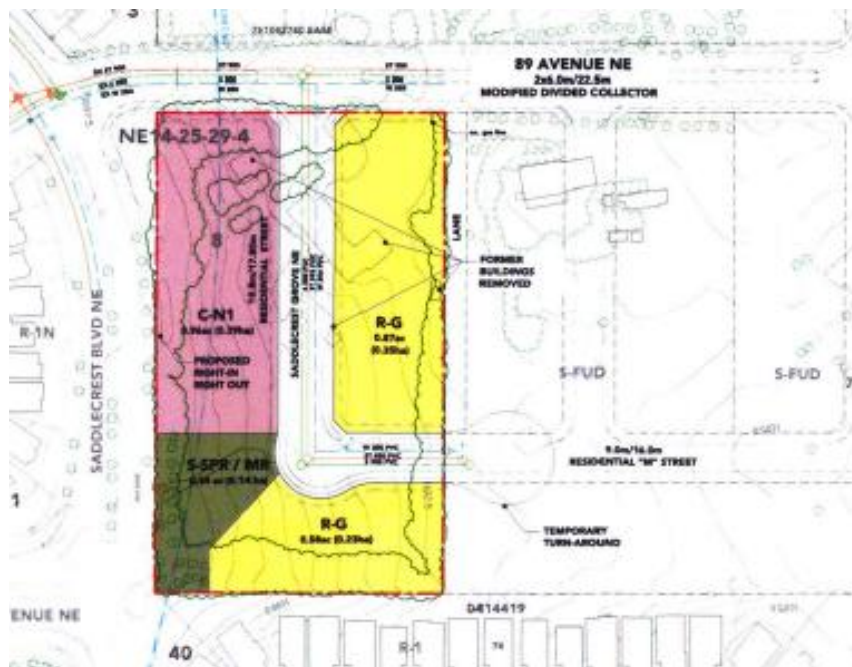


Existing Outline Plans in Area

(Site 1 Outline Plan LOC2012-0065 / 6820 – 89 Avenue NE)



(Site 2 Outline Plan LOC2015-0074 / 6803 – 89 Avenue NE)



Existing Outline Plans in Area

(Site 3 Outline Plan LOC2016-0196 / 6819 – 89 Avenue NE)



Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1416

Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2018-0208

EXECUTIVE SUMMARY

This application was submitted by K5 Designs on 2018 September 14 on behalf of the landowner Kevin and Susan Ngo. The application proposes to change the designation of this property from Residential – Contextual One / Two Dwelling (R-C2) District to the Mixed Use - General (MU-1f1.0h13) District to allow for:

- commercial and residential uses in street-oriented buildings with either commercial or residential uses at street level;
- a maximum building height of 13 metres (an increase from the current maximum of 10 metres);
- a maximum of FAR of 1.0 (a maximum building size of 686 square metres); and
- the uses listed in the Mixed Use - General (MU-1) District.

The proposed MU-1 District is a mixed use designation intended to accommodate a mix of residential and commercial uses in the same building. The proposal is in conformance with applicable policies of the *Municipal Development Plan* and *Hillhurst/Sunnyside Area Redevelopment Plan*.

No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.07 hectares \pm (0.17 acres \pm) located at 1601 Bowness Road NW (Plan 5151O, Block 19, Lots 57 and 58) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Mixed Use - General (MU-1f1.0h13) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

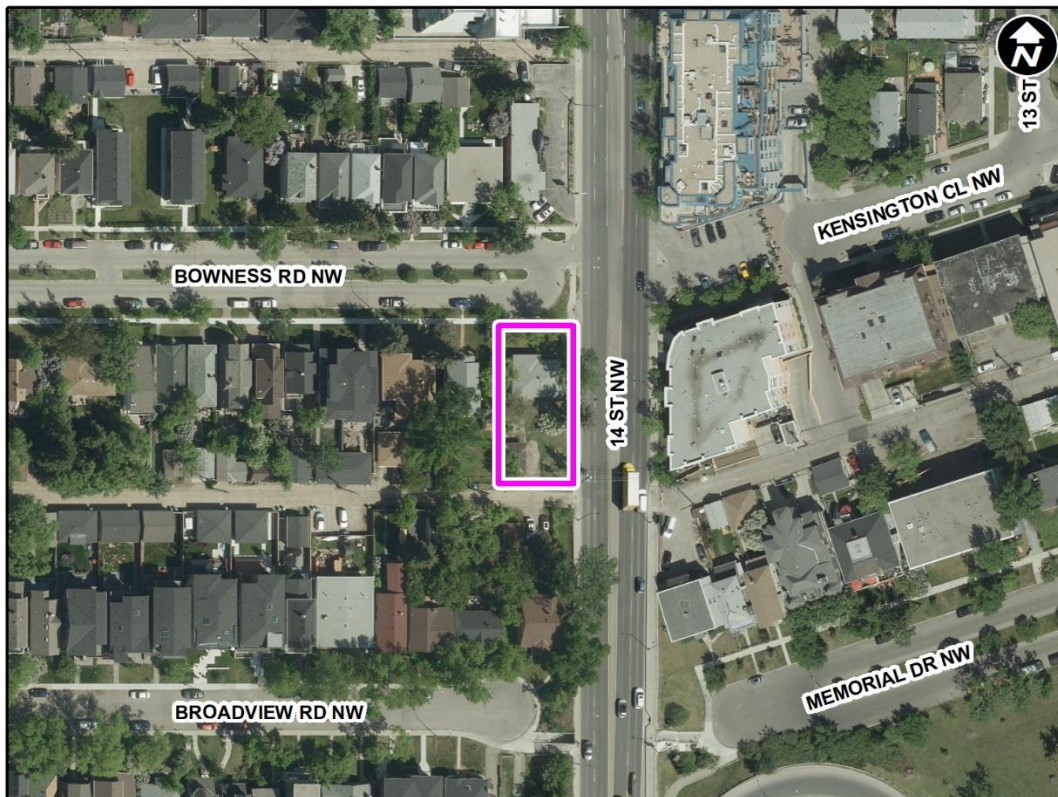
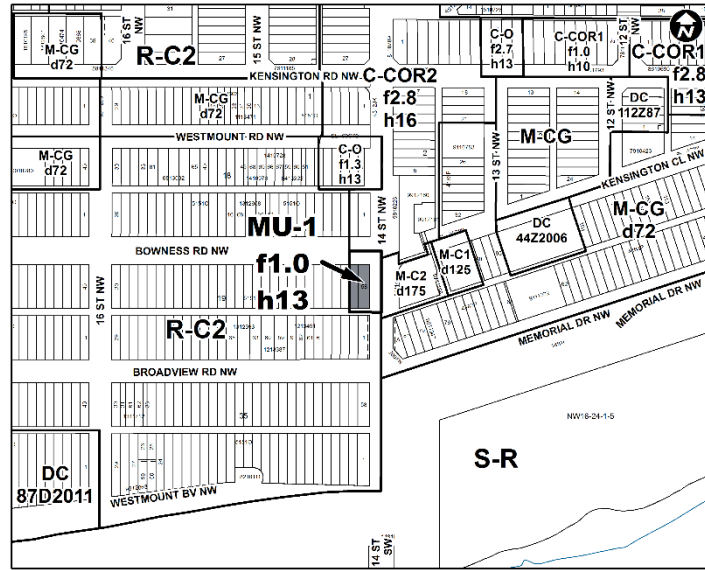
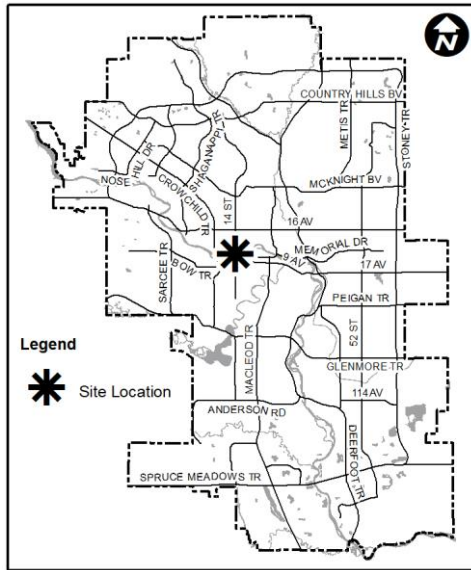
This land use redesignation application was submitted by K5 Designs on 2018 September 14 on behalf of the landowners Kevin and Susan Ngo. As noted in the Applicant's Submission (Attachment 1), the applicant identified the intent to utilize the existing dwelling for an office use. Future redevelopment of the site could include a mix of commercial and residential uses in a new building.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1416

Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2018-0208

Location Maps



Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2018-0208

Site Context

The subject parcel is located at the southwest corner of Bowness Road NW and 14 Street NW. It is just south of Kensington Road NW and north of the Bow River. The parcel is currently occupied by a single detached dwelling with surface parking accessed from the rear lane. Surrounding development consists of low density residential development to the west, north and south. Immediately north of the site are commercial uses and east across 14 Street NW is a mix of commercial and multi-residential. The site is within easy walking distance of Kensington Road NW and the Kensington commercial area.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a mix of commercial and residential uses on the site in a form that can fit with the surrounding neighbourhood. The proposal meets the objectives of applicable policies as discussed in the Strategic Alignment of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District is a residential designation in developed areas that is primarily for single detached, side-by-side and duplex homes. Single detached homes may include a secondary suite. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units.

The applicant originally applied for the Commercial – Neighbourhood 2 (C-N2) District. However, through discussions with Administration it was determined that this district would not be appropriate as it allows for auto-oriented uses and requires commercial uses on the ground floor of buildings.

The proposed land use district is the Mixed Use – Active Frontage (MU-1f1.0h13) District of Land Use Bylaw 1P2007. The MU-1 District is intended to be located along commercial streets where both residential uses and commercial uses are supported at grade facing the commercial street. While commercial uses are allowed within this District they are not required. The District also allows for the density and height to be controlled through specific modifiers for which a maximum floor area ratio of 1.0 and a maximum building height of 13 metres have been proposed for this site.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1416

Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2018-0208

Development and Site Design

This application is not tied to plans and a development permit has not been submitted. A development permit for redevelopment on this site would be subject to a comprehensive review evaluating the building, proposed uses, required parking and any other site planning consideration subject to Council's decision on this land use redesignation application.

Environmental

There are no existing environmental conditions on this parcel. An Environmental Site Assessment was not required for this application.

Transportation Network

The site is located at the corner of 14 Street NW and Bowness Road NW and has rear lane access. The site has access to transit stops along 14 Street NW (adjacent to the site) and Kensington Road NW (350 metres) and the Sunnyside LRT Station is approximately 1.2 kilometres away or a 15 minute walk. Access to Bowness Road NW from 14 Street NW is only available as right-in access. A Transportation Impact Assessment was not required as part of this application.

Utilities and Servicing

Water, sanitary and storm mains are available to this site. Further details for servicing and waste collection facilities will be reviewed at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The Hillhurst/Sunnyside Community Association was circulated the application and although they support the use of the existing building for small scale commercial use they do have some concerns potential redevelopment of the site to a commercial building in the future. (Attachment 2).

Although no public meetings were held by the applicant or Administration, the applicant consulted with the community association and adjacent neighbours directly.

Administration received one letter in support and three letters of opposition to the proposed redesignation. Issues raised included traffic and parking as well as commercial uses intruding into a residential area.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1416

Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2018-0208

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. Compliance with relevant policies and bylaws, as well as design compatibility of discretionary uses with respect to the surrounding neighbourhood context, traffic and access will be reviewed at the development permit stage.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on community development.

Municipal Development Plan (MDP) (Statutory, 2009)

The subject site is identified on the Urban Structure Map of the *Municipal Development Plan* (Map 1) as being within the 14 Street NW "Urban Main Street." These Main Streets typically include an area one block on either side of the Main Street. This means that the area is intended to accommodate future commercial and residential intensification over time that serves not just the local neighbourhood but also the larger area. The MDP (Section 3.4) encourages Urban Main Streets to develop an active street environment by encouraging retail and service uses at-grade with residential and office uses on upper floors along the Main Street core areas, with grade oriented residential uses in other areas. This application is in keeping with the policy direction provided in the MDP as it allows for the flexibility of mixed-use or residential development along an Urban Main Street.

Hillhurst/Sunnyside Area Redevelopment Plan (Statutory, 1988)

The subject site falls within Part I of the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* and is located just outside the Transit Oriented Development Area that forms Part II of the ARP. While there are no specific policies that address this site, the policies in Part I of the Plan support residential or small scale commercial uses and development in this area.

Social, Environmental, Economic (External)

The recommended land use will allow for a flexibility of uses on this parcel as well as the potential for additional services needed for the community. The land use also supports the sensitive intensification of mixed uses, while ensuring the appropriate integration with the surrounding communities.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1416

Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2018-0208

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment, and therefore there are no growth management concerns at this time.

Risk Assessment

There are no risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal conforms to the intent of the *Municipal Development Plan* and the *Hillhurst/Sunnyside Area Redevelopment Plan*. Situated on a corner parcel, the location is suitable for intensification and potential mixed-use development due to its location along a Main Street and its close proximity to transit, parks, regional destinations, major corridors, regional transportation networks, and other commercial development.

ATTACHMENT(S)

1. Applicant's Submission
2. Hillhurst/Sunnyside Community Association Letter

Applicant's Submission

Dear File Manager

I am the owner of the #1601 Bowness Road NW, Calgary Alberta. I want to propose a landuse redesignation from R-C2 to MU-1. The subject site has many elements/traits that align with the commercial land use redesignation as outlined below.

The property is abutted on 14 Street NW (the 3rd busiest artery into downtown) with a rear lane access onto 14 street, close proximity to Kensington Road NW, and next to a public transit stop. Many of the surrounding land uses are Multi Unit with a majority of commercial land use designations. I would love to redesignate the land use to fully utilize the existing dwelling for my design office. The design office doesn't produce any noise or traffic pollution. In turn, it will enhance the neighbourhood by having a professional office that has low impact on the existing surrounding community.

After consultation with the neighbors, Hillhurst Community Association and Steve Jones, (Senior Planner | Community Planning |North Team) with great support, the MU-1 land use zoning is the best fit for the subject site.

I believed the proposed MU-1 land use redesignation meets the intent of the applicable policies for land use redesignation.

Hillhurst Sunnyside Community Association Letter

November 28, 2018

Circulation Control
Planning and Development
P.O. Box 2100 Station M
The City of Calgary
IMC 8201

Emailed to: Steve Jones, City of Calgary Senior Planner & File Manager

RE: LOC2018-0208 | 1601 Bowness Road NW | Amended Land Use Redesignation from R-C2 to MU-1

Dear Mr. Steve Jones,

The Hillhurst Sunnyside Planning Committee (HSPC) wishes to thank you for the opportunity to comment on the above application. We are in favour of allowing for the small business use in the current building, given its location and available on-site parking.

Local Context

The Hillhurst Sunnyside Area Redevelopment Plan (ARP) only defines the north side of Bowness Road as a part of the Regional Mixed-use corridor; the subject parcel falls into the Residential Land Use Area. We are concerned about the further spread of commercial uses into residential areas:

1. There is difficult access/egress from 14 Street as there is no signage to indicate direction; any increase in traffic will be directed into the residential areas.
2. Parking is also a concern, should the building redevelop to a more intensive use over what is already available onsite.
3. There is concern that the MU-1 use could include a cannabis retail store as a discretionary use through a future DP. There are already 3 approved cannabis retail stores in the community of Hillhurst Sunnyside. This location is just outside the 300 metre radius of an approved outlet.

Our Recommendations

We wish to support the *current use* of the building as a small-scale professional business as it is a sensitive transition from a lower density residential use to the busier arterial and commercial uses on 14 Street NW.

Given Administration's recommendation to amend the original submission to the Mixed Use District 1 Use, we have long-term concerns about the proposed change of use if the building were to be demolished and redeveloped in the future.

1. We would like to see stipulations on the maximum height and density in the land use (MU-1f#h#d#) to provide a sensitive transition to adjacent residential uses.
2. We request that the # modifiers do not exceed the allowable height and density currently applicable in the RC-2 Land Use Designations in the area west of 14 Street. A target of **MU-1 f1.35 h10 d72** would be workable as explained below:
 - RC-2 has a lot coverage of 45%. If height can allow up to 3 stories then the FAR would be 1.35.
 - Due to the modest height of the adjacent bungalow and under the current R-C2 Land Use Designation, a maximum of 8.6m is allowable under contextual guidelines; however, given

Hillhurst Sunnyside Community Association Letter

to the parcel's location at the end of the block facing 14 Street, the 10m maximum for RC-2 would still be respectful.

- D72 is what could be expected by all M-CG lots in the neighbourhood.

Engagement

The HSPC would like to thank the applicant for their work engaging with the adjacent neighbours and the community association prior to the submission of their application.

Should you have any questions, please contact the undersigned.

Sincerely,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1377

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 -
22 Street NW, LOC2017-0097**

EXECUTIVE SUMMARY

This land use amendment application has been submitted by Abanoub Development on behalf of Harvest Hills Professional Centre Ltd on 2017 March 24. The application proposes to change the designation of 2440 and 2436 - 22 Street NW from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Low Profile (M-C1) District to allow for:

- multi-residential buildings (e.g. townhouses, apartment buildings);
- a maximum building height of 14 metres (an increase from the current maximum of 10 metres);
- a maximum of 22 dwelling units (an increase from the current maximum of 4 to 5 dwelling units); and
- the uses listed in the proposed M-C1 District.

The proposal is in keeping with the applicable policies identified the *Municipal Development Plan* and implements applicable policies of the *Banff Trail Area Redevelopment Plan* as they relate to the northern portion of the site. However, an amendment to the *Banff Trail Area Redevelopment Plan* is required to accommodate the proposed redesignation on the remainder of the site.

A development permit application for Assisted Living was submitted by Abanoub Architecture & Interior Design on 2018 November 27 and is currently under review.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the Banff Trail Area Redevelopment Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.
3. **ADOPT** by bylaw the proposed redesignation of 0.15 hectares \pm (0.37 acres \pm) located at 2440 and 2436 – 22 Street NW (Plan 9110GI, Block 12, Lots 9 and 10) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Low Profile (M-C1) District; and
4. Give three readings to the proposed bylaw.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1377

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 -
22 Street NW, LOC2017-0097**

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was submitted by Abanoub Development on behalf of Harvest Hills Professional Centre Ltd on 2017 March 24 (Attachment 2). As indicated in the preceding section of this report, a development permit application for Assisted Living with 45 rooms/units (DP2018-5551) has been submitted by the Abanoub Architecture & Interior Design on 2018 November 27 (Attachment 3).

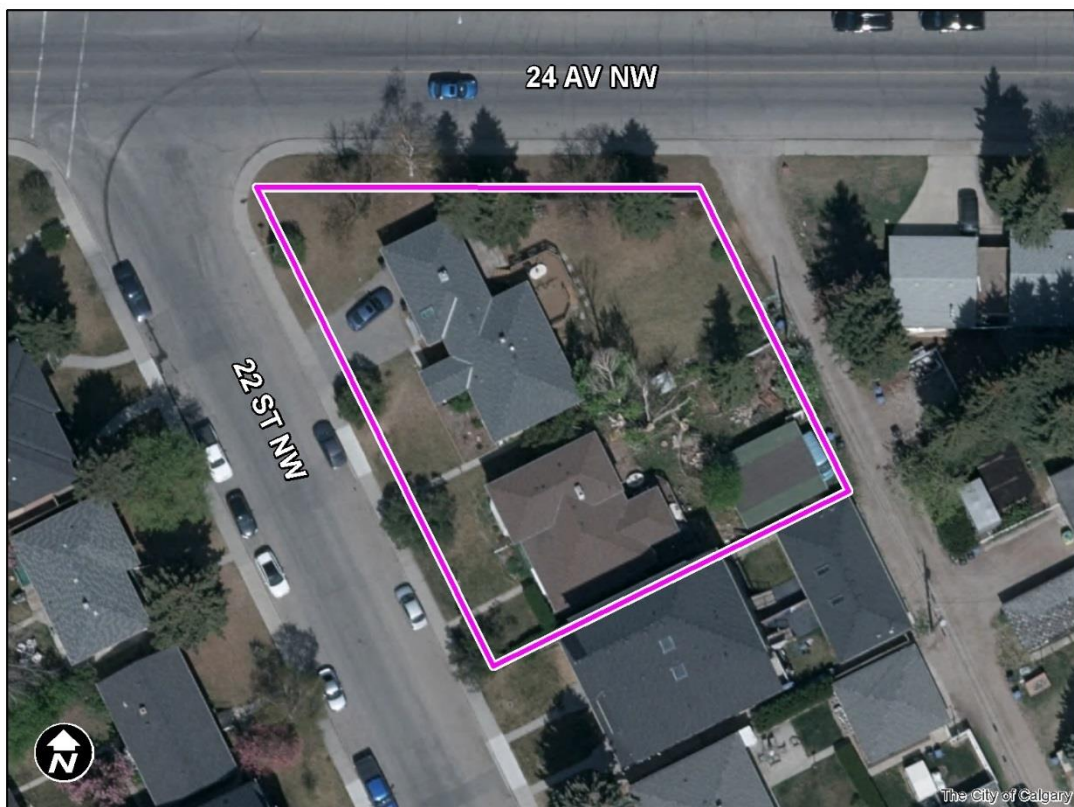
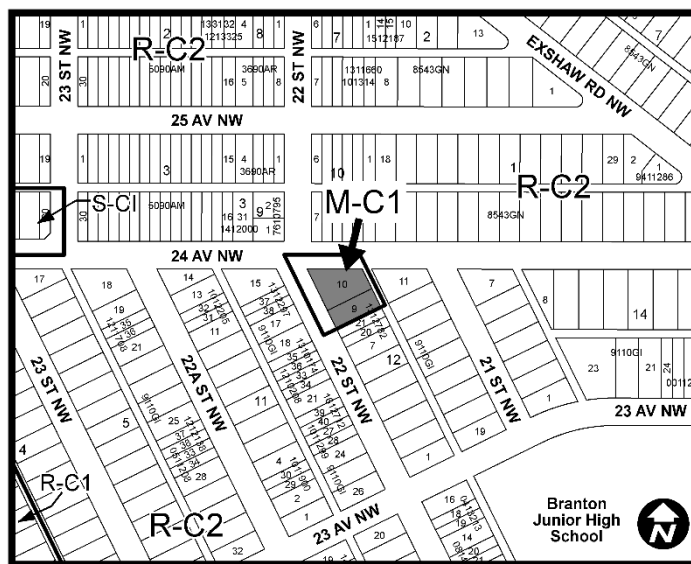
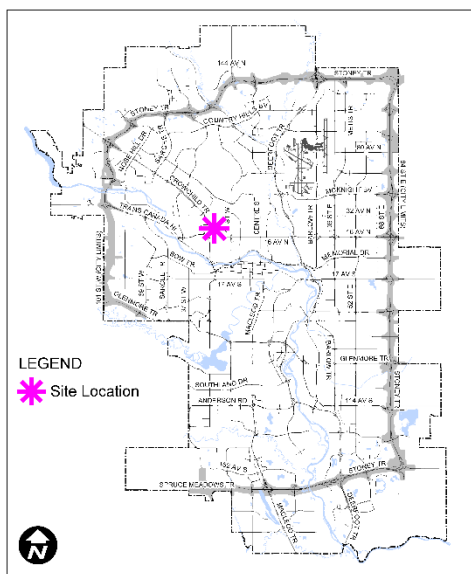
The community of Banff Trail is subject to planning and development policies of the *Banff Trail Area Redevelopment Plan*. In 2016, City Council adopted comprehensive amendments to the area redevelopment plan allowing for residential intensification in strategic locations.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1377

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 -
22 Street NW, LOC2017-0097

Location Maps



**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 -
22 Street NW, LOC2017-0097**

Site Context

The subject site consists of two separate titled parcels and is located at the southeast corner of the intersection of 22 Street NW and 24 Avenue NW in the community of Banff Trail. The site is approximately 0.15 hectares in size with approximately 40 metres and 50 metres of frontage along 24 Avenue NW and 22 Street NW respectively. The northern property (2440 – 22 Street NW) is currently developed with a one-storey single detached dwelling with a one car garage accessed from 22 Street NW. The southern property (2436 – 22 Street NW) is developed with a two-storey split level single detached dwelling with a single car garage accessed from the rear lane.

The subject site is approximately 400 metres from the Banff Trail LRT Station (Attachment 4). Surrounding development is comprised of predominantly single detached and semi-detached dwellings. A large portion of the existing residential community in Banff Trail is designated R-C2, but several blocks of parcels along strategic corridors allow for rowhouse buildings (R-CG) as a result of a city-initiated redesignation approved by Council in 2017.

As identified in Figure 1, Banff Trail has experienced a relatively substantial population decline from its peak in 1968.

Figure 1: Community Peak Population

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2017 Current Population	4,092
Difference in Population (Number)	± 791
Difference in Population (Percent)	-16%

Source: The City of Calgary 2017 Civic Census

Additional demographic and socio-economic information can be obtained online through the [Banff Trail](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal represents a modest increase in density for two properties located in an established community and provides for uses and development forms that have the ability to be compatible with the existing neighbourhood.

As identified in the Strategic Alignment section of this report, the northern portion of this site has been already identified for intensification by the *Banff Trail Area Redevelopment Plan*. The proposed expansion of multi-residential uses to the southern portion of the site is considered appropriate as it allows for a more efficient use of land, better vehicular access and additional redevelopment options.

**Planning & Development Report to
Calgary Planning Commission
2018 December 13**

**ISC: UNRESTRICTED
CPC2018-1377**

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 -
22 Street NW, LOC2017-0097**

While a range of alternative land use options have been considered for this site during the application review, the rules of the proposed M-C1 District in combination with policies of the *Banff Trail Area Redevelopment Plan* are considered appropriate land use mechanisms to implement broader objectives identified in the *Banff Trail Area Redevelopment Plan* and the *Municipal Development Plan*.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District is a residential designation that is primarily for single detached, side-by-side and duplex homes. Single detached homes may include a secondary suite.

The proposed Multi-Residential – Contextual Medium Profile (M-C1) District a multi-residential designation that is primarily for three to four-storey apartment buildings and townhouses within 14 metres. The M-C1 District allows for up to 148 units per hectare or 22 dwelling units on this site. Assisted Living, a discretionary use in the proposed M-C1 District, is typically not subject to the maximum density requirements as Assisted Living units do not meet the land use bylaw definition of dwelling units.

The recommended M-C1 land use district has a range of contextual building setback and massing rules which render the M-C1 District appropriate next to the existing low density residential development.

Development and Site Design

The applicable site and building design policies of the *Banff Trail Area Redevelopment Plan* together with the rules of the proposed M-C1 District will provide basic guidance for the future site development. That includes appropriate uses, height and building massing, landscaping, access and parking. Given the specific context of this corner site, additional items that are being considered through the development permit process include:

- ensuring an engaging building interface along the 24 Avenue NW and 22 Street NW frontages;
- appropriate building height transition along the southern portion of the site;
- emphasizing individual at-grade entrances (depending on proposed uses);
- provision of amenity space for individual units (depending on proposed uses);
- the delineation of an appropriate front setback between the future building and adjacent streets and existing development;
- site appropriate vehicular access, parking and garbage pick up; and
- potential improvements to portions of the existing lane.

Planning & Development Report to
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ISC: UNRESTRICTED
CPC2018-1377

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 -
22 Street NW, LOC2017-0097**

Environmental

An Environmental Site Assessment was not required for this application.

Transportation

As outlined in the Site Context section of this report, the site is located within 400 metres of the Banff Trail LRT Station. Pedestrian access to the LRT station and other nearby Transit facilities is accommodated through an established network of sidewalks.

A Transportation Impact Assessment was not required for this application. While the design and exact location of vehicular access will be determined later at the development permit stage, it is anticipated that the existing front driveway off 22 Street NW will be closed, and all future vehicular access will be provided from the rear lane. Any future improvements to the existing lane will be reviewed and determined at the development permit stage. Currently, unregulated public parking is allowed along 22 Street NW and 24 Avenue NW.

Utilities and Servicing

Storm, sanitary sewer and water mains are available on 22 Street NW and 24 Avenue NW respectively. Depending on the size of the future development, a Sanitary Servicing Study may be required at the development permit stage. No additional extensions and/or upgrades to the existing infrastructure are known at this time. On-site stormwater management solutions will be reviewed at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

The applicant supplemented the City's standard communication practices with distribution of project information sheets to adjacent landowners and holding two open house style events in November of 2017 and August of 2018. At these events, the applicant shared their development concept for this site with interested residents from the area and members of the Banff Trail Community Association Planning Committee. Administration was present at the second meeting.

Although no formal letter has been received from the Banff Trail Community Association at this time, Administration has discussed the proposal and the anticipated development with members of the Banff Trail Community Association Planning Committee on several occasions. The Association does not oppose the proposed redesignation in principle. However, they support and encourage the applicant to engage with adjacent neighbours to facilitate a development outcome that fits within the existing neighbourhood and addresses some of the key concern raised by neighbours.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1377

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 -
22 Street NW, LOC2017-0097**

Eight (8) letters were submitted in objection to the proposal including the following concerns:

- reduced property values;
- on-street parking concerns;
- concerns regarding high traffic volumes in the area;
- no guarantee that the building would be an assisted living facility following rezoning of the site;
- site not being able to provide sufficient outdoor space for future tenants;
- the maximum height and density proposed for these lots is higher than the redevelopment plan allows for
- the proposal is out of character with the area and the future plans developed for this area;
- the proposed lots sizes do not support the parking required for this type of development;
- this would be the only “commercial” building within the area; and
- a building of this size would have negative impacts on the privacy of adjacent residents.

Administration considered the relevant planning issues specific to the proposed redesignation and amendment to the *Banff Trail Area Redevelopment Plan* and has determined the proposal to be appropriate. If this application is approved by Council, the building size, building design, mix and size of uses and site layout details such as parking, landscaping and site access will be determined later at the development permit review stage.

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

Strategic Alignment

South Saskatchewan Regional Plan (statutory – 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* (SSRP) 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 Residential Developed – Inner City Area as identified on Map 1 of the *Municipal Development Plan* (MDP). The Inner City Area polices generally encourage more efficient use of serviced land and sensitive redevelopment that is compatible with the existing neighbourhood. In addition, ‘Creating Great Communities’ policies of the MDP encourage special care facilities to locate within residential neighbourhoods to provide for a broad range of specialized accommodation and care homes to meet a diverse community needs including nursing and older adult homes.

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2440 and 2436 -
22 Street NW, LOC2017-0097**

The MDP also promotes the notion of complete communities. As per the MDP, complete communities are vibrant, green and safe places, where people of varying ages, incomes, interests and lifestyles feel comfortable and can choose between a variety of building types and locations in which to live, and where daily needs can be met. The proposal is consistent with the applicable MDP policies for this area.

Banff Trail Area Redevelopment Plan (statutory – 1986)

The site is subject to statutory policies of the *Banff Trail Area Redevelopment Plan* (ARP) which provide direction for future redevelopment of Banff Trail. In March of 2016, Council approved amendments to the ARP to identify areas in the community appropriate for intensification.

Through these amendments a number of blocks and corner parcels within the community, including the northern portion of the site, were identified as 'Medium Density Low-Rise' on Figure 2 of the ARP. The 'Medium Density Low-Rise' area is intended to allow for multi-residential uses and developments compatible with the existing character of the area. The ARP allows for approximately three to four storeys, or 12 metres, in building height on lands directly adjacent to 24 Avenue NW, which includes the northern portion of the site.

The southern portion of the site is located the 'Low Density Residential' typology of the ARP which allows for single, semi-detached and duplex dwellings and limits the maximum building height to approximately two to three storeys, or 10 metres, in building height.

Proposed Amendments to the Banff Trail Area Redevelopment Plan

While the proposed redesignation of the northern portion of the site implements the applicable land use policies of the ARP, an amendment to Figure 2 (Land Use Plan) is required to accommodate the proposed redesignation of the southern portion of the site. The proposed change aligns with some of the key objectives of the ARP such as preservation of the existing quality of the neighbourhood, allowance for compatible infill development and availability of a different housing types within the community.

An amendment to Figure 3 (Maximum Building Heights) is also proposed to ensure any future development on this property steps down in height and building mass along the site's southern edge.

Recognizing the objective of this land use amendment, several policies specific to the Assisted Living use are proposed to facilitate a successful integration of the anticipated development with the existing neighbourhood. All proposed amendments are included in Attachment 1.

Location Criteria for Multi-Residential Infill (non-statutory - 2014)

Council adopted the *Location Criteria for Multi-Residential Infill* to assist with the evaluation of land use amendment applications when considering multi-residential developments in low density residential areas. Proposed redesignation of the southern portion of the site generally aligns with some of the criteria. The parcel has lane access and is next to a planned multi-

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residential area. The Banff Trail LRT is approximately 400 metres to the southwest and other transit stops are available within a short walking distance from the site. The location criteria do not apply to the northern portion of the site.

The criteria are not meant to be applied in an absolute sense but are used in conjunction with other relevant planning policy, such as the MDP or local area policy plans, to assist in determining the appropriateness of an application in the local context.

Transit Oriented Development Policy Guidelines (non-statutory – 2004)

The general objectives identified in the *Transit Oriented Development Policy Guidelines* provide additional policy support for this project. It should be also noted that many of the applicable transit oriented development guidelines have been previously incorporated into the *Banff Trail Area Redevelopment Plan*.

Planning Principles for the Location of Care Facilities and Shelters (non-statutory - 2011)

Although the proposed redesignation does not guarantee that the anticipated Assisted Living complex will be developed, the *Planning Principles for the Location of Care Facilities and Shelters* were also used by Administration in evaluation of this proposal. This Council approved policy provides non-statutory guidelines for care facilities including Assisted Living and Residential Care.

The document recognizes care facilities as an integral part of complete communities and residential areas. Careful consideration, however, must be given to the local context and land use pattern of a particular area in regard to design, scale, form and setbacks. Such facilities should be also located within reasonable walking distance to transit and services. Larger facilities within residential areas may be considered appropriate depending on the suitability of individual sites. The proposal generally aligns with the intent of the guidelines and allows for a building form that has the ability to be compatible with adjacent development.

Social, Environmental, Economic (External)

The recommended land use allows for a wider range of housing types than the existing R-C2 District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics in this community.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

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Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with the policies of the *Municipal Development Plan* and implements the objectives identified in the *Banff Trail Area Redevelopment Plan*. The proposed expansion of multi-residential uses to the southern portion of the site is considered appropriate as it allows for a more efficient use of land, better access and additional redevelopment options of this site. The proposed M-C1 District together with proposed amendments to the *Banff Trail Area Redevelopment Plan* appropriately limit the allowable building envelope to ensure future redevelopment occurs in a sensitive manner.

ATTACHMENT(S)

1. Proposed Amendments to the Banff Trail Area Redevelopment Plan
2. Applicant Submission
3. Development Permit (DP2018-5551) Summary
4. Site Context Map

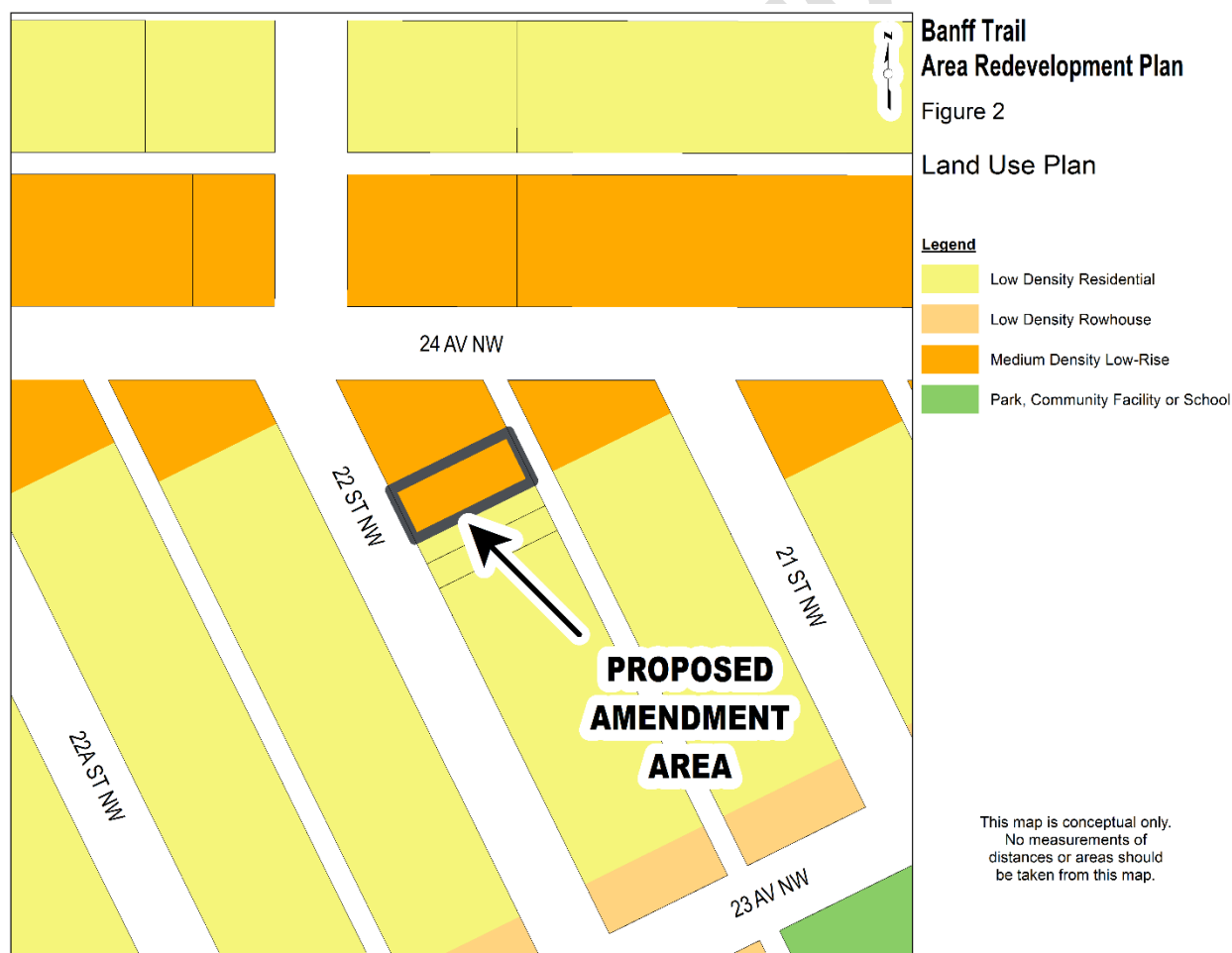
Proposed Amendments to the Banff Trail Area Redevelopment Plan

WHEREAS it is desirable to amend the Banff Trail Area Redevelopment Plan Bylaw 7P86, as amended;

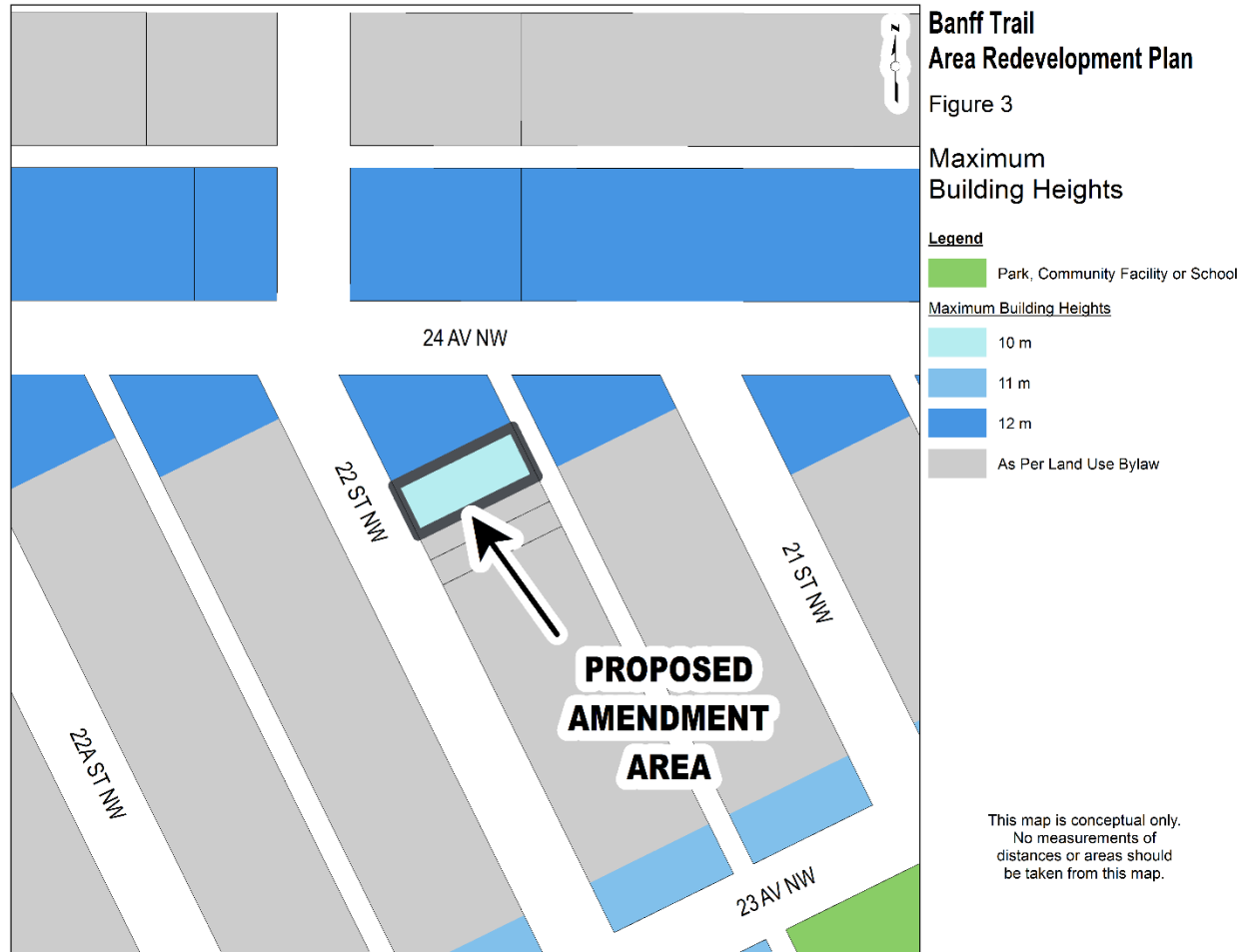
AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The Banff Trail Area Redevelopment Plan attached to and forming part of Bylaw 7P86, as amended, is hereby further amended as follows:
 - (a) Amend Figure 2 entitled 'Land Use Plan', by changing 0.06 hectares \pm (0.15 acres \pm) located at 2436 - 22 Street NW (Plan 9110GI, Block 12, Lot 9) from 'Low Density Residential' to 'Medium Density Low-Rise' as generally illustrated in the sketch below:



- (b) Amend Figure 3 entitled 'Maximum Building Heights', by changing 0.06 hectares \pm (0.15 acres \pm) located at 2436 - 22 Street NW (Plan 9110GI, Block 12, Lot 9) from 'As Per Land Use Bylaw' to '10 m' as generally illustrated in the sketch below:



(c) Add a new section:

“2.1.4.25

In addition to applicable policies identified in this Section, the following guidelines should be considered for the lands located at 2440 and 2436 – 22 Street NW, if the future development is for assisted living or any other type of special care facility:

- Building design, façade treatment and articulation of the future development should resemble a residential building;
- Site and building design strategies should be considered to limit potential impacts associated with operations and servicing of the development on adjacent properties (e.g. garbage pick-up, parking and vehicular access, deliveries);
- Portions of a building which are located on the southern portion of the site may exceed the maximum building height requirements identified in Figure 3 at the discretion of the Development Authority; and
- The operator should consider entering into a ‘Good Neighbour Agreement’ with the local community association and/or adjacent landowners.”

Applicant Submission



Summary:

This is a proposal to rezone (2440 and 2436 -22 Street NW) from R-C2 to M-C1 land use district in order to permit the construction of Assisted Living facility. These lots are currently occupied by the original 1950's era bungalows.

Proposed Development

The project vision is the development of a unique complex of Assisted living .

Community residents who are no longer able to stay in their own homes, will be able to extend their independent lifestyle in one of these units.

The units will be designed to provide accommodation and services that will meet their changing needs.

Site Context:

- Few blocks away from the North Hill Mall, its professional buildings, C Train and bus stops with a number of routes. Residents will live within walking distance to basic amenities, such as grocery store, bank, drug store, retail shops, health facilities, as well as medical clinics and services.
- Five kilometers from the Tom Baker Centre, Foothills hospital and its Professional Medical Building. Residents will live within a short driving distance of a major hospital with emergency facilities and numerous medical specialists.
- Close to university of Calgary, SAIT, ACAD and Jubilee Auditorium, easy walking distance and provides access to recreation facilities, education and theatre, ballet and the arts.
- Close to Confederation Park with its scenic walking paths, duck ponds and wonderful views.

Project Concept

The plan is for two individual, secure buildings with underground parking connecting the buildings. Each unit consists of one bedroom with elegant contemporary living room, den, kitchenette, bathroom and a small storage space. Common areas in each building will include a main dining area, main kitchen and gathering areas on each level. A gym and library will also be provided for common access.

Features of the individual units

There will be several designs to accommodate residents with varying degrees of needs depending on their physical capacity. All units will be designed to help seniors and their physical needs with the following features:

- All units will be single level, with halls wide enough for wheelchair access, doorways at least 36 inches wide and connected to the outside without stairs. In addition, lighting will be enhanced to compensate for poor vision and floors will be all non-skid material.
- All appliance, countertops and electric sockets will be designed to be accessible to wheelchair bound residents.
- Doors and closets as well as taps and faucets will be specially designed for use by the physically frail and disabled users. Bathrooms will have special comfort height toilets and safety grab bars.

Needs of Assisted living

The residential options for seniors in physical and mental decline are limited. There simply are not enough facilities that can accommodate the needs of the elderly especially in Calgary with its relatively young (average 36.4 years) demographic.

Benefits of assisted living facilities

Despite the fact that elders often want to stay in their own homes and see no reason to move, many times their move to assisted living can give elders a new lease on life. The most important reasons or benefits from moving to Assisted living are :

- **Safety.** Assisted living centers are set up to provide a safe, comfortable environment for elders.
- **Meals.** Elders home alone often warm up something in the microwave or on the stove rather than preparing a nourishing meal. They then may eat in front of the TV for company. In assisted living, meals are provided and they often offer many choices of food. But the biggest plus may be that people have company for their meals. When people have company for a meal, they generally eat better, so these communal meals can help keep a senior healthy.
- **Transportation.** The ability to go where they want is important to elders, and many seniors can no longer drive, or choose not to drive in heavy traffic. Assisted living centers can be a big help getting people where they want to go.
- **Socialization.** Socialization is perhaps the most important reason why many people choose Assisted living. Elders without social exposure can become virtual hermits, except for those who have family visits. While family visits are fun, seniors needs peers, as well. In assisted living, even those who swore they'd hate it often find, once they adjust, that they again enjoy the company of peers. They play cards, listen to music, exercise, have snacks, go to community events and have people come in to entertain them.

Development Permit (DP2018-5551) Summary

Figure 1: Proposed Development

A development permit application (DP2018-5551) has been submitted by Abanoub Architecture & Interior Design on 2018 November 27 and is currently under review.

The development permit application is for Assisted Living with 45 unit/rooms. The proposal includes a four-storey north wing and a three-storey south wing connected by a courtyard. The proposal also includes an underground parkade, and a roof top amenity space.

Pedestrian access is proposed from 24 Avenue NW and 22 Street NW. A three-metre building setback is proposed along the south property line.

The following excerpts (Figure 1 & 2) from the development permit submission provide an overview of the proposal and are included for information purposes only.

Administration’s review of the development permit will determine the ultimate building design, number of units/rooms and site layout details such as parking, landscaping and site access.

No decision will be made on the development permit application until Council has made a decision on this land use redesignation.



Figure 2: Landscape Plan

Project :

Seniors Facility

Future Development
RE-ZONE

Block # 12
Lot # 9, 10
Plan # 9110 G1
S.W. 1/4 SEC. 29, TWP. 24, RGE. 1, W. 46N.

Address:
22nd & 24th Avenue N.W.
Calgary, Alberta

Proposal Design June, 2017
For Development Permit May, 2018
For Development Permit November, 2018

Abanoub Architecture & Interior Design Inc.

Drawing :

Proposed Building Images

Scale :
As Noted

Drawn By :
JL

Reviewed By :
HK

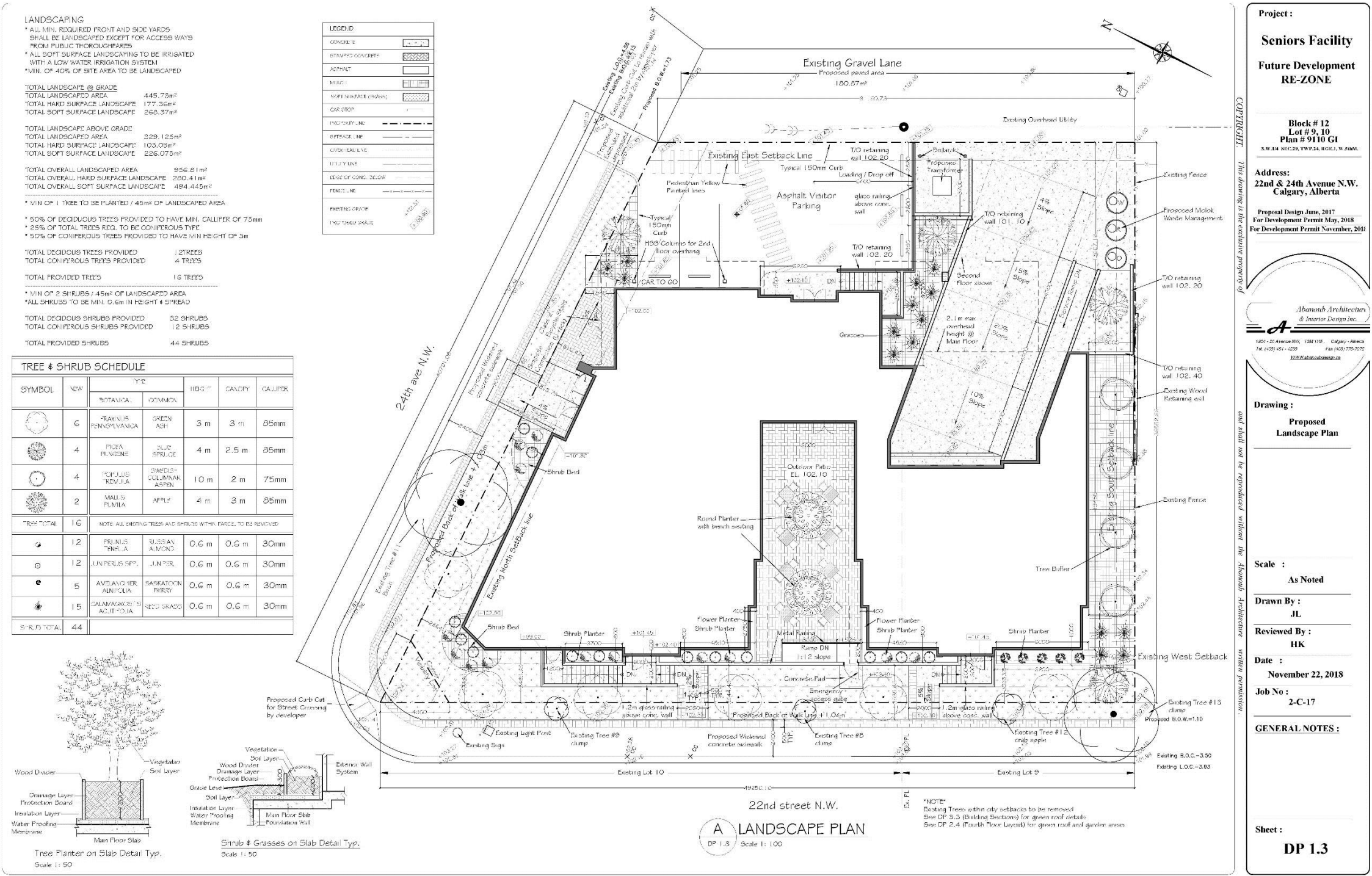
Date :
November 22, 2018

Job No :
2-C-17

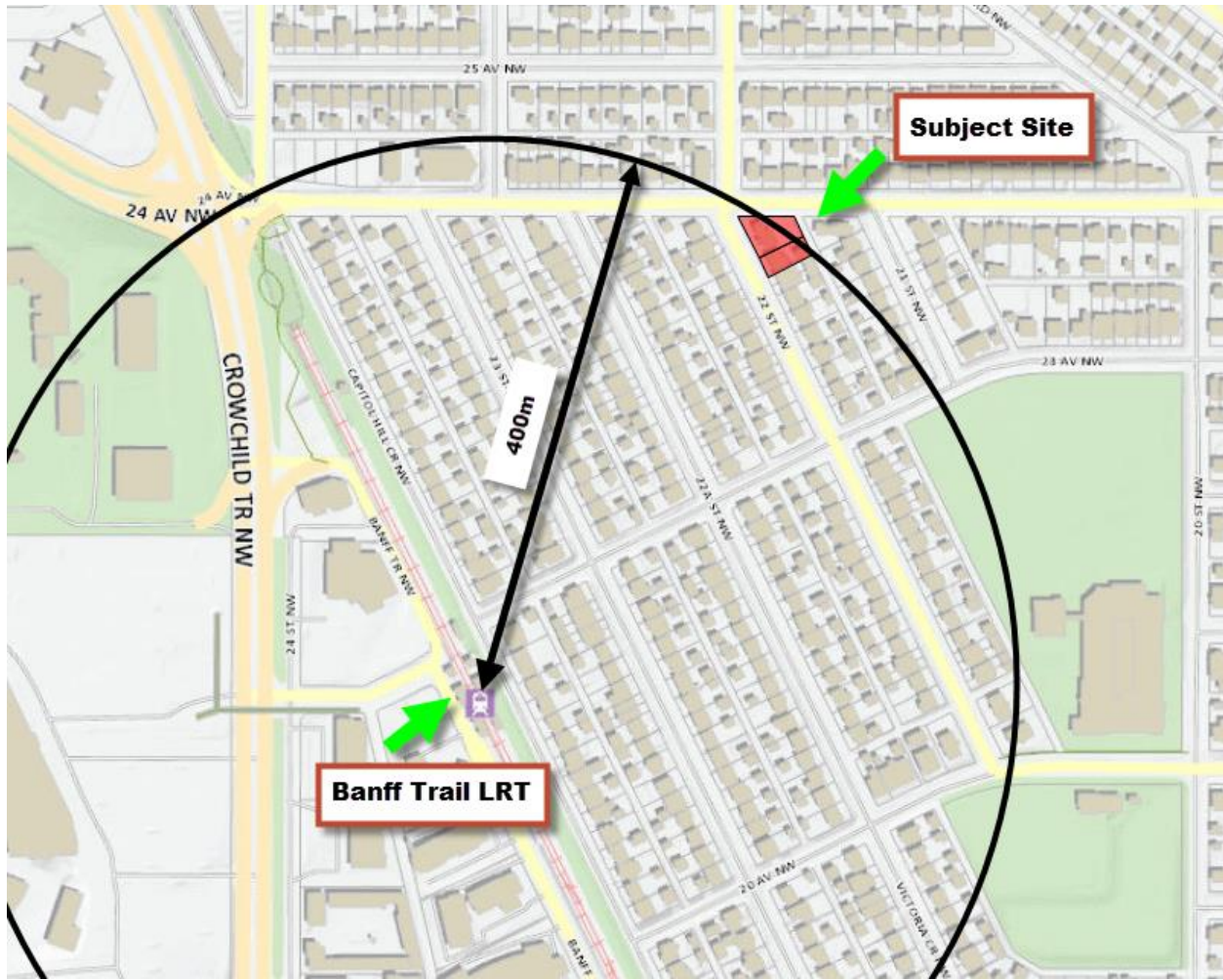
GENERAL NOTES :

Sheet :
DP 3.4

Development Permit (DP2018-5551) Summary



Site Context Map



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Policy Amendment, Road Closure and Land Use Amendment in Haskayne Area Structure Plan (Ward 1) at multiple addresses, LOC2017-0229

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on behalf of 1714974 Alberta Ltd (Brookfield Residential/Brookcal) on 2017 August 09. The application proposes a land use amendment, road closure and policy amendment to provide for development of 187.85 hectares of land (464.19 acres) in NW Calgary, within the Haskayne Area Structure Plan. The development is proposed to be named Rowan Park, and it will be home to approximately 8900 residents when complete. Extensive gravel mining activities previously took place on these lands. The site is now being remediated in advance of the proposed residential development. The application provides for:

- The development of a residential neighbourhood including a variety of housing forms, a commercial retail centre, a school, and a home-owners' association site;
- An network of streets, pathways connecting the neighbourhood to amenities, open space features and future development within the Area Structure Plan area;
- A minimum of 2271 low density housing units (single detached, semi-detached and townhouse) over 103.01 hectares (R-G and R-Gm);
- A minimum of 92 units of low height and low density multi-residential development in a townhouse form (M-G);
- A minimum of 650 units of multi-residential development of low height and medium density in a variety of forms up to 3 storeys (M-1);
- Approximately 5.72 hectares for a community retail centre including small and medium format retail uses, multi-residential development, and other compatible uses (C-C1);
- Approximately 11.16 hectares of Municipal Reserve (MR) for public open space, neighbourhood parks, and pathways (S-SPR);
- Approximately 4.69 hectares of Municipal School Reserve (MSR) for a combined elementary/junior high (K-9) school with playfields (S-SPR);
- Approximately 32.53 hectares of Environmental Reserve (ER) for the protection of ecologically sensitive areas (S-UN);
- The location, size and configuration of future public roads and utilities;
- Closure of portions of the road allowance south of Bearspaw Village Road NW.

The proposed land use amendment, road closure and policy amendment serve to implement the objectives of the *Haskayne Area Structure Plan* and the *Municipal Development Plan* by providing a layout for future land uses on the site, in collaboration with the associated outline plan application CPC2018-1429, to be heard on the same agenda, along with a community and street naming application CPC2018-1420.

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**Policy Amendment, Road Closure and Land Use Amendment in Haskayne Area
Structure Plan (Ward 1) at multiple addresses, LOC2017-0229**

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommends that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the amendments to the *Haskayne Area Structure Plan* (Attachment 4); and,
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the road closure of a 3.04 hectare \pm (7.51 acre \pm) (Plan 1812322, Area A and Area B) adjacent to 6000, 6005, 6600 and 6815 - 133 Street NW; and,
4. Give three readings to the proposed closure bylaw.
5. **ADOPT**, by bylaw, the proposed redesignation of 187.85 hectares \pm (464.19 acres \pm) located at 12400 Bearspaw Dam Road NW, 6000, 6005, 6600 and 6815 - 133 Street NW and the closed road (Plan 7416JK, Block E; Plan 1139HJ; Block A; NE1/4 Section 1-25-3-5; Plan 5126JK Block D; SE1/4 Section 12-25-3-5; Plan 1812322, Area A and Area B) from DC Direct Control District and Undesignated Road Right-of-Way to Residential – Low Density Mixed Housing (R-G) (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Low Profile (M-1) District, Commercial Community 1 (C-C1) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Recreation (S-R) District, Special Purpose – Urban Nature (S-UN) District and Special Purpose – City and Regional Infrastructure (S-CRI) District; and
6. Give three readings to the proposed bylaw.
7. That this report (CPC2018-1430) be directed to the 2019 January 14 Combined Meeting of Council to the public hearing portion of the Agenda.

PREVIOUS COUNCIL DIRECTION

On 2018 July 30 at the Combined Meeting of Council, Report C2018-0585 was presented regarding growth management overlays affecting communities within several Area Structure Plans. Supplementary report PFC2018-0678 was subsequently presented at Priorities and Finance Committee. Council held a Public Hearing and gave three readings of Bylaw 57P2018, removing portions of the Haskayne Growth Management Overlay (Overlay) that affect the subject lands and lands to the east through which access to the proposed development will be taken.

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BACKGROUND

B&A Planning Group, on behalf of 1714974 Alberta Ltd (Brookfield Residential/Brookcal) submitted the subject application to The City on 2017 August 09 and have provided a summary of their proposal in the Applicant's Statement (Attachment 1).

The subject lands were part of an annexation from Rocky View County in 2007. The West Regional Context Study, adopted in 2010, established a strategic framework for development of these lands and provided direction for preparation of Area Structure Plans.

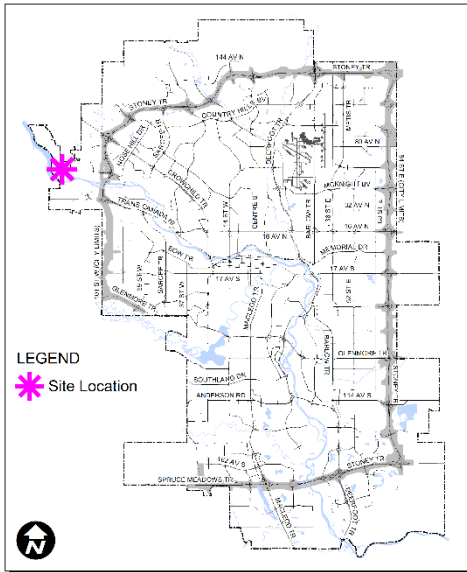
The *Haskayne Area Structure Plan* (ASP), adopted by Council in 2015, is the local area plan providing specific policy direction for development of the subject lands. The ASP is to be applied in conjunction with the policies of the *Municipal Development Plan* (MDP), and specifically, the *New Community Planning Guidebook – MDP, Volume 2, Part 1*.

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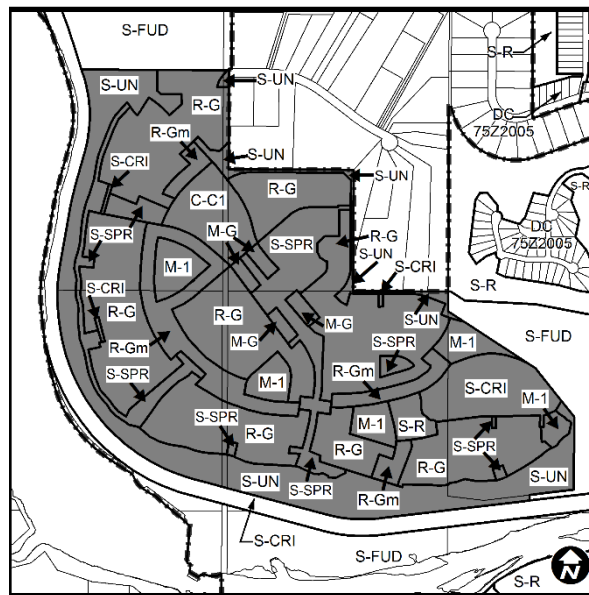
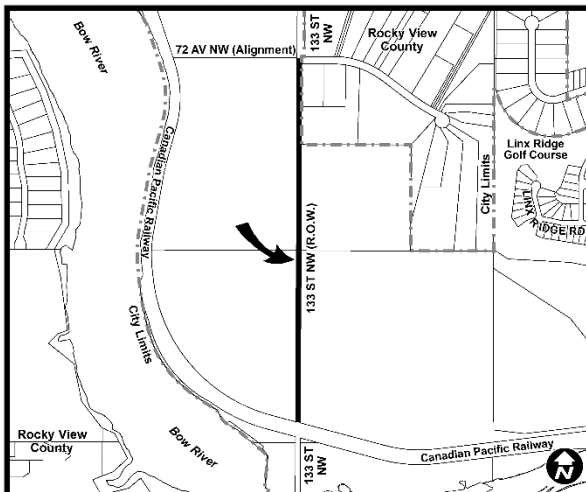
Policy Amendment, Road Closure and Land Use Amendment in Haskayne Area
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Location Maps



Road Closure Map

Proposed Land Use Map



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Site Context

The subject lands are located in the northwest quadrant of the city and comprise 187 hectares (464 acres) within the *Haskayne Area Structure Plan* (ASP). The lands are bounded to the south and west by the Bearspaw Reservoir and the Canadian Pacific Railway. Agricultural lands within the ASP identified for future urban development extend to the northwest, with Haskayne Park forming their western boundary. The northern boundary of the site is shared with Rocky View County, where development is characterized by country residential land use. To the east and northeast are agricultural lands identified for future urban development along with the communities of Lynx Ridge and Tuscany. The City's Operations Workplace Centre and Bearspaw Water Treatment Plant area also located east of the site.

The majority of the site is an inactive gravel mine and cement mixing operation. Reclamation activities have been initiated under the oversight of Provincial authorities. Removal of debris and waste concrete and soils impacted by industrial activities that occurred on site.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use and policy amendment, and road closure, along with the associated outline plan (Attachment 3) will facilitate development of a residential neighbourhood with a mix of housing types, local commercial, community oriented, recreational and public service uses that together will create the neighbourhood of Rowan Park in the community of Haskayne.

Planning Considerations

As part of the review of this application, Administration considered several key factors including implementing the policies of the *Haskayne Area Structure Plan*, and ensuring strategic alignment with the policies of the *South Saskatchewan Regional Plan*, *Rocky View County/City of Calgary Intermunicipal Development Plan*, and the *Municipal Development Plan*.

Subdivision Design

The proposal, which comprises approximately 187 hectares (464 acres), aims to create a neighbourhood that responds to the natural features of the site and provide an inter-connected open space network. The plan demonstrates an adaptive grid street network that responds to the shape of the Bow River escarpment which frames the southern extent of the site. The overall network of streets, pathways and open spaces emphasises connectivity to the escarpment.

The street network provides for a variety of housing forms in a combination of laned and non-laned product types. Where lanes are provided on collector streets, front garages have been limited to improve pedestrian walkability and pedestrian safety, and protect the function of the collector street. A restrictive covenant will be registered against certain laned parcels through an outline plan condition to implement these restrictions.

Policy Amendment, Road Closure and Land Use Amendment in Haskayne Area Structure Plan (Ward 1) at multiple addresses, LOC2017-0229

A mix of housing types are proposed in the plan area, including single detached, semi-detached, duplex, rowhouse, townhouse and apartments. The proposed subdivision anticipates 3137 residential units, with a maximum of 3,632 units possible. A breakdown of the statistics for the outline plan can be found in the Subdivision Data Sheet (Appendix 4).

The subdivision design generally aligns with Map 4: Land Use Concept of the Haskayne ASP. The plan contains one joint use site (K-9 school and playfields), a site for the future community association, and two Neighbourhood Activity Centres. Neighbourhood Activity Centre 1 is shown in east of the plan area and includes low-density and multi-residential land uses and portions of a resident's association site including resident amenities and open space. Neighbourhood Activity Centre 2 is integrated with the Community Retail Centre in the west of the plan area and in addition to commercial uses, includes low-density and multi-residential land uses, and an open space component. Both these Neighbourhood Activity Centres will serve as focal points for the neighbourhood and provide a mix of transit-supportive uses.

The plan provides 11.16 hectares (27.58 acres) of Municipal Reserve (MR) dedicated to public open space, and 4.69 hectares (11.69 acres) of MR dedicated to the required Joint Use Site which includes a K-9 school. In total, 15.85 hectares (39.7 acres) of land is dedicated as MR, which is 10.2 percent of the gross developable area, slightly more than the 10 percent legislated requirement. Another 1.62 hectares (4.0 acres) is provided as private open space for a resident's association site featuring a variety of amenities for the use of Rowan Park residents.

Land Use

The proposed land use map (Attachment 5) illustrates this proposal to redesignate lands from Direct Control District (DC) to:

- Residential – Low Density Mixed Housing (R-G) District;
- Residential – Low Density Mixed Housing (R-Gm) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Multi-Residential – Low Profile (M-1) District;
- Commercial – Community 1 (C-C1) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District;
- Special Purpose – Recreation (S-R) District;
- Special Purpose – Urban Nature (S-UN) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District.

Municipal Reserve lands are also used to provide a linear buffer to sensitive portions of the Bow River escarpment. The MR provided adjacent to Environmental Reserve (ER) at the top of steep escarpment slopes enhances the *Key Wildlife & Biodiversity Zone* described in Appendix A of the ASP and described in the application's Biophysical Impact Assessment. The importance of the escarpment for wildlife connectivity is increased due to the loss of a coulee and drainage feature on the eastern edge of the plan area. Using MR to buffer ER in this location is further described in the *Environmental* section of this report.

Policy Amendment, Road Closure and Land Use Amendment in Haskayne Area Structure Plan (Ward 1) at multiple addresses, LOC2017-0229

Overall, these districts provide for a variety of forms of residential development, a supporting parks and open space network, community commercial uses and opportunities for local employment and supporting public infrastructure. The land uses are complimentary to the outline plan and provide more certainty on densities, unit types and forms.

Density

The proposed land uses provide for development designed to achieve both the *Municipal Development Plan* and the *Haskayne Area Structure Plan* minimum density and intensity targets (population and jobs). At full build-out, the project area will be home to approximately 8900 residents.

These land uses will result in a residential unit range between 3137 and 3632 units. This equates to a minimum residential density of 20.19 units per hectare (8.17 units per acre) with a maximum residential density of 23.38 units per hectare (9.46 units per acre). This density range achieves the intent of the minimum residential density of 20 units per hectare (8 units per acre) suggested by the *Municipal Development Plan*.

The *Municipal Development Plan* and the *Haskayne Area Structure Plan* require development intensity achieve 60 to 70 people and jobs per hectare. The proposed land uses will result in an anticipated intensity range between 64 and 73 people and jobs per hectare. It will therefore meet the minimum intensity requirements of the MDP of 60 people and jobs per hectare.

Road Closure

The application proposes to close a 3.04 hectare undeveloped portion of 133 Street NW road right-of-way and consolidate the lands into the residential subdivision. As a Condition of Road Closure, legal access from the city must be maintained for lands to the west (Neighbourhood 4 within the *Haskayne ASP*). The Conditions of Road Closure (Attachment 5) require registration of new road plans based on the proposed outline plan to ensure following closure of portions of the road allowance, the necessary legal access is maintained from the city to adjacent lands to the west.

Environmental

Gravel Mining Operations and Remediation

The subject site previously operated as a gravel extraction and cement production facility under a Government of Alberta approval. As part of the development review process, the applicant has undertaken a thorough environmental assessment of the property and has submitted their findings to the Province and The City. Remediation of the site to support the proposed development is underway.

Given the size of the property and the timelines for Provincial reclamation approvals, the applicant is undertaking a “staged” reclamation and remediation of the property in conjunction with stripping and grading activities. Confirmation of remediation to the required standards will be provided as tentative plans of subdivision are evaluated in the planning approval process.

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The applicant has been working closely with Alberta Environment and Parks, and The City of Calgary's Environmental and Safety Management group, and have been providing information updates on remediation activity progress.

Geotechnical and Slope stability

A slope stability setback has been indicated along the top of the Bow River escarpment. All proposed development except a portion of the extension of Bearspaw Dam Road NW is located outside of this setback area. Additional details on the treatment of the road interface within the slope stability setback will be required at the relevant subdivision stage.

Biophysical Impact Assessment (BIA) and Environmental Reserves

A Biophysical Impact Assessment (BIA) was completed by Stantec on behalf of Brookfield and was submitted as part of the application. The plan area contains 50.9 hectares of Environmentally Significant Areas (ESAs) ranked as having High or Moderate significance. The proposed development will remove 31.2 hectares (61%) of ESAs and preserve 19.7 hectares (39 percent) as Environmental Reserve (ER) under the Special Purpose – Urban Nature (S-UN) District.

Additional S-UN (ER) designation was applied to lands on the northern extent of the plan area to address ASP objectives regarding interface planning between Rocky View County and The City of Calgary. The objective is to create an open space buffer, including additional pedestrian connections, as a transition between municipalities. This S-UN (ER) land will serve as a naturalized landscape buffer between municipalities, provide a trail connection for pedestrians, and create opportunity for enhancement of this open space corridor with future development on adjacent lands.

The majority of the land subject to this application is a decommissioned gravel pit that will largely affect non-native modified grassland and previously cleared disturbed areas with low ecological value. The BIA identified two reservoirs and one wetland within this area. The wetland is a Class III seasonally flooded marsh, and the reservoirs are man-made water bodies with no emergent vegetation evident. All three water bodies identified within the plan area were constructed or formed following grading and earthworks as part of gravel pit operations. Administration did not pursue retention of these water bodies as they are not naturally occurring; however, the applicant must comply with Provincial regulations for the removal and/or alteration of the wetland.

The BIA identified a drainage feature (Drainage C) in the northeastern extent of the subject lands, straddling the boundary with adjacent parcels. It is described as a small permanent drainage and when considered together with the adjoining upland and coulee features, was shown as having high environmental significance, containing native deciduous forest and grasslands. Most of the grassland habitat in the northern portion of this area consists of lands of moderate and high suitability for habitat (Stantec 2015). Drainage C and the adjoining forested coulee slopes and grasslands will be permanently altered as a result of the alignment of Nose Hill Drive NW. Administration challenged the applicant to find approaches to avoid this coulee

Policy Amendment, Road Closure and Land Use Amendment in Haskayne Area Structure Plan (Ward 1) at multiple addresses, LOC2017-0229

and drainage feature. Administration ultimately accepted the alteration of this area based on rationale that:

- significant natural areas would be altered under all potential access scenarios;
- the proposed alignment would provide more efficient access to adjacent development lands and allow a more rational configuration of stormwater infrastructure; and,
- the developer's neighbourhood concept would be severely impacted by alternate alignments.

Mitigation measures will be implemented to limit residual effects and sustain flow conveyance of the altered drainage. As Drainage C and adjoining upland and coulee features provide a contiguous open space connection important for wildlife habitat and movement, efforts have been made to mitigate loss of these connections.

These mitigation efforts focused on enhancing protection of portions of The Bow River Valley escarpment found on the southern and western sides of the subject lands. This escarpment is part of a key Wildlife Biodiversity Zone identified in the ASP. It is characterized by large areas of native grassland and forested shrubs and features steep slopes greater than 33%. This area, from the property line to the slope stability line on the top of the escarpment, has been retained as S-UN (ER). Where feasible and most appropriate, S-SPR (MR) dedication was added to the escarpment frontage adjacent the steepest slopes with the objectives to:

- enhance the open space network for habitat movement;
- preserve important view sheds;
- grow the space provided for the Bow River Pathway system; and,
- boost opportunities for programming and community activation along this significant environmental feature.

There is no perfect design approach to integrate a new neighbourhood with environmentally significant areas and complex topography. Administration believe the proposed configuration of land uses and associated outline plan reflect a pragmatic and positive balance of interests, and addresses relevant policies.

The developer is required to submit a Habitat Restoration Plan for any lands designated as S-SUN (ER) that are proposed to be impacted by development activity. The scope of this plan will be determined by The City at detailed design stage.

Transportation Networks

Regional Transportation Network

Nose Hill Drive NW

Nose Hill Drive NW is the primary regional road and initial roadway providing access to the community. Nose Hill Drive NW is proposed as a four-lane arterial roadway that connects to

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Stoney Trail W approximately 3 kilometres east of the plan area. The classification of the roadway transitions from an arterial to a parkway as it approaches from the east.

The four-lane section of roadway extends only to the east boundary of the community, where it diverges into a pair of smaller two-lane collector roadways. This configuration is more compatible with the future residential character of the neighbourhood; it requires less space while still providing adequate network capacity to service the community.

The required extension of Nose Hill Drive NW passes through lands owned by Marquis Developments and land owned by The City of Calgary. Implementing this road connection therefore relies on cooperation with these third parties.

A good working relationship has been established between the developer and Marquis; there has been extensive collaboration to plan the alignment of Nose Hill Drive NW and the shared utilities required for their closely integrated developments. The risk associated with this third-party's control of access is considered low.

The risk of the developer and The City of Calgary not coming to an arrangement to provide dedication of City owned lands for the future extension of Nose Hill Drive NW is also considered low as this road alignment was contemplated through the ASP and the City has established processes to work with interested parties seeking purchase or access over their lands.

To mitigate the above risks, outline plan conditions have been imposed that require the developer to facilitate the dedication of the required road rights of way.

Bearspaw Dam Road NW

Bearspaw Dam Road NW is a two-lane collector road which runs north and parallel to the CP rail alignment, north of the Bow River. An extension of Bearspaw Dam Road NW will be required to provide a critical secondary public access to the community and contain necessary utility alignments at an early stage of development.

East of the plan area, the alignment of Bearspaw Dam Road NW is owned by Transalta Corp. The Transalta parcel is approximately 180 metres long and 20 metres wide. It provides access from the end of the public portion of Bearspaw Dam Road NW to the Hydroelectric facility owned by Transalta. The southern entrance to the development lands extends from this point.

The developer has a Road Use Agreement with Transalta allowing some access to support redevelopment efforts, but a permanent and public access will be required for development in to proceed. Although the proposed development contemplates a future road and installation of utilities through the lands owned by Transalta, their necessary participation has not yet been secured.

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To mitigate the above risk, outline plan conditions of approval have been imposed that require the developer to facilitate the dedication of the required road rights of way. These conditions of approval, to be implemented at future subdivision stages, give administration the confidence that the road network proposed will ultimately be implemented, or other scenarios as deemed acceptable by administration will be determined.

Other Connections

The network ultimately will extend northwest beyond the plan area to provide access into ASP Neighbourhood 4 and will ultimately provide road connection to Haskayne Legacy Park. The regional road network also extends north into Rocky View County along the alignment of Bearspaw Village Road NW (133 Street NW). This is considered more of minor connection.

Local Transportation Network

The local transportation system includes a network of collector streets, residential streets, walkways, and trails. The shape and configuration of the parcels that make up subject land is influenced by the Bow River escarpment, the city limits, and various other environmental features. These elements presented challenges to establishing a conventional grid network within the community. Consequently, the proposal demonstrates an adaptive grid street network that responds to the shape of the parcels and defining escarpment landform to create an overall network of streets, pathways and open spaces.

The proposed local transportation network demonstrates sufficient connectivity and access opportunities and is compliant with emergency access requirements. The plan achieves the required objectives for the local transportation network with a relatively low requirement of road infrastructure, given the site constraints.

Transit Service

Adjacent, low-density country residential development and the Bow River present some challenges to establishing transit routing for the area. Despite this, the collector road network within the community was planned in a way that effective transit routing can be implemented in both the short and long-term horizons. The provision of two collector roads allows for a looped route that will provide good access to transit service for large portions of the community in the shorter term, once funding is available. In the long term, the ASP requires an extension of the collector road network to provide service to ASP Neighbourhood 4 (to the west of the plan area), with the potential to “loop” the service or possibly connect to the existing Tuscany LRT Station.

Active Transportation Network

The proposal includes provision of pathways along two critical alignments: first, the Regional Pathway network which runs along the top of the ridge on the south plan boundary overlooking the Bow River; second, a multi-use pathway along Haskayne Drive NW which extends the length of the community and connects with ASP Neighbourhood 4 and beyond into Haskayne Legacy Park.

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A series of local pathways is proposed and located within various reserve lands which provide access to amenity spaces and trailheads along the ridge.

The active transportation network will be connected to the existing City pathway network in conjunction with the initial phase of development. The existing pathway network currently runs within the north boulevard of Nose Hill Drive NW and heads north into Tuscany through Tuscany Hill NW.

The developer will subsequently provide pedestrian facilities within Bearspaw Dam Road NW in conjunction with improvements to that roadway; the local pathways within the plan area will be implemented in conjunction with the applicable phase(s) of development. This will provide connection to Baker Park Bowness to the east.

The developer will be required to implement improved pedestrian crossings and to install rapid flash beacons and/or overhead pedestrian signals at critical locations such as crossings of Regional or local pathways, mid-block crossings, and at locations with high volumes of pedestrians such as adjacent the school site.

Utilities and Servicing

The site will be serviced by extending water, sanitary and storm services from the east boundary of the plan area. Due to the unique location of Rowan Park, bounded by undeveloped lands on the south-east, north-west and north, and the Bow River and CP Rail lines to the south, the servicing solution proposed accounts for the future development of upstream and downstream lands.

Sanitary

An existing sanitary trunk east of Rowan Park within the Bearspaw Dam Road NW road right-of-way will be extended along Bearspaw Dam Road NW to service the plan area. The sanitary infrastructure is designed to extend to the northwest boundary of the plan area and will accommodate the upstream intensities as contemplated in the Area Structure Plan. The sanitary trunk is capital-sized and has been included in the One Calgary 2019-2022 budget. The remaining network is developer-sized and will be required at the relevant subdivision/development permit stage.

Water

The site will be serviced by extending the existing water network through both Bearspaw Dam Road NW and Nose Hill Drive NW. The network is designed to accommodate the upstream intensities as contemplated in the Area Structure Plan. The extensions to the Rowan Park development area are capital-sized and have been included in the One Calgary 2019-2022 budget. The remaining network is developer-sized and will be required at the relevant subdivision/development permit stage.

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Stormwater

The site will be serviced by an extension of the existing storm main through Nose Hill Drive NW to the east boundary of the plan area. An onsite stormwater management facility will accommodate all onsite drainage. Internal storm mains will be sized to accommodate the stormwater runoff from the upstream lands to the northwest of the plan area in accordance with the Haskayne Master Drainage Plan. No capital-sized infrastructure is required to support the proposed development.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

A Community Association has not yet been established for the subject area. However, the adjacent Tuscany community association provided comment on the initial circulation and were generally supportive of the project. No letters from adjacent landowners or the general public were received.

One public Open House was conducted on 2017 October 17 by the applicant in relation to this application. The event was held at the Lynx Ridge Golf Club. Roughly 200 residents of Calgary and Rocky View County attended the event. The event provided information about the proposed development and gathered feedback from attendees. Positive feedback was received about the proposed trail system, while concerns were raised related to traffic affecting county and city roads.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory - 2014)

Administration's recommendation has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)*. The SSRP shows the site as within the "City, Town" area identified on Schedule C: South Saskatchewan Regional Plan Map.

The SSRP comprises a number of strategic directions, including the efficient use of land. The objective is to minimize the amount of land require for development of the built environment over time. As the subject lands include a large brownfield component, this proposal aligns with SSRP strategies related to the efficient use of land (5.1.3, 5.1.5) that aim to increase the proportion of new development that takes place within already developed or disturbed lands

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redevelopment, and to reclaim and convert previously developed lands all to reduce development pressures on undeveloped lands.

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

These lands are subject to the *Intermunicipal Development Plan (IDP)* and were circulated to Rocky View County for comment in accordance with the requirements of the IDP. The City provided the County with additional detail regarding several items related to interface treatment, transportation and utility servicing. No further comments or objections were received within circulation period. The proposed land use and outline plan comply with the general policies regarding interface planning in the IDP.

In accordance with the transportation policies of IDP, the application has considered the impact of the proposed development through the TIA. These impacts are considered manageable within the current and future anticipated road network.

Municipal Development Plan (Statutory – 2009)

The *Municipal Development Plan*, Map 1 “Urban Structure” identifies the subject lands as “Residential – Developing - Future Greenfield”. The MDP provides guidance for development of these lands through the policies of the *Haskayne Area Structure Plan* and the policies of *The New Community Planning Guidebook* (MDP - Volume 2, Part 1), to be applied in conjunction with Local Area Plans). The proposed land use amendment is largely aligned with the policies and principles of the MDP - Volume 2, Part 1 and the ASP.

The proposed outline plan meets the following *Municipal Development Plan* objectives (Section 3.6.2):

- Providing a diversity of housing types;
- Providing daily needs and transit options within walking distance;
- Providing parks located throughout the community in walkable proximity to all residences;
- Creating an inter-connected, multi-modal street network.

Haskayne Area Structure Plan (Statutory – 2016)

The *Haskayne Area Structure Plan (ASP)* provides more detailed direction for development through specific policies and guidelines.

The core ideas of the ASP are to:

- Complement Haskayne Legacy Park and Glenbow Ranch Provincial Park.
- Preserve key natural features and vistas through a system of ecological networks.
- Have distinct, attractive Neighbourhoods that allow residents to access services and amenities locally.
- Have an interconnected, efficient, adaptive grid street network.

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The ASP vision describes neighbourhood character as being built on the unique natural features of the plan area including the escarpment top and forming a green infrastructure network, providing character and amenity value.

Drawing on this vision, the ASP provides policies and guidelines regarding the open space network, encouraging conservation and enhancement. The main natural feature – the Bow River escarpment – will be conserved through environmental reserve dedication. Portions of this escarpment will be further enhanced and protected through Municipal Reserve dedication as described earlier in this report.

The proposed outline plan comprises neighbourhoods 2 and 3 identified in the ASP, along with portions of neighbourhood 1. Neighbourhood 1 was not planned in its entirety as lands are under separate ownership. Nevertheless, key features like access and utility servicing and alignment have been planned in consultation with the adjacent landowner to ensure orderly development of neighbourhood 1.

The proposed application is generally consistent with the applicable policies and development guidelines in the plan.

ASP Amendment

An amendment to the Heavy Rail policies of the *Haskayne* ASP is proposed (Attachment 4). As the ASP predates the recent adoption of citywide policies regarding development in proximity to heavy rail, the proposed amendments ensure the rail policies of the ASP are consistent with the citywide policy.

Social, Environmental, Economic (External)

The proposed land uses enable development of a neighbourhood that provides for a mix of housing types, catering to a range of income levels and demographic groups. The proposal also provides for remediation of a brownfield site (former gravel mining operation) to a higher and better use. This aligns with policies in the MDP regarding brownfield remediation and the policies of the South Saskatchewan Regional Plan regarding the efficient use of land in the region.

Financial Capacity

Current and Future Operating Budget:

No impact to the current operating budget has been identified. As development proceeds, the provision of City services such as roads, parks and waste and recycling will have an operating budget impact when they are provided. The projected operating costs for this development during 2019-2022 have been included in the One Calgary service plans and budgets.

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Current and Future Capital Budget:

There is no impact to the current capital budget as a result of this report. The capital investment required to construct and upgrade the required local infrastructure will be funded entirely by the developer. The proposed development will require City capital investment in utilities and has been included in the 2019-2022 budget cycle. This City infrastructure was added to the Off-site Levy Bylaw through report PFC2018-0973 and approved by Council on 2018 November 12. The utilities will be funded 100 per cent through off-site levies paid by developers. While the infrastructure is funded by developer levies, the initial monetary outlay for this infrastructure is paid for by The City and debt financed.

Risk Assessment

Two risks to the proposal related to access are described in the Regional Transportation Network section of this report. For development to occur, Nose Hill Drive and Bearspaw Dam Road NW will need to be extended through lands under third-party control to provide both transportation and utility connections.

The risk associated with third-party control of lands owned The City of Calgary and lands owned by Marquis Developments is considered low. It is expected the developer will be able to secure the necessary road dedications to provide for the required extension of Nose Hill Drive NW.

Securing the extension of Bearspaw Dam Road NW through the parcel of land owned by Transalta Corp is also considered necessary for development to proceed. The developer has a Road Use Agreement with Transalta allowing some access to support redevelopment efforts; however, Transalta's necessary cooperation to dedicate lands or provide full public access has not yet been confirmed or secured.

To mitigate the above risks, outline plan conditions have been imposed that require the developer to facilitate the dedication of the required road rights of way to the City. If the required 3rd party sign-off for either of the two access scenarios is not achieved to Administration's satisfaction, limitations in proceeding to subdivision stages and/or amended outline plans could be the result.

REASON(S) FOR RECOMMENDATION(S):

The proposed land use amendment, road closure, and policy amendment will facilitate development in keeping with the direction provided by the *Municipal Development Plan* and the *Haskayne Area Structure Plan*.

The proposed land uses allow for a broad range of housing forms, commercial uses, recreational and community service uses, and protection of environmentally significant areas, advancing the objectives of the *Municipal Development Plan* and *Haskayne Area Structure Plan*.

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<p>These land uses will be implemented through the supporting outline plan application that provides the subdivision layout and conditions to realize development of a residential neighbourhood and ensure the remediation of an industrial mining operation.</p>
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ATTACHMENT(S)

1. Applicant Submission
2. Proposed Land Use District Map
3. Proposed Outline Plan
4. Proposed Amendments to the *Haskayne Area Structure Plan*
5. Road Closure Conditions

Applicant Submission

The proposed Rowan Park Development, within the Haskayne community, is located in northwest Calgary north of the Bears paw Reservoir, West of Tuscany and south of Rockyview County. BrookCal (Brookfield Residential) is the owner/developer of the land which comprises 465 acres. .

The Rowan Park lands were annexed into the City of Calgary as part of the 2007 annexation. Prior to 2007 and since the 1920s, the site operated as a gravel pit and aggregate storage and concrete mixing facility. Formal operation of the main gravel extraction areas was ceased in 2010 with concrete mixing and aggregate storage continuing until 2013. The reclamation plan for the site supports residential land uses as an end land use.

In 2013, City of Calgary Council directed Administration to conduct a pilot project to streamline the process of creating Area Structure Plans and commence six Developer Funded Area Structure Plans utilizing this new process. As part of this process, the preparation of an area structure plan was undertaken in 2014 using a developer-funded model. The plan was prepared through an extensive engagement process in which landowners, City departments and external stakeholders collaborated to identify and resolve issues. The resulting Haskayne Area Structure Plan (ASP) was approved by City Council in July, 2015.

The Land Use Concept identifies this land as mostly residential in nature with key features such as a Community Retail Centre, school, community association site and two neighbourhood activity centres (NAC). The HASP identifies an overall minimum density of 8 units per acre with a minimum intensity level of 60 people and jobs per hectare as per the Calgary Municipal Development Plan.

The Outline Plan area currently has a Direct Control (16D2008) land use designation that reflects the original gravel mining operational use including:

- Gravel extraction
- Gravel crushing, screening, and washing
- Concrete production
- Storage of recycled materials

Over the last 50+ years, the extraction of gravel resources provided a critical commodity to the development of Calgary. Now depleted, the site sits idle and presents a tremendous opportunity to reclaim and re-develop the land to a higher and better use.

Soils and topography in the area are diverse due to its location along the Bow River, with the majority of the terrain comprised of glaciofluvial material. There are no unique soils, terrain resources, or topographic features that will be affected by the development.

The proposed land use districts for the subject land are single family (R-G), semi-detached (R-GM), street townhomes (R-GM), medium density residential (M-G and M-1), Neighbourhood Commercial (C-C1), Public Open Space (S-SPR, S-R and S-UN), and Public Utility Lot (S-CRI).

Various forms of residential housing have been distributed throughout the community, focusing higher density residential adjacent to the community commercial village within the west NAC, along collector roads/transit route and adjacent to the east NAC. Density for the community is proposed between 8.17 units per acre and 9.46 units per acre.

Rowan in a nutshell:

- ±465 acres (188 hectares) total gross site area with approximately 80 acres (32 hectares) dedicated to environmental reserve
- Home to ±8900 residents occupying ±2271 units
- Housing diversity comprised of ±1811 single-family homes and ±1202 multi-family homes (includes semi-detached)

Applicant Submission

- Topography of the site is planned to enhance and maximize views for the majority of residents to create personal connections with the natural world
- Site will be developed in phases, over an anticipated period of +/-10 years
- Approximately 85,000 square feet of retail and services amenities for residents to enjoy
- 4.0 acres Home Owners Association site and 3 acres Community Association site
- Proposed Public School site (K-9)

As per Section 6.1.1.1 of the Municipal Development Plan, future development is required to achieve between 60 and 70 people/jobs per hectare. The subject site is anticipating between 64-73 people/jobs per hectare, depending on the market phases build out over the community. Over time we anticipate this number to increase with intensification of the retail area, the addition of secondary suites and increased live/work opportunities.

Retail Market Assessments have been prepared by Colliers for the Haskayne ASP area (March 2015) as well as for Rowan Park lands specifically (December 2016). Colliers has also prepared an opinion memorandum to support the Rowan Park development, dated December 15, 2016. All information submitted supported the proposed application.

Internal and external road networks conform to the sizing and general location as stated within the HASP. . The overall residential pattern is of a modified grid. Major road infrastructure, outside the plan area, has been completed (Nose Hill Interchange).

Sanitary, Stormwater and Water Servicing are identified within the HASP to be extended from the east into the HASP lands.

During the Rowan Park design process, Brookfield has remained engaged with adjacent landowners (Marquis to the east, and the Damkar Family to the north) in order to address any grading and/or servicing challenges collectively.

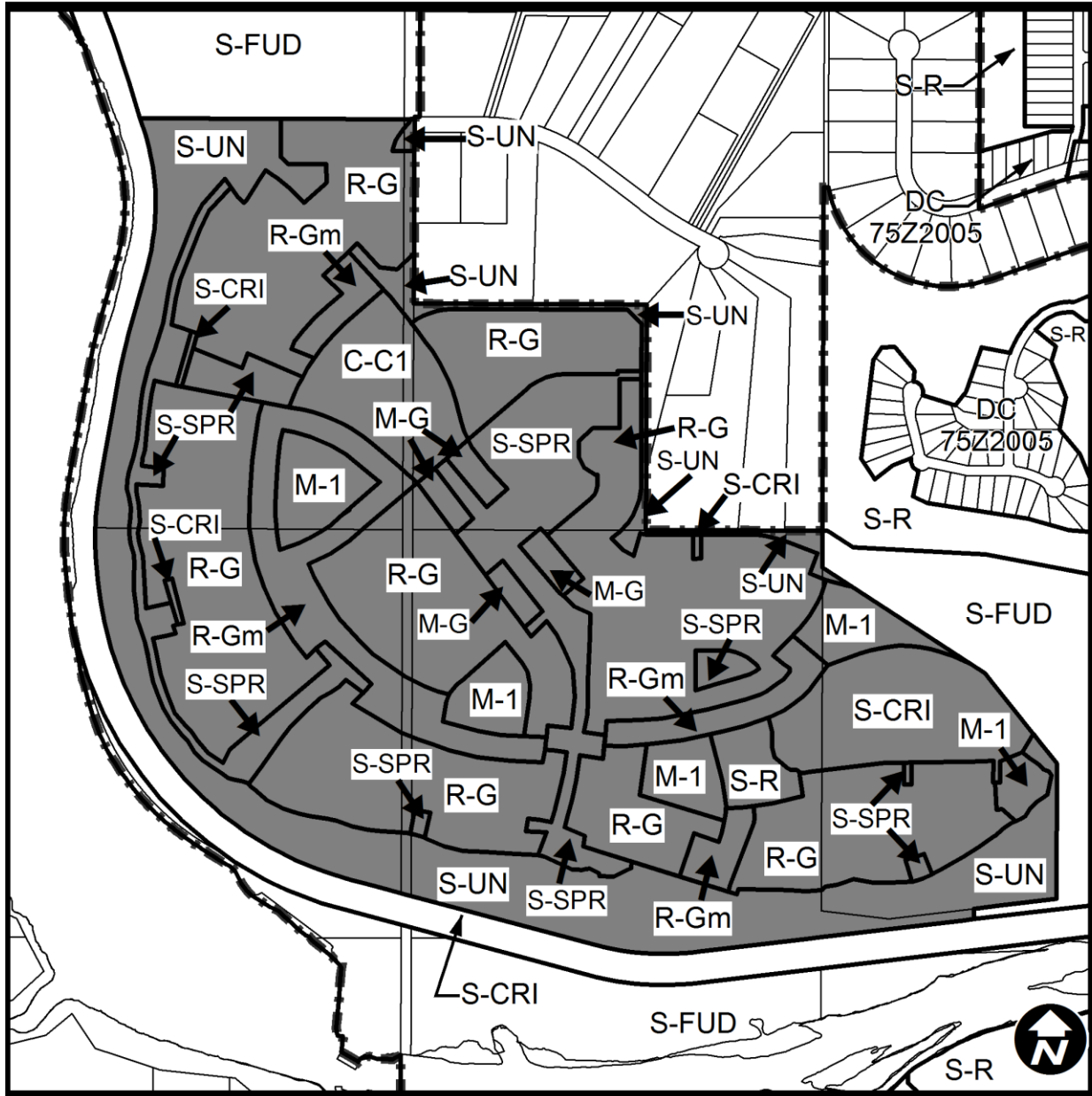
A number of reports were submitted, under separate cover, to support the application including: Transportation Impact Assessment, Biophysical Impact Assessment, Slope Stability Assessment, Deep Fills Report & Cut and Fill Plan, Historical Resources Impact Assessment, Environmental Site Assessments, and Retail Demand Studies.

Public Open Space is being proposed in the form of: one school site (CBE K-9), a 3-acre Community Association site, a 4-acre Homeowners Association site, a variety of programmed neighbourhood parks, local parks and an extensive regional pathway and green corridor system.

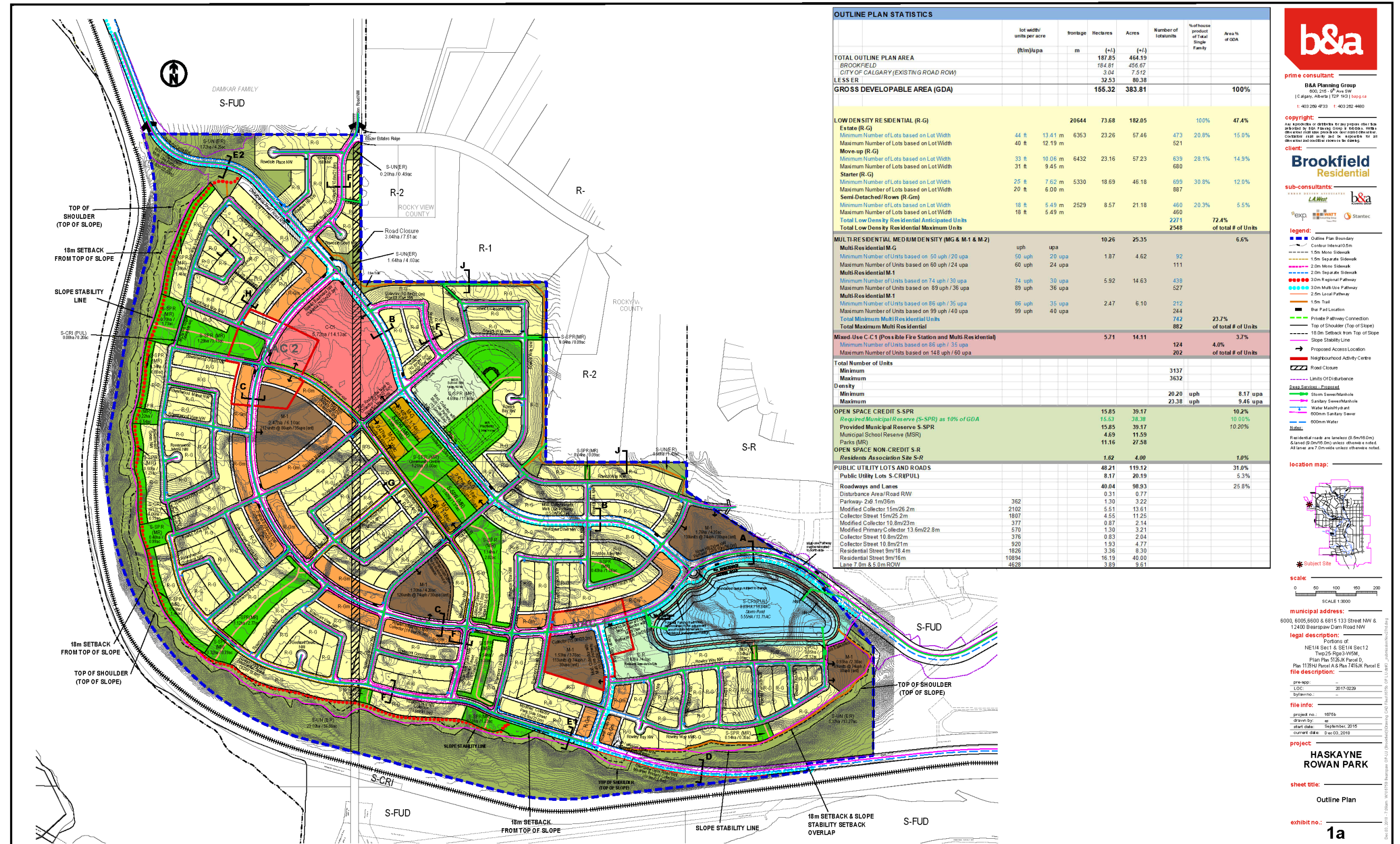
The commercial village is proposed to contain approximately 85,000 sq ft of commercial uses and is also the location for a potential emergency services response facility. It is the goal of Brookfield to support the commercial village with an array of higher density housing nearby, in addition to, the potential option of a seniors facility. The village is intended to serve the local neighbourhoods and not be a regional commercial draw, due to its limited exposure to external communities.

Brookfield Residential seeks the support of Calgary Planning Commission and City Council for this new exciting community in west Calgary.

Proposed Land Use District Map



Proposed Outline Plan



Proposed Amendments to the Haskayne Area Structure Plan

WHEREAS it is desirable to amend the Haskayne Area Structure Plan Bylaw 27P2015, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The Haskayne Area Structure Plan attached to and forming part of Bylaw 27P2015, as amended, is hereby further amended as follows:
 - (a) In Section 5.4, "Heavy Rail" delete Policy 3, "Location and Features", in its entirety and replace with the following:
 - "3. Location and Features
 - a. All Outline Plan/Land Use Amendment and Development Permit applications that are adjacent to a rail right-of-way or rail yard shall be circulated to the rail operator for review.
 - b. Any development or redevelopment adjacent to a freight rail corridor must comply with the Development Next to Freight Rail Corridors Policy and Land Use Bylaw requirements at the time of application.
 - c. Long range City transportation plans have an aspirational goal of connecting Calgary to Cochrane via regional rail (generally along the CPR alignment).
 - d. The City aspires to protect and/or allow for a regional rail access to the lower Haskayne lands"; and"
 - (b) In Section 5.4, "Heavy Rail" delete Figures 16 and 17 and renumber subsequent Figures accordingly.

Road Closure Conditions

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense to the appropriate standards.
2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer's expense.
4. The closed road right-of-way is to be consolidated with the adjacent lands.
5. Concurrent with registration of the final instrument for the newly consolidated lands, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Nose Hill Drive/Haskayne Drive from the east boundary of the Outline Plan area through the intersection with Rowdale Road NW, inclusive, for the purpose of ensuring legal access is maintained through the City of Calgary to adjacent lands.
6. Concurrent with registration of the final instrument for the newly consolidated lands, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Rowdale Road NW from Haskayne Drive to Blazer Estates Ridge, inclusive, for the purpose of ensuring legal access is maintained through the City of Calgary to adjacent lands.

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EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on behalf of 1714974 Alberta Ltd (Brookfield Residential/Brookcal) on 2017 August 09. The application proposes a framework for the future subdivision and development of 187.85 hectares of land (464.19 acres) in NW Calgary, within the Haskayne Area Structure Plan. The development is proposed to be named Rowan Park, and it will be home to approximately 8900 residents when complete. Extensive gravel mining activities previously took place on these lands. The site is now being remediated in advance of the proposed residential development. The application provides for:

- The development of a residential neighbourhood including a variety of housing forms, a commercial retail centre, a school, and a home-owners' association site;
- An network of streets, pathways connecting the neighbourhood to amenities, open space features and future development within the Area Structure Plan area;
- A minimum of 2271 low density housing units (single detached, semi-detached and townhouse) over 103.01 hectares (R-G and R-Gm);
- A minimum of 92 units of low height and low density multi-residential development in a townhouse form (M-G);
- A minimum of 650 units of multi-residential development of low height and medium density in a variety of forms up to 3 storeys (M-1);
- Approximately 5.72 hectares for a community retail centre including small and medium format retail uses, multi-residential development, and other compatible uses (C-C1);
- Approximately 11.16 hectares of Municipal Reserve (MR) for public open space, neighbourhood parks, and pathways (S-SPR);
- Approximately 4.69 hectares of Municipal School Reserve (MSR) for a combined elementary/junior high (K-9) school with playfields (S-SPR);
- Approximately 32.53 hectares of Environmental Reserve (ER) for the protection of ecologically sensitive areas (S-UN);
- The location, size and configuration of future public roads and utilities;
- Closure of portions of the road allowance south of Bearspaw Village Road NW.

The proposed outline plan aims to implement objectives of the *Haskayne Area Structure Plan* and the *Municipal Development Plan* by providing a subdivision plan for development of the site, together with the associated road closure, land use amendment, and policy amendment (CPC2018-1430), to be heard on the same agenda, along with a community and street naming application (CPC2018-1420).

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ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan, located at 12400 Bears paw Dam Road NW and 6000, 6005, 6600 and 6815 - 133 Street NW (Plan 7416JK, Block E; Plan 1139HJ; Block A; NE1/4 Section 1-25-3-5; Plan 5126JK Block D; SE1/4 Section 12-25-3-5; Firstly: That portion of original road allowance adjoining the east boundary of the north east quarter of section 1 in township 25 range 3 west of the fifth meridian lying north of the railway and station grounds on plan ry10, containing 1.440 hectares (3.56 acres) more or less excepting thereout all mines and minerals. Secondly: That portion of original road allowance adjoining the east boundary of the south east quarter of section 12 in township 25 range 3 west of the fifth meridian lying south of the north 16.500 metres of the said road allowance, containing 1.584 hectares (3.91 acres) more or less excepting thereout all mines and minerals.) to subdivide the 187.85 hectares \pm (464.19 acres \pm), with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION

On 2018 July 30 at the Combined Meeting of Council, Report C2018-0585 was presented regarding growth management overlays affecting communities within several Area Structure Plans. Supplementary report PFC2018-0678 was subsequently presented at Priorities and Finance Committee. Council held a Public Hearing and gave three readings of Bylaw 57P2018, removing portions of the Haskayne Growth Management Overlay that affect the subject lands and lands to the east through which access to the proposed development will be taken.

BACKGROUND

B&A Planning Group, on behalf of 1714974 Alberta Ltd (Brookfield Residential/Brookcal) submitted the subject application to The City on 2017 August 9 and have provided a summary of their proposal in the Applicant's Statement (Attachment 2).

The subject lands were part of an annexation from Rocky View County in 2007. The West Regional Context Study, adopted in 2010, established a strategic framework for development of these lands and provided direction for preparation of Area Structure Plans.

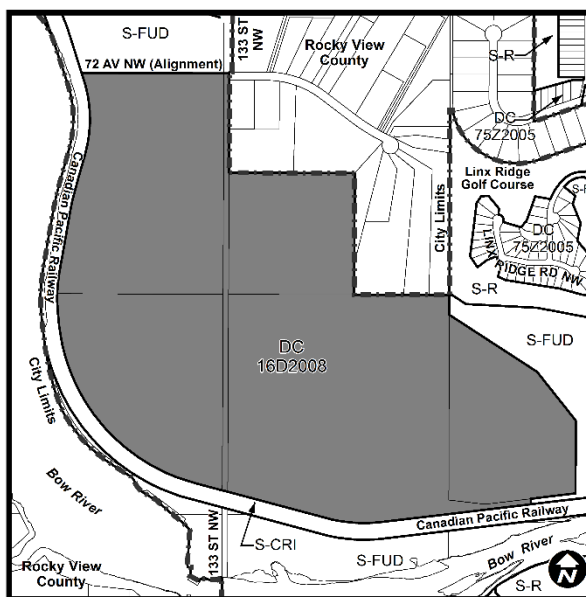
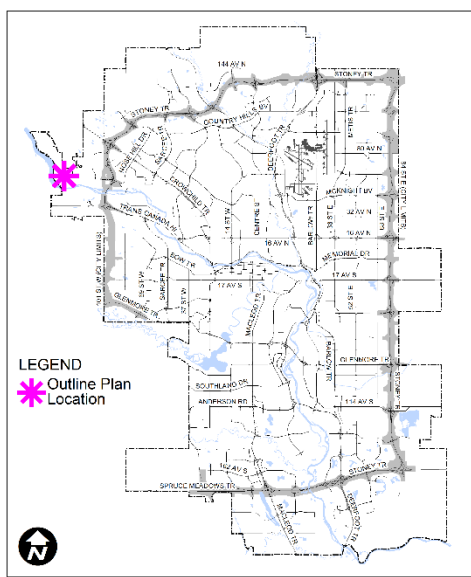
The *Haskayne Area Structure Plan (ASP)*, adopted by Council in 2015, is the local area plan providing specific policy direction for development of the subject lands. The ASP is to be applied in conjunction with the policies of the *Municipal Development Plan (MDP)*, and specifically, the *New Community Planning Guidebook – MDP, Volume 2, Part 1*.

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Location Maps



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Site Context

The subject lands are located in the northwest quadrant of the city and comprise 187 hectares (464 acres) within the *Haskayne Area Structure Plan* (ASP). The lands are bounded to the south and west by the Bearspaw Reservoir and the Canadian Pacific Railway. Agricultural lands within the ASP identified for future urban development extend to the northwest, with Haskayne Park forming their western boundary. The northern boundary of the site is shared with Rocky View County, where development is characterized by country residential land use. To the east and northeast are agricultural lands identified for future urban development along with the communities of Lynx Ridge and Tuscany. The City's Operations Workplace Centre and Bearspaw Water Treatment Plant area also located east of the site.

The majority of the site is an inactive gravel mine and cement mixing operation. Reclamation activities have been initiated under the oversight of Provincial authorities. Remediation includes removing debris and waste concrete and soils impacted by industrial activities that occurred on site.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposed outline plan (Attachment 3), along with the associated road closure, land use and policy amendment will facilitate development of a residential neighbourhood with a mix of housing types, local commercial, community oriented, recreational and public service uses that together will create the neighbourhood of Rowan Park in the community of Haskayne.

The outline plan and the associated conditions describe how community and infrastructure build-out will be implemented at the subdivision stage.

Planning Considerations

As part of the review of this application, Administration considered several key factors including implementing the policies of the *Haskayne Area Structure Plan*, and providing conditions that ensures key infrastructure is built and includes the community design elements that contribute to a complete neighbourhood.

Subdivision Design

The outline plan, which comprises approximately 187 hectares (464 acres), aims to create a neighbourhood that responds to the natural features of the site and provide an inter-connected open space network. The plan demonstrates an adaptive grid street network that responds to the shape of the Bow River escarpment which frames the southern extent of the site. The overall network of streets, pathways and open spaces emphasises connectivity to the escarpment.

The street network provides for a variety of housing forms in a combination of laned and non-laned product types. Where lanes are provided on collector streets, front garages have been limited to improve pedestrian walkability and pedestrian safety, and protect the function of the

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collector street. A restrictive covenant will be registered against certain laned parcels through an outline plan condition to implement these restrictions.

A mix of housing types are proposed in the plan area, including single detached, semi-detached, duplex, rowhouse, townhouse and apartments. The proposed subdivision anticipates 3137 residential units, with a maximum of 3,632 units possible. A breakdown of the statistics for the outline plan can be found in the Subdivision Data Sheet (Appendix 4).

The subdivision design generally aligns with Map 4: Land Use Concept of the Haskayne ASP. The plan contains one joint use site (K-9 school and playfields), a site for the future community association, and two Neighbourhood Activity Centres. Neighbourhood Activity Centre 1 is shown in east of the plan area and includes low-density and multi-residential land uses and portions of a resident's association site including resident amenities and open space. Neighbourhood Activity Centre 2 is integrated with the Community Retail Centre in the west of the plan area and in addition to commercial uses, includes low-density and multi-residential land uses, and an open space component. Both these Neighbourhood Activity Centres will serve as focal points for the neighbourhood and provide a mix of transit-supportive uses.

The plan provides 11.16 hectares (27.58 acres) of Municipal Reserve (MR) dedicated to public open space, and 4.69 hectares (11.69 acres) of MR dedicated to the required Joint Use Site which includes a K-9 school. In total, 15.85 hectares (39.7 acres) of land is dedicated as MR, which is 10.2 percent of the gross developable area, slightly more than the 10 percent legislated requirement. Another 1.62 hectares (4.0 acres) is provided as private open space for a resident's association site featuring a variety of amenities for the use of Rowan Park residents.

The plan contains a network of connected open space featuring local, regional and multiuse pathways and trails. The regional and multiuse pathway network provides walking and cycling connections within the plan area and to adjacent lands. A highlight of this network is the regional pathway wrapping the south and west edges of the Bow River escarpment. Multiple access points to from the neighbourhood to the regional pathway have been provided for connection to the street network. Not only will the regional pathway provide impressive views of the river, the foothills and the Rocky Mountains beyond, it comprises a key local segment of the Trans Canada Trail connecting Calgary and Cochrane, through the Haskayne Legacy Park and Glenbow Ranch Provincial Park to the west.

An arc including several long segments of linear open space provides a green connection interior to the plan area. This feature stretches from the south centre of the plan, through the community association site, past the community retail centre, terminating at the park and escarpment in the northwest of the plan area. While Administration believe this connection will be valuable to the overall connectivity and function of neighbourhood, the design commits significant amounts of finite MR to providing linear connection, buffer between homes and passive amenity.

Administration believe more of this connection could have been achieved through the road and street network. This approach could have allowed more MR to be consolidated elsewhere in the plan area, providing more space for active programming or enhanced open space amenities.

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Although this was one of several outline plan design elements where Administration was pursuing different options through negotiations with the applicant, Administration ultimately accepted the design proposed on the basis that it represented an integral component of developer's neighbourhood concept, and that a significant public park and open space amenity would be delivered at the northwest terminus of the overall feature.

Municipal Reserve lands are used to provide a linear buffer to sensitive portions of the Bow River escarpment. The MR provided adjacent to Environmental Reserve (ER) at the top of steep escarpment slopes enhances the *Key Wildlife & Biodiversity Zone* described in Appendix A of the ASP and described in the application's Biophysical Impact Assessment. The importance of the escarpment for wildlife connectivity is increased due to the loss of a coulee and drainage feature on the eastern edge of the plan area. Using MR to buffer ER in this location is further described in the *Environmental* section of this report.

Land Use

Concurrent with the outline plan is a land use amendment application. The proposed land use map (Attachment 5) illustrates the proposal to redesignate lands from DC Direct Control District to:

- Residential – Low Density Mixed Housing (R-G) District;
- Residential – Low Density Mixed Housing (R-Gm) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Multi-Residential – Low Profile (M-1) District;
- Commercial – Community 1 (C-C1) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District;
- Special Purpose – Recreation (S-R) District;
- Special Purpose – Urban Nature (S-UN) District; and
- Special Purpose – City and Regional Infrastructure (S-CRI) District.

Overall, these districts will provide for a variety of forms of residential development, a supporting parks and open space network, community commercial uses and opportunities for local employment and supporting public infrastructure. The land uses are complimentary to this plan and provide more certainty on densities, unit types and forms.

Density

The outline plan provides for development anticipated to achieve both the *Municipal Development Plan* and the *Haskayne Area Structure Plan* minimum density and intensity targets (population and jobs). At full build-out, the plan area will be home to approximately 8900 residents.

The application proposes to accommodate a residential unit range between 3137 and 3632 units. This equates to a minimum residential density of 20.19 units per hectare (8.17 units per acre) with a maximum residential density of 23.38 units per hectare (9.46 units per acre). This

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density range achieves the intent of the minimum residential density of 20 units per hectare (8 units per acre) suggested by the *Municipal Development Plan*.

The *Municipal Development Plan* and the *Haskayne Area Structure Plan* require development intensity achieve 60 to 70 people and jobs per hectare. The outline plan anticipates an intensity range between 64 and 73 people and jobs per hectare. It will therefore meet the minimum intensity requirements of the MDP of 60 people and jobs per hectare.

The Subdivision Data Sheet with additional detail can be found in Attachment 4.

Road Closure

The application proposes to close a 3.04 hectare undeveloped portion of 133 Street NW road right-of-way and consolidate the lands into the residential subdivision. As a Condition of Road Closure, legal access from the city must be maintained for lands to the west (Neighbourhood 4 within the *Haskayne ASP*). The Conditions of Road Closure (Attachment 5) require registration of new road plans based on the proposed outline plan to ensure following closure of portions of the road allowance, the necessary legal access is maintained from the city to adjacent lands to the west.

Environmental

Gravel Mining Operations and Remediation

The subject site previously operated as a gravel extraction and cement production facility under a Government of Alberta approval. As part of the development review process, the applicant has undertaken a thorough environmental assessment of the property and has submitted their findings to the Province and The City. Remediation of the site to support the proposed development is underway.

Given the size of the property and the timelines for Provincial reclamation approvals, the applicant is undertaking a “staged” reclamation and remediation of the property in conjunction with stripping and grading activities. Confirmation of remediation to the required standards will be provided as tentative plans of subdivision are evaluated in the planning approval process.

The applicant has been working closely with Alberta Environment and Parks, and The City of Calgary’s Environmental and Safety Management group, and have been providing information updates on remediation activity progress.

Geotechnical and Slope stability

A slope stability setback has been indicated along the top of the Bow River escarpment. All proposed development except a portion of the extension of Bearspaw Dam Road is located outside of this setback area. Additional details on the treatment of the road interface within the slope stability setback will be required at the relevant subdivision stage.

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Biophysical Impact Assessment (BIA) and Environmental Reserves

A Biophysical Impact Assessment (BIA) was completed by Stantec on behalf of the developer and was submitted as part of the application. The plan area contains 50.9 hectares of Environmentally Significant Areas (ESAs) ranked as having high or moderate significance. The proposed development will remove 31.2 hectares (61 percent) of these ESAs and preserve 19.7 hectares (39 percent) as Environmental Reserve (ER) under the Special Purpose – Urban Nature (S-UN) District.

Additional S-UN (ER) designation was applied to lands on the northern extent of the plan area to address ASP objectives regarding interface planning between Rocky View County and The City of Calgary. The outline plan aims to create an open space buffer including additional pedestrian connections as a transition between municipalities. This S-UN (ER) land will serve as a naturalized landscape buffer between municipalities, provide a trail connection for pedestrians, and create opportunity for enhancement of this open space corridor with future development on adjacent lands.

The majority of the plan area is a decommissioned gravel pit that will largely affect non-native modified grassland and previously cleared disturbed areas with low ecological value. The BIA identified two reservoirs and one wetland within this area. The wetland is a Class III seasonally flooded marsh, and the reservoirs are man-made water bodies with no emergent vegetation evident. All three water bodies identified within the plan area were constructed or formed following grading and earthworks as part of gravel pit operations. Administration did not pursue retention of these water bodies as they are not naturally occurring; however, the applicant must comply with Provincial regulations for the removal and/or alteration of the wetland.

The BIA identified a drainage feature (Drainage C) in the northeastern extent of the plan area, straddling the boundary with adjacent lands. It is described as a small permanent drainage and when considered together with the adjoining upland and coulee features, was shown as having high environmental significance, containing native deciduous forest and grasslands. Most of the grassland habitat in the northern portion of this area consists of lands of moderate and high suitability for habitat (Stantec 2015). Drainage C and the adjoining forested coulee slopes and grasslands will be permanently altered as a result of the alignment of Nose Hill Drive NW. Administration challenged the applicant to find approaches to avoid this coulee and drainage feature. Administration ultimately accepted the alteration of this area based on rationale that:

- significant natural areas would be altered under all potential access scenarios;
- the proposed alignment would provide more efficient access to adjacent development lands and allow a more rational configuration of stormwater infrastructure; and,
- the developer's neighbourhood concept would be severely impacted by alternate alignments.

Mitigation measures will be implemented to limit residual effects and sustain flow conveyance of the altered drainage. As Drainage C and adjoining upland and coulee features provide a contiguous open space connection important for wildlife habitat and movement, efforts have been made to mitigate loss of these connections.

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These mitigation efforts focused on enhancing protection of portions of The Bow River Valley escarpment found on the southern and western sides of the plan area. This escarpment is part of a key Wildlife Biodiversity Zone identified in the ASP. It is characterized by large areas of native grassland and forested shrubs and features steep slopes greater than 33 percent. This area, from the property line to the slope stability line on the top of the escarpment, has been retained as S-UN (ER). Where feasible and most appropriate, S-SPR (MR) dedication was added to the escarpment frontage adjacent the steepest slopes with the objectives to:

- enhance the open space network for habitat movement;
- preserve important view sheds;
- grow the space provided for the Bow River Pathway system; and,
- boost opportunities for programming and community activation along this significant environmental feature.

There is no perfect design approach to integrate a new neighbourhood with environmentally significant areas and complex topography. Administration believe the proposed plan reflects a pragmatic and positive balance of interests, and addresses relevant policies.

The developer is required to submit a Habitat Restoration Plan for any lands designated as S-SUN (ER) that are proposed to be impacted by development activity. The scope of this plan will be determined by The City at detailed design stage.

Transportation Networks

Regional Transportation Network

Nose Hill Drive NW:

Nose Hill Drive NW is the primary regional road and initial roadway providing access to the community. Nose Hill Drive NW is proposed as a four-lane arterial roadway that connects to Stoney Trail approximately 3 kilometres east of the plan area. The classification of the roadway transitions from an arterial to a parkway as it approaches from the east.

The four-lane section of roadway extends only to the east boundary of the community, where it diverges into a pair of smaller two-lane collector roadways. This configuration is more compatible with the future residential character of the neighbourhood; it requires less space while still providing adequate network capacity to service the community.

The required extension of Nose Hill Drive NW passes through lands owned by Marquis Developments and land owned by The City of Calgary. Implementing this road connection therefore relies on cooperation with these third parties.

A good working relationship has been established between the developer and Marquis; there has been extensive collaboration to plan the alignment of Nose Hill Drive NW and the shared utilities required for their closely integrated developments. The risk associated with this third-party's control of access is considered low.

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The risk of the developer and The City of Calgary not coming to an arrangement to provide dedication of City owned lands for the future extension of Nose Hill Drive NW is also considered low as this road alignment was contemplated through the ASP and the City has established processes to work with interested parties seeking purchase or access over their lands. To mitigate the above risks, outline plan conditions have been imposed that require the developer to facilitate the dedication of the required road rights of way.

Bearspaw Dam Road NW:

Bearspaw Dam Road NW is a two-lane collector road which runs north and parallel to the CP rail alignment, north of the Bow River. An extension of Bearspaw Dam Road NW will be required to provide a critical secondary public access to the community and contain necessary utility alignments at an early stage of development.

East of the plan area, the alignment of Bearspaw Dam Road NW is owned by Transalta Corp. The Transalta parcel is approximately 180 metres long and 20 metres wide. It provides access from the end of the public portion of Bearspaw Dam Road NW to the Hydroelectric facility owned by Transalta. The southern entrance to the development lands extends from this point.

The developer has a Road Use Agreement with Transalta allowing some access to support redevelopment efforts, but a permanent and public access will be required for development in the outline plan area to proceed. Although the outline plan and the proposed development contemplate a future road and installation of utilities through the lands owned by Transalta, their necessary participation has not yet been secured.

To mitigate the above risk, outline plan conditions of approval have been imposed that require the developer to facilitate the dedication of the required road rights of way. These conditions of approval, to be implemented at future subdivision stages, give administration the confidence that the road network proposed will ultimately be implemented, or other scenarios as deemed acceptable by administration will be determined.

Other Connections:

The network ultimately will extend northwest beyond the plan area to provide access into ASP Neighbourhood 4 and will ultimately provide road connection to Haskayne Legacy Park. The regional road network also extends north into Rocky View County along the alignment of Bearspaw Village Road NW (133 Street NW). This is considered more of minor connection.

Local Transportation Network

The local transportation system includes a network of collector streets, residential streets, walkways, and trails. The shape of the plan area is influenced by the Bow River escarpment, the city limits, and various other environmental features. These elements presented challenges to establishing a conventional grid network within the community. Consequently, the proposal demonstrates an adaptive grid street network that responds to the shape of the parcels and

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defining escarpment landform to create an overall network of streets, pathways and open spaces.

The plan creates a network with sufficient connectivity and access opportunities and is compliant with emergency access requirements. The plan achieves the required objectives for the local transportation network with a relatively low requirement of road infrastructure, given the site constraints.

Transit Service

Adjacent, low-density country residential development and the Bow River present some challenges to establishing transit routing for the area. Despite this, the collector road network within the community was planned in a way that effective transit routing can be implemented in both the short and long-term horizons. The provision of two collector roads allows for a looped route that will provide good access to transit service for large portions of the community in the shorter term, once funding is available. In the long term, the ASP requires an extension of the collector road network to provide service to ASP Neighbourhood 4 (to the west of the plan area), with the potential to “loop” the service or possibly connect to the existing Tuscany LRT Station.

Active Transportation Network

The plan includes provision of pathways along two critical alignments: first, the Regional Pathway network which runs along the top of the ridge on the south plan boundary overlooking the Bow River; second, a multi-use pathway along Haskayne Drive NW which extends the length of the community and connects with ASP Neighbourhood 4 and beyond into Haskayne Legacy Park.

The plan also includes a series of local pathways located within various reserve lands which provide access to amenity spaces and trailheads along the ridge.

The active transportation network will be connected to the existing City pathway network in conjunction with the initial phase of development. The existing pathway network currently runs within the north boulevard of Nose Hill Drive NW and heads north into Tuscany through Tuscany Hill NW.

The developer will subsequently provide pedestrian facilities within Bearspaw Dam Road NW in conjunction with improvements to that roadway; the local pathways within the plan area will be implemented in conjunction with the applicable phase(s) of development. This will provide connection to Baker Park Bowness to the east.

The developer will be required to implement improved pedestrian crossings and to install rapid flash beacons and/or overhead pedestrian signals at critical locations such as crossings of Regional or local pathways, mid-block crossings, and at locations with high volumes of pedestrians such as adjacent the school site.

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Utilities and Servicing

The site will be serviced by extending water, sanitary and storm services from the east boundary of the plan area. Due to the unique location of the plan area, bounded by undeveloped lands on the south-east, north-west and north, and the Bow River and CP Rail lines to the south, the servicing solution proposed accounts for the future development of upstream and downstream lands.

Sanitary

An existing sanitary trunk east of Rowan Park within the Bearspaw Dam Road NW right-of-way will be extended along Bearspaw Dam Road NW to service the plan area. The sanitary infrastructure is designed to extend to the northwest boundary of the plan area and will accommodate the upstream intensities as contemplated in the *Haskayne Area Structure Plan*. The sanitary trunk is capital-sized and has been included in the One Calgary 2019-2022 budget. The remaining network is developer-sized and will be required at the relevant subdivision/development permit stage.

Water

The site will be serviced by extending the existing water network through both Bearspaw Dam Road and Nose Hill Drive NW. The network is designed to accommodate the upstream intensities as contemplated in the Area Structure Plan. The extensions to the Rowan Park development area are capital-sized and was included in the One Calgary 2019-2022 budget. The remaining network is developer-sized and will be required at the relevant subdivision/development permit stage.

Stormwater

The site will be serviced by an extension of the existing storm main through Nose Hill Drive NW to the east boundary of the plan area. An onsite stormwater management facility will accommodate all onsite drainage. Internal storm mains will be sized to accommodate the stormwater runoff from the upstream lands to the northwest of the plan area in accordance with the Haskayne Master Drainage Plan. No capital-sized infrastructure is required to support the proposed development.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

A Community Association has not yet been established for the subject area. However, the adjacent Tuscany community association provided comment on the initial circulation and were generally supportive of the project. No letters from adjacent landowners or the general public were received.

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One public Open House was conducted on October 17, 2017 by the applicant in relation to this application. The event was held at the Lynx Ridge Golf Club. Roughly 200 residents of Calgary and Rocky View County attended the event. The event provided information about the proposed development and gathered feedback from attendees. Positive feedback was received about the proposed trail system, while concerns were raised related to traffic affecting county and city roads.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory - 2014)

Administration's recommendation has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)*. The SSRP shows the site as within the "City, Town" area identified on Schedule C: South Saskatchewan Regional Plan Map.

The SSRP comprises a number of strategic directions, including the efficient use of land. The objective is to minimize the amount of land require for development of the built environment over time. As the subject lands include a large brownfield component, this proposal aligns with SSRP strategies related to the efficient use of land (5.1.3, 5.1.5) that aim to increase the proportion of new development that takes place within already developed or disturbed lands redevelopment, and to reclaim and convert previously developed lands all to reduce development pressures on undeveloped lands.

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

These lands are subject to the *Intermunicipal Development Plan (IDP)* and were circulated to Rocky View County for comment in accordance with the requirements of the IDP. The City provided the County with additional detail regarding several items related to interface treatment, transportation and utility servicing. No further comments or objections were received within circulation period. The proposed land use and outline plan comply with the general policies regarding interface planning in the IDP.

In accordance with the transportation policies of IDP, the application has considered the impact of the proposed development through the Transportation Impact Assessment. These impacts are considered manageable within the current and future anticipated road network.

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Municipal Development Plan (Statutory – 2009)

The *Municipal Development Plan*, Map 1 “Urban Structure” identifies the subject lands as “Residential – Developing - Future Greenfield”. The MDP provides guidance for development of these lands through the policies of the *Haskayne Area Structure Plan* and the policies of the *New Community Planning Guidebook* (MDP - Volume 2, Part 1), to be applied in conjunction with Local Area Plans). The proposed outline plan is largely aligned with the policies and principles of the Guidebook and the ASP.

The proposed outline plan meets the following *Municipal Development Plan* objectives (Section 3.6.2):

- Providing a diversity of housing types;
- Providing daily needs and transit options within walking distance;
- Providing parks located throughout the community in walkable proximity to all residences;
- Creating an inter-connected, multi-modal street network.

Haskayne Area Structure Plan (Statutory – 2016)

The *Haskayne Area Structure Plan* (ASP) provides more detailed direction for development through specific policies and guidelines.

The core ideas of the ASP are to:

- Complement Haskayne Legacy Park and Glenbow Ranch Provincial Park.
- Preserve key natural features and vistas through a system of ecological networks.
- Have distinct, attractive Neighbourhoods that allow residents to access services and amenities locally.
- Have an interconnected, efficient, adaptive grid street network.

The ASP vision describes neighbourhood character as being built on the unique natural features of the plan area including the escarpment top and forming a green infrastructure network, providing character and amenity value.

Drawing on this vision, the ASP provides policies and guidelines regarding the open space network, encouraging conservation and enhancement. The main natural feature – the Bow River escarpment – will be conserved through environmental reserve dedication. Portions of this escarpment will be further enhanced and protected through Municipal Reserve dedication as described earlier in this report.

The proposed outline plan comprises neighbourhoods 2 and 3 identified in the ASP, along with portions of neighbourhood 1. Neighbourhood 1 was not planned in its entirety as lands are under separate ownership. Nevertheless, key features like access and utility servicing and alignment have been planned in consultation with the adjacent landowner to ensure orderly development of neighbourhood 1.

The proposed application is generally consistent with the applicable policies and development guidelines in the plan.

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ASP Amendment

An amendment to the Heavy Rail policies of the *Haskayne* ASP is proposed as part of the accompanying report CPC2018-1430. As the ASP predates the recent adoption of citywide policies regarding development in proximity to heavy rail, the proposed amendments ensure the rail policies of the ASP are consistent with the citywide policy.

Social, Environmental, Economic (External)

The proposed outline plan enables development of a neighbourhood that provides a future framework for a mix of housing types, catering to a range of income levels and demographic groups. The plan also provides for remediation of a brownfield site (former gravel mining operation) to a higher and better use. This aligns with policies in the MDP regarding brownfield remediation and also the policies of the South Saskatchewan Regional Plan regarding the efficient use of land in the region.

Financial Capacity

Current and Future Operating Budget:

No impact to the current operating budget has been identified. As development proceeds, the provision of City services such as roads, parks and waste and recycling will have an operating budget impact when they are provided. The projected operating costs for this development during 2019-2022 have been included in the One Calgary service plans and budgets.

Current and Future Capital Budget:

There is no impact to the current capital budget as a result of this report. The capital investment required to construct and upgrade the required local infrastructure will be funded entirely by the developer. The proposed development will require City capital investment in utilities and was included in the 2019-2022 budget cycle. This City infrastructure was added to the Off-Site Levy Bylaw through report PFC2018-0973 and approved by Council on 2018 November 12. The utilities will be funded 100 per cent through off-site levies paid by developers. While the infrastructure is funded by developer levies, the initial monetary outlay for this infrastructure is paid for by The City and debt financed.

Risk Assessment

Two risks to the proposed outline plan related to access are described in the Regional Transportation Network section of this report. For development to occur, Nose Hill Drive and Bearspaw Dam Road NW will need to be extended through lands under third-party control to provide both transportation and utility connections.

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The risk associated with third-party control of lands owned by The City of Calgary and lands owned by Marquis Developments is considered low. It is expected the developer will be able to secure the necessary road dedications to provide for the required extension of Nose Hill Drive NW.

Securing the extension of Bearspaw Dam Road NW through the parcel of land owned by Transalta Corp is also considered necessary for development to proceed. The developer has a Road Use Agreement with Transalta allowing some access to support redevelopment efforts; however, Transalta's necessary cooperation to dedicate lands or provide full public access has not yet been confirmed or secured.

To mitigate the above risks, outline plan conditions have been imposed that require the developer to facilitate the dedication of the required road rights of way to the City. If the required third party sign-off for either of the two access scenarios is not achieved to Administration's satisfaction, limitations in proceeding to subdivision stages and/or amended outline plans could be the result.

REASON(S) FOR RECOMMENDATION(S):

The proposed outline plan serves to implement the objectives and policies of the *Municipal Development Plan* which supports the efficient utilization of land and infrastructure. The proposal is also in keeping with applicable policies of the *Haskayne Area Structure Plan*.

The proposal ensures the remediation of an industrial mining operation by establishing a community: with an extensive network open space amenities, that meets the minimum residential density requirements of the *Municipal Development Plan*, and provides a mix of housing types in the northwest quadrant of the City.

The conditions of approval (Attachment 1) effectively implement the technical aspects of the plan area's future development.

ATTACHMENT(S)

1. Conditions of Approval
2. Applicant Statement
3. Proposed Outline Plan
4. Subdivision Data Sheet
5. Proposed Land Use District Map

Conditions of Approval

The following Conditions of Approval shall apply:

Planning:

Road Closure

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense to the appropriate standards.
2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer's expense.
4. The closed road right-of-way is to be consolidated with the adjacent lands.
5. Concurrent with registration of the final instrument for the newly consolidated lands, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Nose Hill Drive/Haskayne Drive from the east boundary of the Outline Plan area through the intersection with Rowdale Road NW, inclusive, for the purpose of ensuring legal access is maintained through the City of Calgary to adjacent lands.
6. Concurrent with registration of the final instrument for the newly consolidated lands, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Rowdale Road NW from Haskayne Drive to Blazer Estates Ridge, inclusive, for the purpose of ensuring legal access is maintained through the City of Calgary to adjacent lands.

Outline Plan Conditions

7. With each tentative plan, the Developer shall submit a density phasing plan showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities and variety of housing policies as required by the Haskayne Area Structure Plan and the Municipal Development Plan.

The density phasing plan shall include a breakdown of the type of units anticipated within each land use district. If the number of units exceed the maximum number of units on the attached Outline Plan a revised Transportation Impact Assessment and/or staged master drainage plan may be required at the discretion of CPAG.

8. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for all semi-detached dwellings, rowhouses, or townhouses where applicable, shall be executed and registered against the titles **concurrently with the registration of the final instrument.**
9. Prior to tentative plan approval, the proposed community name and street names shall be approved by City Council.

Conditions of Approval

10. All existing and proposed overhead power lines shall be relocated or located underground to the standards and satisfaction of Enmax.
11. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
12. If the total area for Roads and PUL dedication is over 30%, note that compensation will not be provided by The City for this over-dedication.
13. If a Residents Association is formed, it shall be comprised of all residents in the outline plan area and all impacted titles within the outline plan area shall have a restrictive covenant registered on title identifying the financial and maintenance responsibility of said parcels to the Residents Association, all to the satisfaction of the Subdivision Authority and the Director, Parks.

Development Engineering:

14. **Concurrent with the registration of the final instrument**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.
15. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Deep Fills Report, prepared by McIntosh-Lalani (File No. ML5691), dated February 14, 2017.
 - Slope Stability Report, prepared by McIntosh-Lalani (File No. ML5691), dated September 3, 2018.
 - Geotechnical Report, prepared by McIntosh-Lalani (File No ML5691), dated August 2012.
16. A Geotechnical Restrictive Covenant is to be registered by way of Caveat on all affected title(s) as specified within the Slope Stability Report and Deep Fills Report at time of subdivision.
17. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
18. **Prior to Endorsement of an affected tentative plan**, the Applicant shall provide a copy of the Reclamation Certificate issued by Alberta Environment and Parks for the area. All submitted document(s) will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).

Conditions of Approval

19. **Prior to Approval of an affected tentative plan or Stripping and Grading Development Permit**, whichever comes first, the Applicant shall submit Remedial Action Plan(s) and/or Risk Management Plan(s) that address the issues identified in the following report: "Summary of Historical Environmental Reports – Proposed Bearspaw Residential Development, Calgary, Alberta" by Stantec, dated June 9, 2016. All submitted report(s) shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).
20. **Prior to Endorsement of any affected tentative plan**, the Applicant will provide confirmation that the actions identified in the area's Remedial Action Plan(s) and/or Risk Management Plan(s) have been successfully completed. All submitted report(s) shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).
21. **Prior to endorsement of any tentative plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
22. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
23. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
 - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b) Construct the underground utilities and surface improvements within Nose Hill Drive NW which is along the northeast boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within Bearspaw Dam Rd NW which is along the south boundary of the plan area.
 - d) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - e) Construct the MSR/MR within the plan area.

Conditions of Approval

- f) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) where they abut the boundary of the plan area.
 - f) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
24. **Prior to approval of any tentative plan**, an updated Staged Master Drainage Plan (SMDP) shall be approved to the satisfaction of the Manager, Infrastructure Planning.
25. **Prior to approval of any tentative plan**, an updated Sanitary Servicing Study (SSS) shall be approved to the satisfaction of the Manager, Infrastructure Planning.

Transportation:

26. Prior to endorsement of the initial tentative plan (unless provided through earlier road closure process), the Developer shall register or facilitate the registration of a road plan to the satisfaction of the Director, Transportation Planning, for Nose Hill Drive from Tuscany Hill to the east boundary of the Outline Plan, inclusive.
27. Prior to endorsement of the initial tentative plan (unless provided through earlier road closure process), the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Nose Hill Drive/Haskayne Drive from the east boundary of the Outline Plan area through the intersection with Rowdale Road, inclusive.
28. In conjunction with the initial tentative plan (unless provided through earlier road closure process), the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Rowdale Road from Haskayne Drive to Blazer Estates Ridge/Rowden Road, inclusive.
29. In conjunction with the initial tentative plan, the Developer shall register or facilitate the registration of a road plan to the satisfaction of the Director, Transportation Planning, for Bearspaw Dam Road from the 12 Mile Coulee Road ROW to the east boundary of the Outline Plan, inclusive.
30. In conjunction with the initial tentative plan, the Developer shall construct two lanes along Nose Hill Drive, plus an extension of the existing pathway in the north boulevard, from Tuscany Hill to the east boundary of the Outline Plan, inclusive.
- Nose Hill Drive and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, and boundary cost recoveries.
31. In conjunction with the applicable tentative plan through which Development in the area (inclusive of Rowan Park and Neighbourhood 4 of the Haskayne ASP) exceeds 600 units, the Developer shall construct the remaining two lanes along Nose Hill Drive, from Tuscany Hill to the east boundary of the Outline Plan, inclusive.

Conditions of Approval

Nose Hill Drive and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, and boundary cost recoveries.

Note: the 600-unit threshold for roadway improvements corresponds with the established standard for provision of emergency access for the community.

32. In conjunction with the applicable tentative plan through which Development in the area (inclusive of Rowan Park and Neighbourhood 4 of the Haskayne ASP) exceeds 600 units, the Developer shall upgrade Bearspaw Dam Road from 87 Street NW to the east boundary of the Outline Plan, inclusive.

Upgrades include re-paving of the roadway to accommodate the required loading, and implementation of lighting and pedestrian facilities.

Bearspaw Dam Road and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, and boundary cost recoveries.

Note: the 600-unit threshold for roadway improvements corresponds with the established standard for provision of emergency access for the community.

33. In conjunction with the first applicable tentative plan through which any of the following roads are designated: Rowdale Hill, Rowdale Place, Rowdale Court; the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning, for Haskayne Drive from Rowdale Road to the west boundary of the Outline Plan, inclusive.
34. In conjunction with the first applicable tentative plan through which any of the following roads are designated: Rowdale Hill, Rowdale Place, Rowdale Court; the Developer shall construct Haskayne Drive from Rowdale Road to the west boundary of the Outline Plan, inclusive.
35. In conjunction with the initial tentative plan, the developer shall coordinate with the relevant stakeholders, including but not limited to Rocky View County, Alberta Transportation, the City of Calgary, and adjacent land-owners in the County and City (including Haskayne ASP Neighbourhood 4) regarding the improvements in the City and Rocky View County that may be required for 113 Street, 80 Avenue (RVC), and 12 Mile Coulee Road, and including intersection upgrades at 12 Mile Coulee Road/Crowchild Trail, in accordance with the applicable policies and technical studies.
36. In conjunction with the initial tentative plan, detailed engineering drawings, turning templates, and fastest path analysis shall be submitted and approved to the satisfaction of the Director, Transportation Planning for the roundabout intersection located at Nose Hill Drive/Haskayne Drive.

The roundabout is to be designed to the following standard:

- Nose Hill Drive – two entry (through+through/right) and two exit lanes
- Haskayne Drive – one entry (left/right) and one exit lane
- Rowan Boulevard – two entry (left/through+through) and two exit lanes

Conditions of Approval

Construction drawing review may require changes to proposed right-of-way and/or localized restriction to parking to meet the approved design.

37. In conjunction with the applicable tentative plan, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and the Director, Transportation Planning. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning:
- where regional pathways or multi-use pathways intersect with the street;
 - at mid-block crossings; and
 - at intersections or pedestrian crossings adjacent to Joint Use sites (identify specific locations here).

The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative plan applications.

38. **Prior to approval of Construction Drawings and Permissions to Construct Surface improvements:** The developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (owned privately or owned by the City).

39. In conjunction with each tentative plan application, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active mode and vehicle routing through the community ensuring two points of public access around the tentative plan boundary.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be provided when funds become available, while the two points of access to the community ensures residents will have routes into and out of the community, in the event of emergencies or road closures, and to ensure availability of capacity at the community access points.

40. In conjunction with the applicable tentative plan or Development Permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning. All bus zones shall be located:
- Where commercial areas are concentrated;
 - Where the grades and site lines are compatible to install bus zones; and
 - Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
41. For R-G, R-Gm, and M-G residential lots, no direct vehicular access shall be permitted to or from collector or higher classification roadways, with the following exceptions:
- Rowdale Road (north of Haskayne Drive);
 - Rowich Rise (between Haskayne Drive and Rowich Way)
 - Rowan Drive (between Rowmont Manor and Rowmont Grove)
 - Rowmont Grove (between Rowan Drive & Rowan Boulevard)
 - Rowan Way (between Rowan Blvd & Royston Grove), for lots where no public lane exists.

Conditions of Approval

Vehicular access shall be provided via rear lanes. Restrictive covenants **shall be registered on all applicable titles** concurrent with the registration of the final instrument **to that effect at the Tentative plan stage.**

42. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
43. Sidewalks along the school site frontages shall be designed and constructed as monowalks, with a minimum width of 2.0 meters.
44. In conjunction with the applicable tentative plan, collector standard roads (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.
45. In conjunction with the applicable tentative plan, detailed engineering drawings, turning templates, and fastest path analysis shall be submitted and approved to the satisfaction of the Director, Transportation Planning for all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
46. In conjunction with the applicable tentative plan, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Director, Transportation Planning.
47. In conjunction with the applicable Tentative plan or Development Permit, access to multi-residential and commercial sites shall be located and designed to the satisfaction of the Director, Transportation Planning.
48. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Director, Transportation Planning.
49. In conjunction with the applicable tentative plan or development permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
50. In conjunction with the applicable Tentative plan or Development Permit, all community entrance features must be located outside the public right-of-way.

Parks:

51. **With the submission of Landscape Construction Drawings**, the developer shall include a detailed Habitat Restoration Plan (following the City of Calgary Habitat Restoration Project Framework) including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.

Conditions of Approval

52. Disturbance of Environmental Reserve lands is not permitted without written permission from the Parks Generalist for this area. The Parks Generalist (listed above) can be reached at 403-268-8074.
53. The developer shall restore, to a natural state, any portions of the environmental reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector.
54. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be identified and approved by Parks **prior to decision of the stripping and grading permit.**
55. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version), including setback requirements, to the satisfaction of Parks.
56. The developer shall submit detailed Landscaping Construction drawings for all reserve lands within the Outline Plan area to Parks for review.
57. Utility servicing is not permitted within reserve lands, unless otherwise authorized by Parks.
58. Any development activity, grading, or storm water infrastructure that results in permanent disturbance to Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
59. Drainage from the development site into Reserve lands is not permitted, unless otherwise authorized by Parks.
60. All proposed site fencing adjacent to or abutting Reserve lands, including footings and other components, shall be installed completely within private property.
61. Construction access through Reserve lands is not permitted, unless otherwise authorized by Parks.
62. Stockpiling or dumping of construction materials on Reserve lands is not permitted, unless otherwise authorized by Parks.
63. Retaining walls placed within Reserve lands is not permitted, unless otherwise authorized by Parks.
64. Site grading of the development site shall match the grades of adjacent Environmental Reserve lands with all grading confined to private property, unless otherwise authorized by Parks.
65. Backsloping from the development site into Reserve lands is not permitted, unless otherwise authorized by Parks.

Conditions of Approval

66. The developer shall submit construction drawings for tree plantings within City of Calgary boulevards and/or right of ways to Utility Line Assignment and Parks for review and approval.
67. The developer shall submit detailed engineering and landscaping drawings for the proposed stormpond to both Water Resources and Parks for review.
68. The developer is responsible for constructing all Municipal Reserve parcels within the boundaries of the plan area in accordance with the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
69. For pathways proposed within municipal reserve lands, the width, surfacing, and alignment shall be finalized at Landscape Construction Drawing stage.
70. Any landscape rehabilitation on public parks shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition).
71. Plant all public trees in compliance with the approved Public Landscaping Plan.
72. **Prior to the approval of the affected tentative plan**, finalized concept plans **OR** Landscape Construction drawings for all open space lands including Municipal Reserve, Environmental Reserves, Municipal and School Reserve parcels shall be submitted for Parks' review and approval.
73. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
74. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve lands for Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
75. A wetland identified within the Outline Plan area is subject to The City of Calgary's Calgary Wetland Conservation Plan (the "Plan") and its "no net loss" policy. All Class III and above wetland(s) (as defined by the Stewart and Kantrud Wetland Classification System) identified within the Outline Plan area qualify as Environmental Reserve ("ER") pursuant to the Municipal Government Act (Alberta) ("MGA") and are to be dedicated to The City of Calgary as ER, pursuant to the MGA. Pursuant to the Plan, the Subdivision Authority may permit an applicant to damage or destroy Class III and above wetland(s) provided that prior to the approval of the affected Tentative plan and/or Development Permit, the applicant shall provide the City of Calgary Parks department with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s); and

Conditions of Approval

76. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide a copy of the *Water Act* approval from Alberta Environment to The City of Calgary Parks department.
77. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.
78. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
79. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), the Biophysical Impact Assessment (BIA) shall be approved to the satisfaction of Parks.
80. All mitigation measures and recommendations from the approved Biophysical Inventory Assessment (BIA) shall be adhered to throughout the entire duration of the development activity.
81. **Prior to the approval of the affected tentative plan**, the extent of backsloping required for road construction and servicing within Environmental Reserve lands shall be identified and approved by Parks. At the discretion of Parks, the developer may be required include a detailed Habitat Restoration Plan (following the City of Calgary Habitat Restoration Project Framework) including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.
82. **Prior to any disturbance or construction activity within the Outline Plan area**, a nesting and breeding bird survey may be required, should the removal of trees or other vegetation take place during the nesting period of migratory bird species (April 15 to August 20). Sweeps for active nests or other sensitive wildlife features should be conducted at least 6 days prior to start of construction, and appropriate mitigation measures taken as per direction from Alberta Environment wildlife division, where applicable, to be in compliance with the Wildlife Act and the Migratory Birds Convention Act.

Applicant Submission

The proposed Rowan Park Development, within the Haskayne community, is located in northwest Calgary north of the Bears paw Reservoir, West of Tuscany and south of Rockyview County. BrookCal (Brookfield Residential) is the owner/developer of the land which comprises 465 acres. .

The Rowan Park lands were annexed into the City of Calgary as part of the 2007 annexation. Prior to 2007 and since the 1920s, the site operated as a gravel pit and aggregate storage and concrete mixing facility. Formal operation of the main gravel extraction areas was ceased in 2010 with concrete mixing and aggregate storage continuing until 2013. The reclamation plan for the site supports residential land uses as an end land use.

In 2013, City of Calgary Council directed Administration to conduct a pilot project to streamline the process of creating Area Structure Plans and commence six Developer Funded Area Structure Plans utilizing this new process. As part of this process, the preparation of an area structure plan was undertaken in 2014 using a developer-funded model. The plan was prepared through an extensive engagement process in which landowners, City departments and external stakeholders collaborated to identify and resolve issues. The resulting Haskayne Area Structure Plan (ASP) was approved by City Council in July, 2015.

The Land Use Concept identifies this land as mostly residential in nature with key features such as a Community Retail Centre, school, community association site and two neighbourhood activity centres (NAC). The HASP identifies an overall minimum density of 8 units per acre with a minimum intensity level of 60 people and jobs per hectare as per the Calgary Municipal Development Plan.

The Outline Plan area currently has a Direct Control (16D2008) land use designation that reflects the original gravel mining operational use including:

- Gravel extraction
- Gravel crushing, screening, and washing
- Concrete production
- Storage of recycled materials

Over the last 50+ years, the extraction of gravel resources provided a critical commodity to the development of Calgary. Now depleted, the site sits idle and presents a tremendous opportunity to reclaim and re-develop the land to a higher and better use.

Soils and topography in the area are diverse due to its location along the Bow River, with the majority of the terrain comprised of glaciofluvial material. There are no unique soils, terrain resources, or topographic features that will be affected by the development.

The proposed land use districts for the subject land are single family (R-G), semi-detached (R-GM), street townhomes (R-GM), medium density residential (M-G and M-1), Neighbourhood Commercial (C-C1), Public Open Space (S-SPR, S-R and S-UN), and Public Utility Lot (S-CRI).

Various forms of residential housing have been distributed throughout the community, focusing higher density residential adjacent to the community commercial village within the west NAC, along collector roads/transit route and adjacent to the east NAC. Density for the community is proposed between 8.17 units per acre and 9.46 units per acre.

Rowan in a nutshell:

- ±465 acres (188 hectares) total gross site area with approximately 80 acres (32 hectares) dedicated to environmental reserve
- Home to ±8900 residents occupying ±2271 units
- Housing diversity comprised of ±1811 single-family homes and ±1202 multi-family homes (includes semi-detached)

Applicant Submission

- Topography of the site is planned to enhance and maximize views for the majority of residents to create personal connections with the natural world
- Site will be developed in phases, over an anticipated period of +/-10 years
- Approximately 85,000 square feet of retail and services amenities for residents to enjoy
- 4.0 acres Home Owners Association site and 3 acres Community Association site
- Proposed Public School site (K-9)

As per Section 6.1.1.1 of the Municipal Development Plan, future development is required to achieve between 60 and 70 people/jobs per hectare. The subject site is anticipating between 64-73 people/jobs per hectare, depending on the market phases build out over the community. Over time we anticipate this number to increase with intensification of the retail area, the addition of secondary suites and increased live/work opportunities.

Retail Market Assessments have been prepared by Colliers for the Haskayne ASP area (March 2015) as well as for Rowan Park lands specifically (December 2016). Colliers has also prepared an opinion memorandum to support the Rowan Park development, dated December 15, 2016. All information submitted supported the proposed application.

Internal and external road networks conform to the sizing and general location as stated within the HASP. . The overall residential pattern is of a modified grid. Major road infrastructure, outside the plan area, has been completed (Nose Hill Interchange).

Sanitary, Stormwater and Water Servicing are identified within the HASP to be extended from the east into the HASP lands.

During the Rowan Park design process, Brookfield has remained engaged with adjacent landowners (Marquis to the east, and the Damkar Family to the north) in order to address any grading and/or servicing challenges collectively.

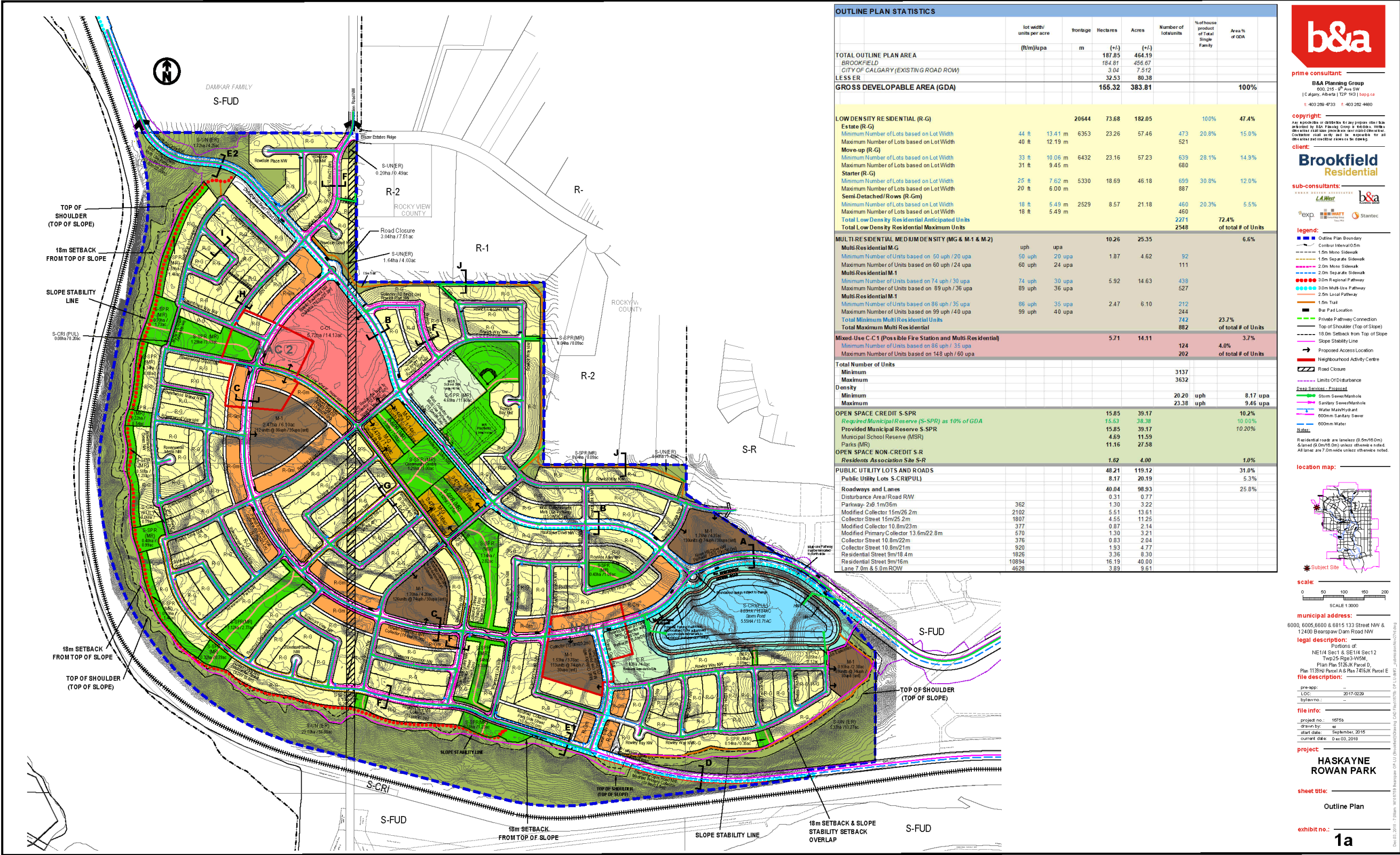
A number of reports were submitted, under separate cover, to support the application including: Transportation Impact Assessment, Biophysical Impact Assessment, Slope Stability Assessment, Deep Fills Report & Cut and Fill Plan, Historical Resources Impact Assessment, Environmental Site Assessments, and Retail Demand Studies.

Public Open Space is being proposed in the form of: one school site (CBE K-9), a 3-acre Community Association site, a 4-acre Homeowners Association site, a variety of programmed neighbourhood parks, local parks and an extensive regional pathway and green corridor system.

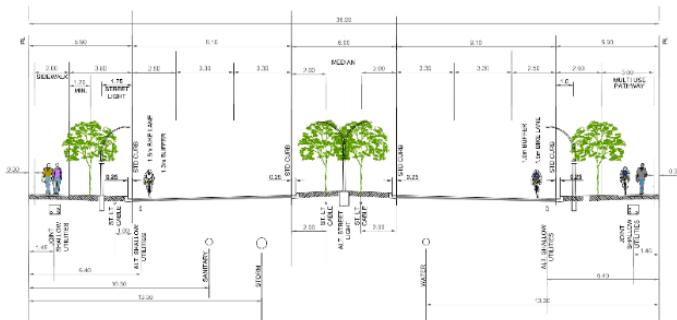
The commercial village is proposed to contain approximately 85,000 sq ft of commercial uses and is also the location for a potential emergency services response facility. It is the goal of Brookfield to support the commercial village with an array of higher density housing nearby, in addition to, the potential option of a seniors facility. The village is intended to serve the local neighbourhoods and not be a regional commercial draw, due to its limited exposure to external communities.

Brookfield Residential seeks the support of Calgary Planning Commission and City Council for this new exciting community in west Calgary.

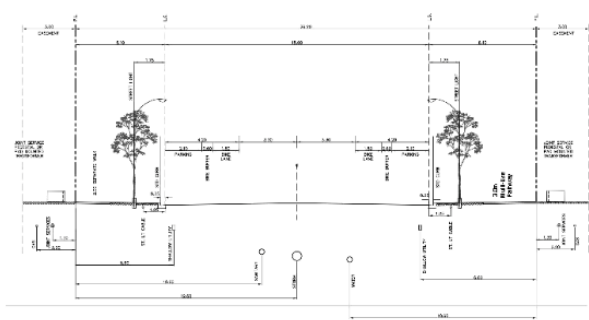
Proposed Outline Plan



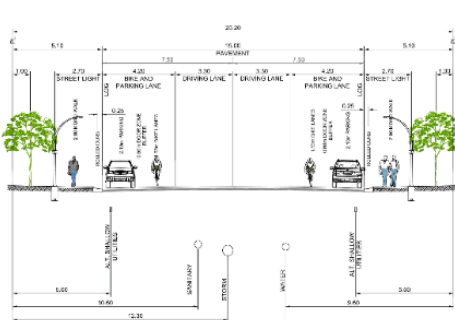
Proposed Outline Plan



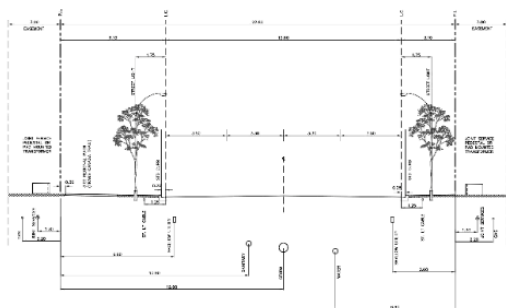
A Parkway - 2x9.1m/36m



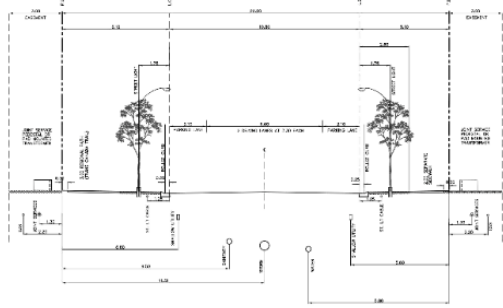
B Modified Collector Street with Multi-Use Pathway - 15m/26.2m



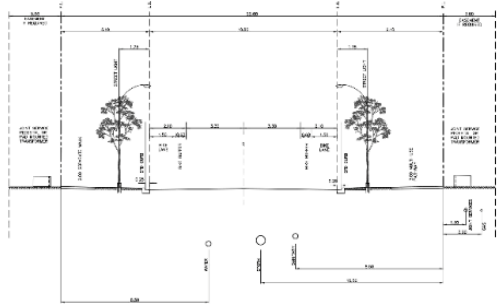
C Collector - 15m/25.2m



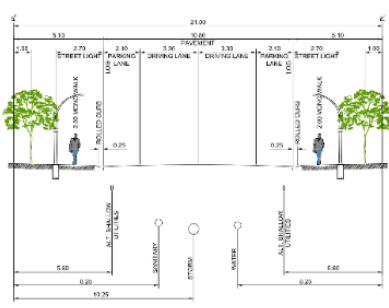
D Modified Primary Collector - 13.6m/22.8m



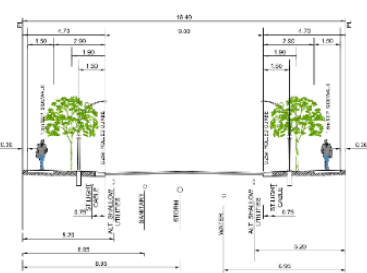
E1 Modified Collector - 10.8m/22m



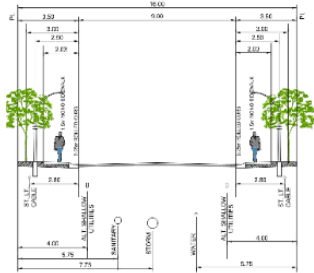
E2 Modified Collector with Multi-Use Pathway (no Parking) - 10.8m/21m



F Collector - 10.8m/21m



G Residential Street - 9.0m/18.4m



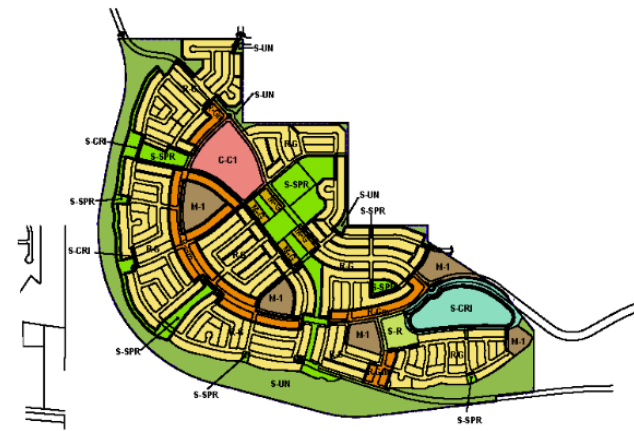
H Residential Street with lane - 9.0m/16.0m



I Residential Street - 8.5m/16.0m

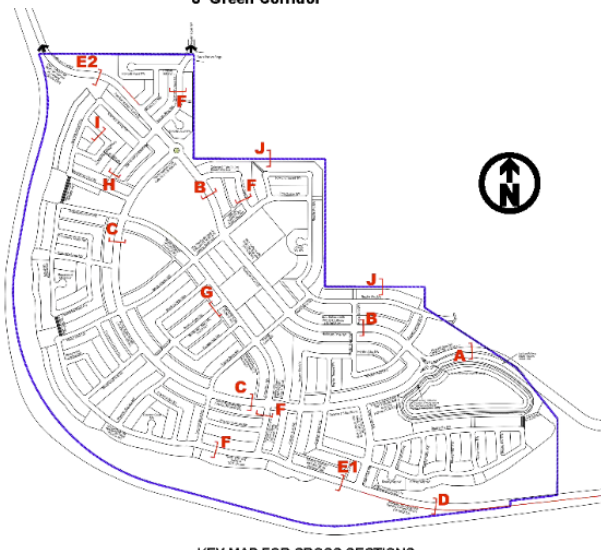


J Green Corridor



PROPOSED LAND USE REDESIGNATION

Proposed Land Use Statistics			
		Areas	
FROM	TO	ha	ac
DC16D2008	R-G	89.10	220.17
DC16D2008	R-Gm	13.91	34.37
DC16D2009	M-G	2.53	6.25
DC16D2008	M-1	10.44	25.80
DC16D2008	C-C1	6.90	17.05
DC16D2008	S-SPR	18.56	45.86
DC16D2008	S-R	2.04	5.04
DC16D2008	S-UN	35.10	86.73
DC16D2008	S-CRI (PUL)	9.27	22.91
TOTAL		187.85	464.19



KEY MAP FOR CROSS-SECTIONS

b&a
prime consultant:
B&A Planning Group
600, 215 - 17 Ave SW
Calgary, Alberta T2P 1K2 | bapp.ca
t: 403 262 4753 f: 403 262 4400

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**Brookfield
Residential**
sub-consultants:
EXP | B&A | Stantec

municipal address: 6000, 6005 6000 & 6015 133 Street NW & 12400 Bearspaw Dam Road NW

legal description: Portions of:
NE1/4 Sect 1 & SE1/4 Sect 12
Twp 25-R01-S15-W04,
Plan 1139H Parcel A & Plan 7416JK Parcel E

file description: file description:

pre-app: ...
LIC: ...
bylaw no: 2017-0229

file info: project no.: W750
drawn by: ...
start date: September, 2015
current date: Nov 20, 2019

project: **HASKAYNE
ROWAN PARK**

sheet title: Land Use Redesignation
&
Road Cross-Sections

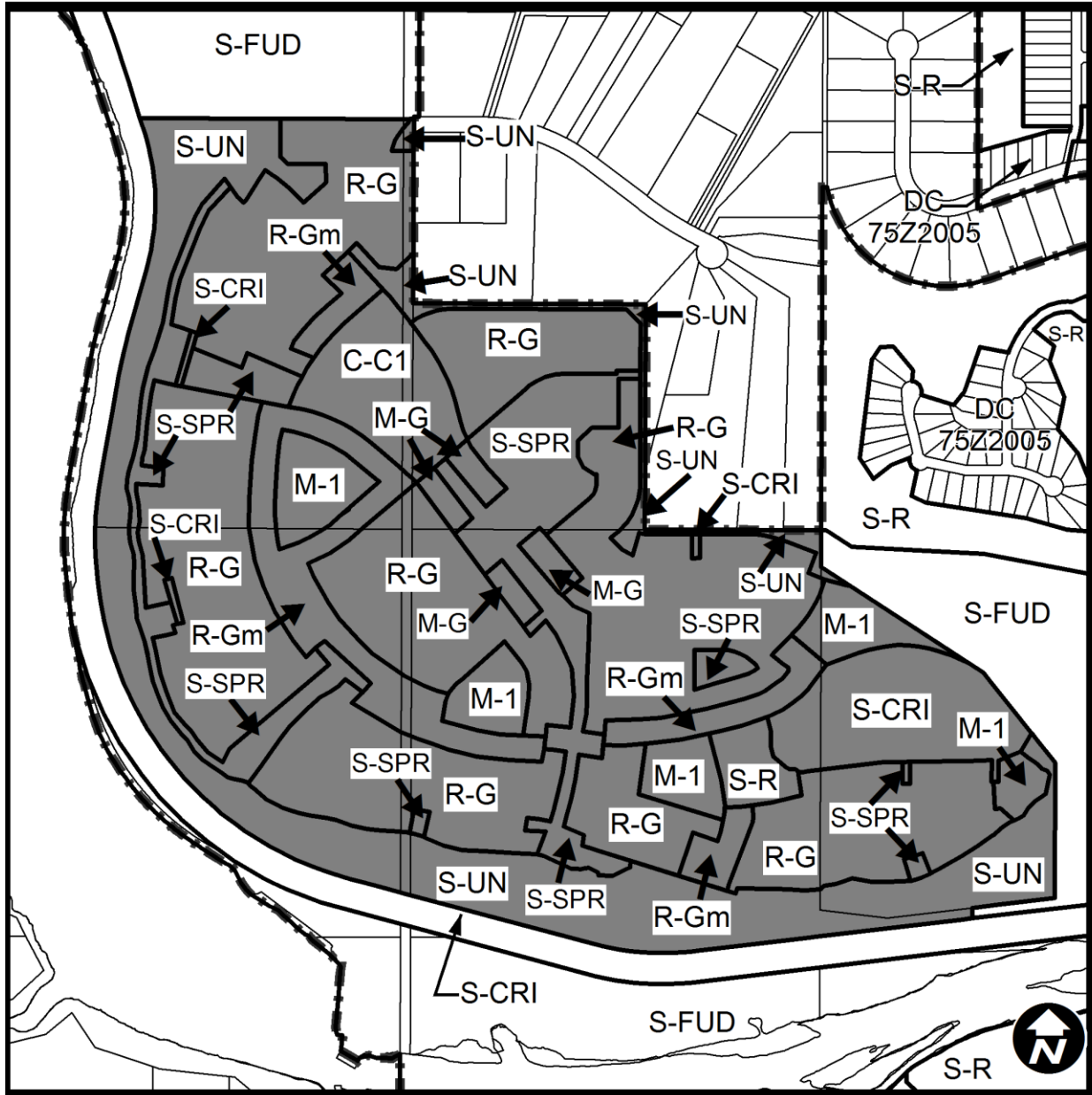
exhibit no.: **1b**

Subdivision Data Sheet

DATA SHEET FOR OUTLINE PLANS					
APPLICANT B & A Planning Group			APPLICANT'S ADDRESS Suite 600,215- 9 Ave SW, Calgary, T2P 1K3		
OWNER 1714974 Alberta Ltd			OWNER' S ADDRESS 4906 Richard Road SW, Calgary T3E 6L1		
DEVELOPER Brookfield Residential			DEVELOPER'S ADDRESS 4906 Richard Road SW, Calgary T3E 6L1		
NAME OF COMMUNITY / AREA Haskayne/Rowan Park				PHASE STAGE 1	
LEGAL DESCRIPTION See Schedule A			MUNICIPAL ADDRESSES See Schedule A		
AREA STRUCTURE PLAN /COMMUNITY PLAN HaskayneASP				HECTARES	ACRES
EXISTING LAND USE DISTRICTS (ZONING) 16D2008			GROSS AREA OF PLAN	187.89	464.29
			Less: ENVIRONMENTAL RESERVE	32.53	80.38
PROPOSED LAND USE DISTRICTS (ZONING) R-G, R-Gm, M-G, M-1, C-C1, S-R, S-SPR, S-UN, S-CRI			LAND PURCHASE AREA		
			GROSS DEVELOPABLE AREA	155.42	383.91
LOW DENSITY RESIDENTIAL	NET AREA			Anticipated Number of Lots	Maximum Number of Lots
		HECTARES	ACRES		
	R-G	65.11	160.87	1811	2088
	R-Gm	8.57	21.18	460	460
	C-C1 Residential			124	202
	Other				
OTHER RESIDENTIAL (comprehensively- designed residential, multi-family, etc)	Parcel Number			Anticipated # of units	Max # of units
	M-1	8.38	20.70	650	770
	M-G	1.87	4.62	92	111
INDUSTRIAL LAND USES					
COMMERCIAL LAND USES	C-C1	5.71	14.11	3.7%	
ROADS	Road (Credit)	40.09	99.05	25.8%	
	Stormpond (PUL)	8.17	20.19	5.3%	
	Non-Credit				
RESERVES	Credit MR	15.85	39.17	10.2%	
	Non-Credit MR	1.62	4.00	1.0%	
DENSITY		Projected		Maximum	
	Total Number of Units	3137		3632	
	Overall Density of Outline Plan	20.19	8.17	23.37	9.46
		uph	upa	uph	upa

*All the percentages are based on gross developable area

Proposed Land Use District Map



Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1353

Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW, LOC2018-0118

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on 2018 May 23 on behalf of the landowners Ravines of Royal Oak GP Ltd. This application proposes to change the designation of two portions of a property located at 10110 Rocky Ridge Road NW. The western portion of the site, approximately 0.65 hectares in size, is proposed to be redesignated from a Direct Control District to Multi-Residential – Contextual Low Profile (M-C1) District to allow for:

- multi-residential buildings (e.g. apartment buildings, townhouses);
- a maximum of 96 dwelling units (an increase from the current maximum of 11 dwelling units);
- a maximum building height of 14 metres (an increase from the current maximum of 10 metres);
- The uses listed in the proposed M-C1 designation.

The proposed redesignation of the eastern portion of the site, approximately 1.13 hectares in size, represents a housekeeping land use amendment necessary to align the land use with the boundary between Environmental and Municipal Reserve lands dedicated through a previously approved subdivision application.

No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 1.78 hectares \pm (4.40 acres \pm) located at 10110 Rocky Ridge Road NW (Portion of SW1/4 Section 21-25-2-5) from DC Direct Control District and Special Purpose – School, Park and Community Reserve (S-SPR) District **to** Multi-Residential – Contextual Low Profile (M-C1) District and Special Purpose – Urban Nature (S-UN) District; and
2. Give three readings to the proposed Bylaw; and
3. That this report (CPC2018-1353) be directed to the 2019 January 14 Combined Meeting of Council to the public hearing portion of the Agenda.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
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ISC: UNRESTRICTED
CPC2018-1353

**Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW,
LOC2018-0118**

BACKGROUND

This application was submitted by B&A Planning Group on 2018 May 23 on behalf of the landowners Ravines of Royal Oak GP Ltd. While no development permit application has been submitted at this time, the applicant indicated their intent to develop a 2-3 storey multi-residential building as referenced in the submitted Applicant Submission (Attachment 1).

The subject lands were part of a larger 24.28 hectare subdivision outline/land use plan which was approved in 1999 (SB1998-Y-2033/21NW). At that time, the western portion of the site was designated DC 29Z99 (Site 1) and the eastern portion of the site was designated PE Public Park, School and Recreation District under the 2P80 Land Use Bylaw. During the transition to the 1P2007 Land Use Bylaw, new land use districts were created to delineate Municipal Reserve from Environmental Reserve. These districts were the Special Purpose – School, Park, and Community Reserve (S-SPR) District and the Special Purpose - Urban Nature (S-UN) District, respectively. Given that an approved subdivision separating the Municipal Reserve from the Environmental Reserve on this portion of the site had not been approved yet, the new Land Use Bylaw updated and replaced the PE District with the S-SPR District over the entire site, as was the practice of the day.

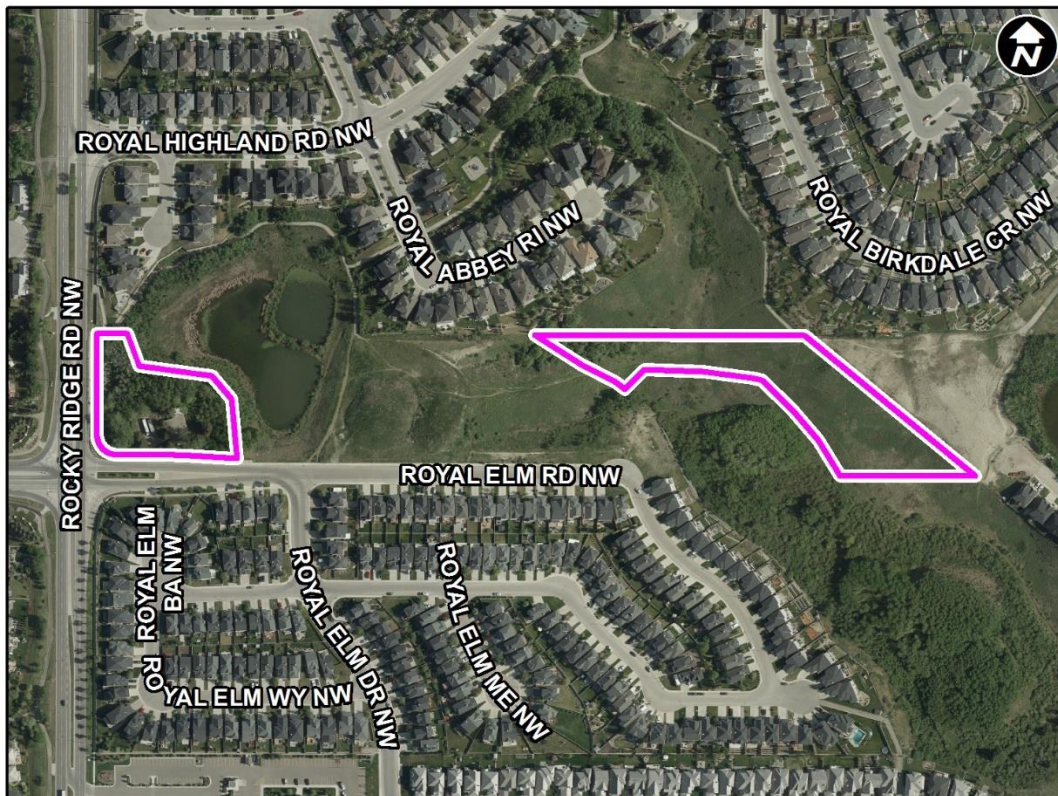
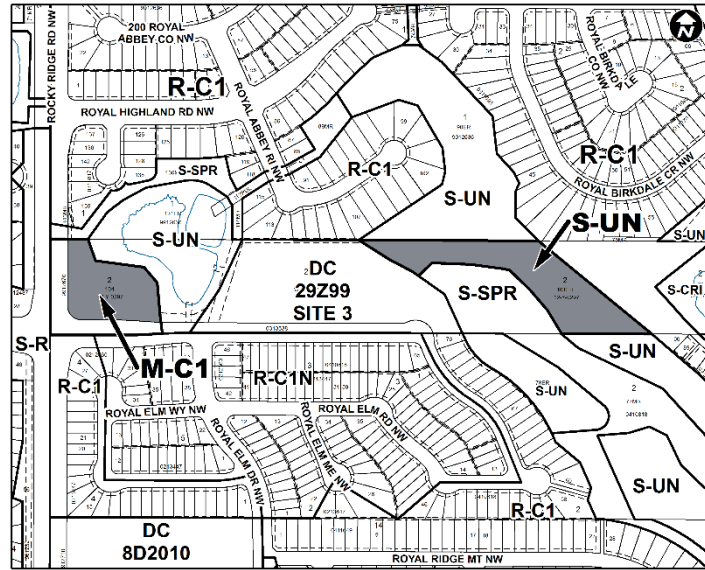
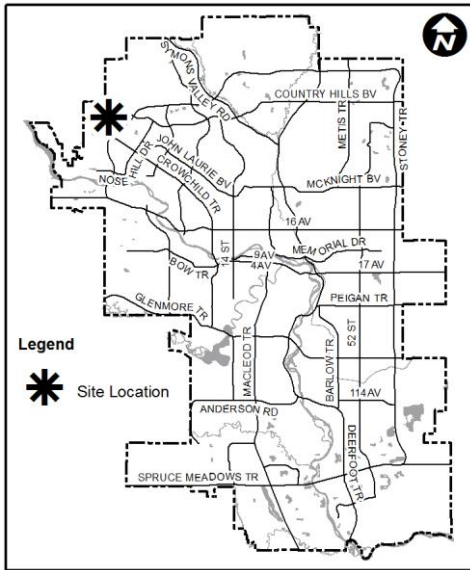
A revised subdivision outline plan was approved in 2002 August 19 (SB2000-Y-2003/21NW) which removed a previously proposed road connection across the natural area through the eastern portion of the subject land. Through several applications, development has occurred surrounding these subject lands, although development did not materialize on these lands specifically. Finally, a subdivision application was approved in 2016 delineating the Municipal Reserve from the Environmental Reserve in the subject area.

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Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW,
LOC2018-0118

Location Maps



Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW, LOC2018-0118

Site Context

The subject site, 10110 Rocky Ridge Road NW, is located in the community of Rocky Ridge, north of Royal Elm Road NW and east of Rocky Ridge Road NW. Surrounding developments are predominantly characterized by single detached dwellings. The predominant land use in this area is the Residential – Contextual One Dwelling (R-C1) District, with Residential - Contextual Narrow Parcel One Dwelling (R-C1N) District, Special Purpose - Recreation (S-R) District, Special Purpose - School, Park, Community Reserve (S-SPR) District and Special Purpose - Urban Nature (S-UN) District also surrounding the site. The Tuscan C-Train station is located approximately 800 metres to the south of the subject site.

Two portions of the subject parcel are proposed to be redesignated as part of this application. The western portion, approximately 0.65 hectares in size (DC site), is developed with a single detached dwelling. The eastern portion, approximately 1.13 hectares in size (S-SPR site), is characterized by sloping terrain which is part of a larger ravine system extending to the north and south of the site. The slopes provide for a drop in elevation from the developments to the north to the seasonal drainage ravine and natural stand of aspens to the south. This portion of the site is an extension of a larger S-UN/S-SPR area to the north and south.

As identified in *Figure 1*, the community of Rocky Ridge has seen a steady population increase over the last several years as the community becomes more established with its peak population in 2017.

Rocky Ridge	
Peak Population Year	2017
Peak Population	8,381
2017 Current Population	8,381
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2017 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Rocky Ridge is a community with a relatively homogenous housing stock. The proposed M-C1 land use district represents a contextually sensitive intensification of land use which will increase the diversity of housing types allowing residents to live and remain in the neighbourhood as their housing needs change over their lifetime.

The designation of the S-UN District on a portion of the open space is a housekeeping exercise necessary to align the land use with the boundary between Environmental and Municipal Reserve lands dedicated through a previously approved subdivision plan, and to align with the ultimate vision for development and open space preservation in the area.

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Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW, LOC2018-0118

Planning Considerations

As part of the review of this application, several key factors were considered by Administration including the alignment with relevant policies, and the appropriateness of the land use districts. The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

Western Portion (DC to M-C1)

The existing Direct Control District (Bylaw 29Z99 Site 1) is based on the R-2A Residential Low Density District of Bylaw 2P80. The R-2A District allows for a range of building forms such as single detached, semi-detached, duplex residential buildings, and townhouses. The existing Direct Control District allows for a maximum density of 17 units per hectare, or 11 units on this site, and a maximum height of 10 metres.

The proposed Multi-Residential - Contextual Low Profile (M-C1) District is a designation that provides for multi-residential development of low height and medium density, and is intended to be in close proximity or adjacent to low density residential development. The proposed M-C1 District allows for a range of multi-residential housing forms such as townhouses, rowhouses and three to four-storey apartment buildings with a maximum building height of 14 metres and a maximum density of 148 units per hectare, which translates into a maximum of 96 dwelling units on this site.

Eastern Portion (S-SPR to S-UN)

The Special Purpose - Urban Nature (S-UN) District is proposed on the eastern portion of the site.

This portion of the site is an extension of a larger natural S-UN area. This component of the application is considered as housekeeping and is required to update to the land use on this portion of the natural area dedicated as an Environmental Reserve through the previously approved subdivision application in 2016. The proposed S-UN District is for lands that are to be retained in their natural state or are being rehabilitated to replicate a natural state. In addition, the S-UN District is intended for areas that are sensitive to any development with the exception of small scale structures intended to support the function of the S-UN area.

Development and Site Design

The proposed redesignation is intended to accommodate redevelopment of the M-C1 site with a multi-residential development. Future redevelopment of the site will be guided by the rules of the proposed M-C1 District. At the development permit stage, key factors that will be important to address include:

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- addressing Royal Elm Road NW and Rocky Ridge Road NW with an appropriate interface that includes at grade units, facades of high quality materials, and high quality landscaping incorporating native vegetation to tie into the surrounding natural areas; and
- integration of the development site with the natural areas ensuring permeable access; and
- design all sides of the building in a way that there is no “back of house” treatment as all sides will be highly visible.

The intent of the S-UN District is to restrict development on the site to ensure the protection of the naturally sensitive area, and as such there is no development planned for this portion of the site.

Environmental

An Environmental Site Assessment was not required as part of this application. Previous planning applications have provided a review of the environmental conditions applicable to the area. This application provides the land use for long term preservation of an important environmental feature in the area (ravine, slopes and drainage) with no remaining environmental issues needing to be addressed.

Transportation Networks

To facilitate access to transit in the area, development of the western portion of the site (M-C1 site) will require improvements to the adjacent public sidewalks and pathways at the developer's expense. While the exact extent of the required improvements will be determined at the development permit stage, upgrades to the existing pedestrian infrastructure along Royal Elm Road NW and Rocky Ridge Road NW will be required. The improved pedestrian network will provide an opportunity for all residents associated with the M-C1 parcel to access local Transit service in the area. Vehicular access to the M-C1 site shall be from Royal Elm Road NW. No direct vehicular access to Rocky Ridge Road NW will be permitted at the development permit stage.

With respect to the location of transit service, bus stops are located within 150 metres walking distance on Rocky Ridge Road NW. Routes include route 158 and route 115, connecting riders to the Tuscany C-Train station, which is located approximately 800 metres south of the western portion of the site.

A Transportation Impact Assessment (TIA) was submitted by the applicant in support of this application. The TIA was reviewed and accepted by Administration. Conclusions of the TIA were satisfactory to support the proposed M-C1 District on the western portion of the site.

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Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW, LOC2018-0118

Utilities and Servicing

Sanitary, water and storm services are available to service the plan area from Royal Elm Road NW. A storm main extension will be required to service the MC-1 site at the time of development permit.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site with a large notice posting sign at the corner of Royal Elm Road NW and Rocky Ridge Road NW. Notification letters were sent to adjacent land owners and the application was advertised on-line. Two public open houses were held by the applicant for this application.

Administration received five letters of objection to the proposal citing parking, traffic and loss of views as their main concerns. The majority of issues raised are issues that will be considered at the development permit stage. Given that any future building on this site will not be directly adjacent to any of the existing development, the impact on views should be limited. One letter was submitted in support from a local resident.

Comments from the Rocky Ridge Royal Oak Community Association were submitted without indication of opposition or support, although citing pathway connections throughout the area are very important to the character of the community and the use of the open spaces (Attachment 2). Conditions of the Service Agreement associated with the subdivision approval include requirements to construct additional pathways through the natural ravine areas.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory, 2009)

The subject parcel is located within the Residential - Developing - Planned Greenfield with Area Structure Plan (ASP) area of the *Municipal Development Plan* (MDP). The applicable MDP policies indicate that the policies of the local area plan are considered the appropriate policies for the area.

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Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW, LOC2018-0118

Rocky Ridge Area Structure Plan (Statutory, 1992)

The subject lands are located in the 'Residential and Related Uses' and the 'Open Space and Environmentally Sensitive Land' areas as identified on Map 2 of the *Rocky Ridge Area Structure Plan* (ASP). The Residential and Related Uses area policies identify low density residential as the predominant form of housing throughout the area. However, in order to provide for an adequate mix of housing, multi-residential developments are encouraged in appropriate locations.

The Environmentally Sensitive Land policies identify that sensitive areas should be considered for preservation in its natural state, through dedication as either environmental reserve (ER) or municipal reserve (MR), or through purchase by the City.

The proposal is in keeping with the policies of the ASP insofar as the location for the M-C1 designation meets typical location criteria for infill multi-residential development such as a corner parcel, along higher classification roadways, and near parks and transit. As well as the Environmentally Sensitive Land policies encourage preservation through dedication as ER, with the S-UN District being the corresponding land use designation for the ER land designation.

Social, Environmental, Economic (External)

The recommended M-C1 District allows for a wider range of housing types in an otherwise relatively homogeneous community with respect to available housing types and forms. And as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

The recommended S-UN land use district allows for the retention and protection of a naturally significant and sensitive area.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

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**Land Use Amendment in Rocky Ridge (Ward 1) at 10110 Rocky Ridge Road NW,
LOC2018-0118**

REASON(S) FOR RECOMMENDATION(S):

The proposal conforms with the *Rocky Ridge Area Structure Plan*, and is in keeping with applicable policies of the *Municipal Development Plan*. The proposed M-C1 District is intended for parcels in proximity to or directly adjacent to low density residential development. The proposed S-UN District is the corresponding land use district for the Environmental Reserve land designation, whereby activities and uses are limited to protect the sensitive nature of the land.

ATTACHMENT(S)

1. Applicant Submission
2. Rocky Ridge Royal Oak Letter

Applicant Submission

Introduction

10110 Rocky Ridge Road NW is located in northwest Calgary in the community of Royal Oak and is 5.32 hectares (13.13 acres) in size. The subject property received land use and outline plan approval in 1999 and was approved for subdivision in 2016. The property has now been purchased by a new developer who has a modified vision for the subject lands. This application is for the rezoning of portions of the property to Multi-Residential – Contextual Low Profile (M-C1) and Special Purpose - Urban Nature (S-UN).

Vision

The vision for the subject property is a conservation design subdivision where two development sites (DC Site 1 and DC Site 3) are established allowing for the majority of the land to be conserved as natural areas and open space. It is intended that the compact design is sensitive to the surrounding neighbourhood residents in terms of building form, height and separation while expanding the choice of housing in the area. The pathway and sidewalk system will be extended to connect the development with surrounding amenities and transit.

Proposed Development

DC Site 1: This site is approximately 0.65 hectares (1.61 acres) in size and is envisioned to be developed for approximately 50 apartment style condominiums situated within one building of 2 to 3 storeys in height. One access is to be provided from Royal Elm Road NW and parking is anticipated to be accommodated through surface and underground lots. This site is proposed to be redesignated from Direct Control 29Z99 to Multi-Residential – Contextual Low Profile (M-C1) to accommodate the proposed development.

DC Site 3: This site is approximately 1.92 hectares (4.76 acres) and is envisioned to be developed for approximately 75 townhouse units of 2 to 2.5 storeys in height. DC Site 3 is not proposed to be redesignated as the current zoning can accommodate this proposed development.

Open Space

2.57 hectares (6.76 acres) or 52% of the subject lands will be conserved as public open space in the form Municipal Reserve and Environmental Reserve. This open space area will conserve the existing wetlands, trees and grasslands. Pathways will be extended through the open spaces to offer access to these areas to the public. A portion is proposed to be rezoned to Special Purpose - Urban Nature (S-UN) to recognize the Environment Reserve character of the land.

Policy Considerations

The subject property falls under the Rocky Ridge Area Structure Plan (ASP) and this plan identifies the subject site to be within the Residential and Related Uses area. The ASP anticipates that the predominant form of housing in Rocky Ridge to be single-family but does encourage multi-family housing in appropriate locations to achieve a mix of housing types.

Applicant Submission

Summary

The vision for the proposed development is a conservation design subdivision where two compact development sites allow for a majority of the subject lands to be preserved for the use and enjoyment of the surrounding Royal Oak residents. The two sites are anticipated to be developed for an apartment building and townhouses which, when constructed, will diversify the housing available within the community. In addition, pathways and sidewalks are proposed to be extended to link the development with surrounding amenities and transit. To help achieve this vision, it is proposed that one of the development sites be rezoned to M-C1 to allow for the possible apartment. In addition, it is proposed that portions of the subject lands to be redesignated to S-UN to accommodate the future dedication of Environmental Reserve. In consideration of these benefits, we respectfully request City Administration's, Calgary Planning Commission's and Council's support for this application.

Rocky Ridge Royal Oak Community Association Letter



June 6, 2018

Planning and Development #8201
PO Box 2100 Station M
Calgary AB T2P 2M5

Attention: Brad C. Bevill

Reference: LOC2018-0118, 10110 Rocky Ridge NW, Land Use Amendment

Dear Mr. Bevill:

On behalf of the Rocky Ridge Royal Oak Community Association, the following are our comments on the land use amendment application sent to us for comment.

Regarding Site 3:

At a pre-application meeting with the proponents, we made them aware that connectivity within the ravines and natural parks systems is extremely important to the community. We specifically asked for consideration for an east-west pathway connection, possibly on the north storm water right of way. Over the years, footpath trails in the grassland have enabled residents to access the ER's and MR's that are parts of the larger ravine system.

If the east-west connection is eliminated by the development as proposed for Site 3, residents will try to access the natural areas via the steep slope off the east end of Royal Elm Road., as the more adventurous already do now. The slope has eroded over the years – the only solution is to carve a switchback trail into the slope to reduce the gradient. This is not an ideal connection therefore the east-west connection across the north end of the site is preferable. We request that the path connections be provided by the developer, which may require a modification to the land use or an agreement to provide a public access easement parallel to the storm water ROW.

If you have any questions regarding these comments, or if there is further follow up please contact the undersigned.

Sincerely,

Dave Spencer, Director of Planning and Design
403.629.7587

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1365

Land Use Amendment in Royal Vista (Ward 1) at 8 and 14 Royal Vista Link NW, LOC2018-0004

EXECUTIVE SUMMARY

This application was submitted by Sha-Lou Enterprises on 2018 January 05, on behalf of the landowner LTCM Incorporated (Aaron Renert). The application proposes to change the land use districts of the subject site (two parcels) from DC Direct Control District and Industrial - Business (I-B f1.0h24) District to DC Direct Control District. The proposed DC District is based on the Industrial- Business (I-B) District and the intent of the application is the following:

- to clean up the two (2) land use districts on the subject site (two parcels) and to retain the existing industrial uses of the Industrial - Business (I-B) District;
- to allow the additional permitted use of School - Private on 8 Royal Vista Link NW;
- to allow the additional permitted use of Child Care Service on 8 and 14 Royal Vista Link NW;
- to retain the existing floor area ratio (f1.0) and height (h24) on 8 Royal Vista Link NW with no changes from the current land use district; and
- to retain the existing floor area ratio (f1.0) and increase the height to 24.0 metres (an increase of 8.0 metres from the current height of 16.0 metres) on 14 Royal Vista Link NW.

The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (2009) and the *North Regional Context Study* (2010).

ADMINISTRATION RECOMMENDATION:

That Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 2.13 hectares \pm (5.26 acres \pm) located at 8 and 14 Royal Vista Link NW (Plan 1711692, Block 7, Lot 12; Plan 0813886, Block 7, Lot 7) from DC Direct Control District and Industrial - Business (I-B) District to DC Direct Control District based on the Industrial - Business (I-B) District to accommodate a private school and child care service, with guidelines (Attachment 2);
2. Give three readings to the proposed bylaw; and
3. That this report (CPC2018-1365) be directed to the 2019 January 14 Combined Meeting of Council to the public hearing portion of the Agenda.

PREVIOUS COUNCIL DIRECTION / POLICY

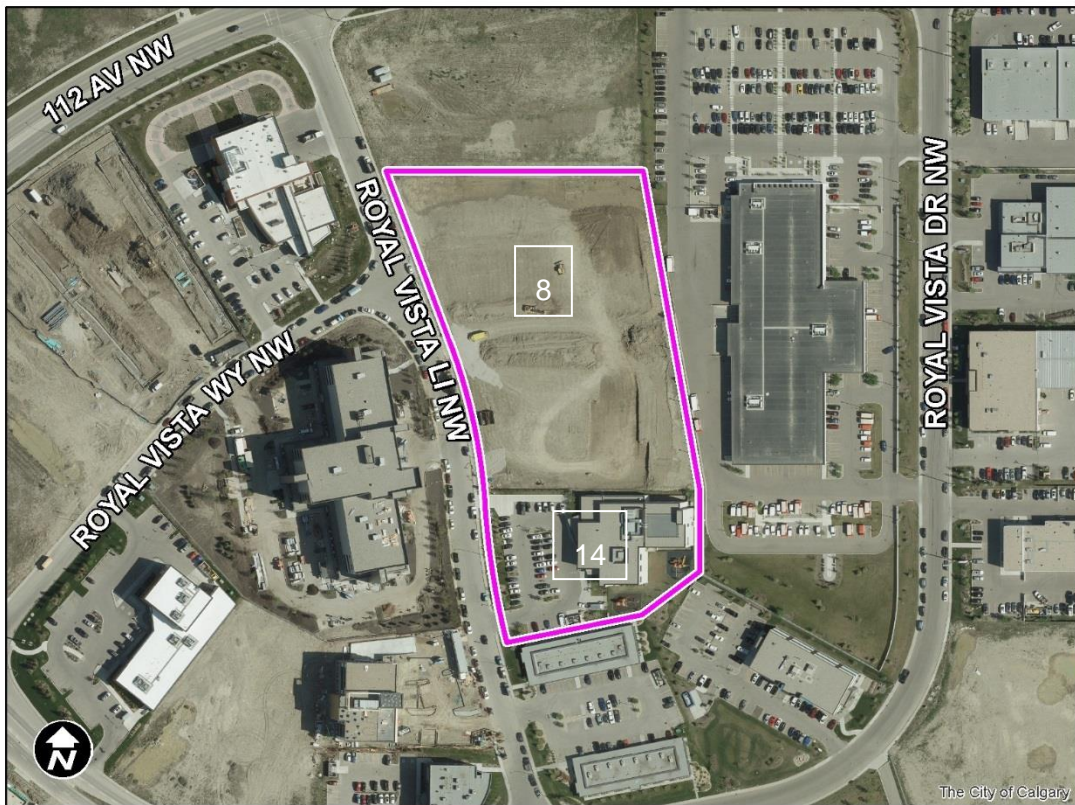
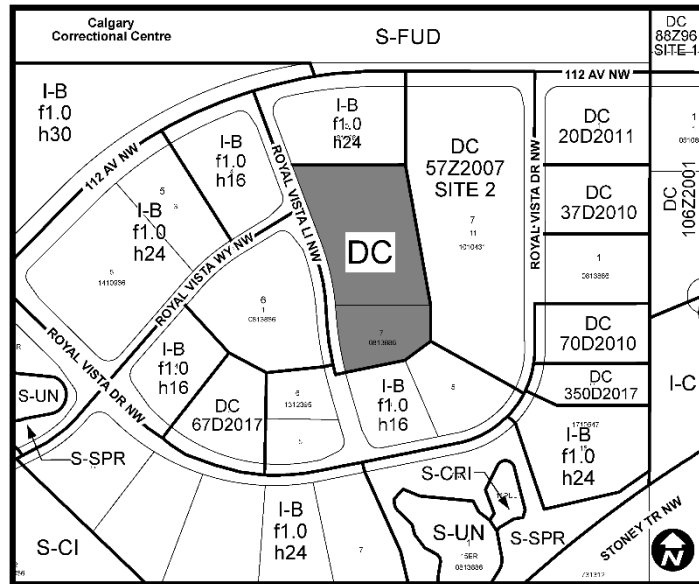
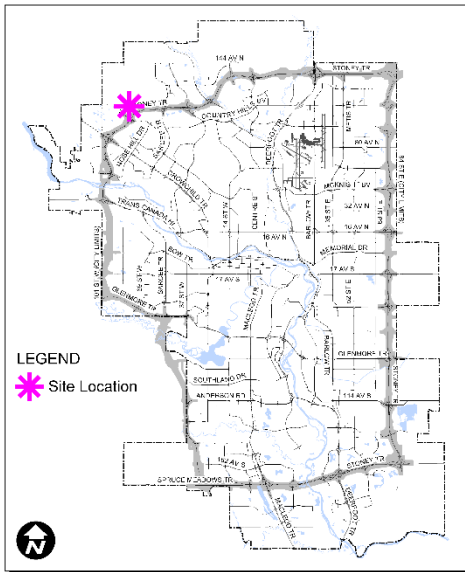
None.

Planning & Development Report to
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ISC: UNRESTRICTED
CPC2018-1365

Land Use Amendment in Royal Vista (Ward 1) at 8 and 14 Royal Vista Link NW,
LOC2018-0004

Location Maps



Land Use Amendment in Royal Vista (Ward 1) at 8 and 14 Royal Vista Link NW, LOC2018-0004

BACKGROUND

On 2013 January 14, Council approved a land use amendment (10D2013) on 14 Royal Vista Link NW to allow for a private school in conjunction with an instructional facility. A development permit (DP2013-1632) was approved subsequently for the development of a private school.

On 2018 January 5, Sha-Lou Enterprises submitted a land use amendment application on behalf of the landowner LTCM Incorporated (Aaron Renert) to redesignate two (2) parcels situated at 8 and 14 Royal Vista Link NW in the community of Royal Vista.

Site Context

The subject site is situated to the south-east of the intersection of Royal Vista Link NW with 112 Avenue NW and consists of two parcels with a total size of 2.13 hectares \pm (5.26 acres \pm). The site is surrounded by a mix of industrial and commercial uses as well as instructional facilities.

Surrounding uses include the following:

- North – conference and event facilities as well as a fire station and multi-service facility;
- East – Canada Post Distribution Centre and auto-related uses;
- South – office, medical laboratories and vacant parcels; and
- West – office, self-storage, retail and medical uses.

Surrounding development consists of high quality Industrial - Business buildings.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment proposal allows for the expansion of the existing private school on 14 Royal Vista Link NW onto the second parcel situated at 8 Royal Vista Link NW. It also allows for child care service to be a permitted use in existing approved buildings and will clean up the land use districts over the subject site. In addition, a height increase of 8.0 metres to 24.0 metres will be allowed on 14 Royal Vista Link NW to align with the existing height of 24.0 metres on 8 Royal Vista Link NW. The proposal is in keeping with applicable legislation as identified in the Strategic Alignment section of this report.

Planning Considerations

Land Use

The existing land use districts on the subject site are the following:

- 8 Royal Vista Link NW - Industrial-Business (I-B f1.0h24) District; and
- 14 Royal Vista Link NW - DC Direct Control District based on the Industrial-Business (I-B f1.0h16.0) District with the additional permitted use of School - Private, approved by Council in 2013.

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Land Use Amendment in Royal Vista (Ward 1) at 8 and 14 Royal Vista Link NW, LOC2018-0004

The Industrial-Business (I-B) District in Land Use Bylaw 1P2007 allows for high quality manufacturing, research and office development. With the approval of the DC District by Council in 2013 and the subsequent development permit, the Renert School was developed at 14 Royal Vista Link NW.

The proposed DC Direct Control District in this land use amendment application is also based on the Industrial-Business (I-B) District and applies to both 8 and 14 Royal Vista Link NW as follows:

- the permitted and discretionary uses of the Industrial - Business (I-B) District;
- School - Private and Child Care Service as additional permitted uses;
- a floor area ratio of 1.0; and
- a height of 24.0 metres.

The business industrial uses of the I-B District are protected in this DC District and development on the subject site can revert back to such uses at any time.

Development and Site Design

A change of use development permit application is required for the permitted Child Care Service in the existing approved building on 14 Royal Vista Link NW. New buildings on the second parcel, situated at 8 Royal Vista Link NW, require discretionary development permit applications.

The existing and proposed buildings for the Renert School are of high quality architectural design and building materials, and are in context with the existing surrounding developments.

Environmental

There are no existing environmental conditions on the subject parcel. An environmental site assessment was not required for this application.

Transportation Networks

The subject site is located on Royal Vista Link NW and intersects with 112 Avenue NW to the north. 112 Avenue NW is an arterial street but not part of the City's Primary Transit Network in the Calgary Transportation Plan (CTP). Vehicular and pedestrian access is gained from Royal Vista Link NW and parking is provided on the site.

The site has access to transit stops along 112 Avenue NW (Bus Route 115) with direct access to the Tuscan LRT Station and the future Sage Hill Transportation Hub.

A site specific Transportation Impact Assessment (TIA) was not required as part of this application. A TIA for the larger Royal Vista Business Park is currently being undertaken by Real Estate and Development Services (REDS) but the approval of this land use amendment application is not dependant on the outcome of that TIA.

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Land Use Amendment in Royal Vista (Ward 1) at 8 and 14 Royal Vista Link NW, LOC2018-0004

Utilities and Servicing

Water, sanitary and sewer services are available to this site and can accommodate the proposed development. Further details for servicing and waste collection will be reviewed at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practises, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online (<https://developmentmap.calgary.ca>).

Administration received one letter of objection from an adjacent neighbour regarding traffic and parking concerns.

No public meetings were held by the Applicant or Administration.

Following Calgary Planning Commission, notification for the Public Hearing of Council (January 3) will be posted on-site and mailed to adjacent landowners. In addition, Planning Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City / Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory, 2009)

The site is located within the 'Industrial - Employment Intensive' area as identified on Map 1 - Urban Structure in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, the proposal is consistent with the MDP policies regarding development in employment intensive areas.

The number of jobs provided by the applicant, once development has been completed on the site, is expected to be a minimum of 140 jobs between the private school, child care service and the instructional facility. Not including the area for the future sports fields in the employment intensity calculations, the subject site at full build out complies with the MDP land use policy on intensity (100 jobs per gross developable hectare).

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The MDP also calls for Employment – Intensive areas (such as Royal Vista Business Park) to be located on the Primary Transit Network. Royal Vista Business Park is not situated in close proximity to the Primary Transit Network.

Administration will review the industrial typologies of the MDP as part of the Ten Year Review project to determine if Industrial - Intensive is still the appropriate typology for Royal Vista Business Park.

Local Community and Area Plans

There is no statutory local community plan applicable to Royal Vista.

North Regional Context Study (Non-Statutory, 2010)

The *North Regional Context Study* (NRCS) applies the Industrial / Employment land use to the subject site as indicated on Map 3 – Land Use and Transportation. The NRCS states that in addition to industrial uses, institutional uses may also be considered where appropriate. This land use proposal is therefore in alignment with the general direction and policies of the *North Regional Context Study*.

Social, Environmental, Economic (External)

This land use amendment will continue to provide for a variety of business industrial uses in addition to an existing and successful institutional development (private school and instructional facility) as well as to utilize existing infrastructure more efficiently and increase development intensity without significantly changing the character of the business park.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no risks associated with this proposal and any operational risks that may be identified will be managed at the time of the development permit.

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**Land Use Amendment in Royal Vista (Ward 1) at 8 and 14 Royal Vista Link NW,
LOC2018-0004**

REASONS FOR RECOMMENDATIONS:

The proposed DC Direct Control District, which is based on the I-B District with two additional uses (School - Private and Child Care Service), is compatible with and complimentary to the established high quality office and business industrial character of Royal Vista Business Park.

The proposed DC Direct Control District provides flexibility to allow the site to continue operating in its current form as well as allow for contextual expansion of the private school. The proposed DC District keeps in place the existing Industrial - Business uses while allowing the site to adapt to changing market conditions. The site has historically been used for institutional purposes and has functioned well over time.

The proposal conforms to relevant policies of the *Municipal Development Plan* and will allow for development that can meet the intent of *Land Use Bylaw 1P2007*.

ATTACHMENTS

1. Applicant's Submission
2. Proposed DC Direct Control District

Applicants Submission

Design Consult Plus

703 – 519 Riverfront Ave SE
Calgary, AB T2G 1K6
Tel 403-440-9285

January 3, 2018

City of Calgary

**RE: Land Use Amendments for Lot 7, 8 and 9 in Royal Vista Business Park for
Renert School and Community Enrichment Hub**

History

The Renert School has been providing a new model in education since its conception back in September 2013. It has been an amazing accomplishment as the staff and students have elevated the school to become one of the top scholastic schools in Alberta in just four years. Along with success comes demand.

Need For Expansion

It was a typical start for the new private school. The grades 1 through 7 were primarily full with grades 8 to 12 completing the original enrolment. The success of students and faculty brought a new excitement to education and resulted in an increasing demand for space. The Renert School in turn needed to develop a master plan for expansion and purchased the adjacent lot 8 for the expansion of the existing school. This was to provide added space for the growing populous and the need for a full sized gymnasium. Before construction began on the new school it became operant the additional space will be required for outdoor activities and lot 9 was was purchased for the city to allow this future expansion.

Expanding Programs

One apparent need in the community was the development of Child Care Services. There were many families requesting this service. It would be a win win situation for the community. The parents could have one location that could meet the needs for their growing families. It would be a win win situation as it is convenient for the larger families and once a young member was enrolled in the program there becomes continuity in their education.

For this reason the Child Care Services will be added to the program in September 2018.

Applicants Submission

Changing Demography

Royal Vista Business Park is changing with the demands of the community. Some of the restriction originally adopted by the city have been relaxed to allow the integration of multiple uses. This created the perfect opportunity for the school to expand. The change in building height restriction has allowed the new school to build a 5 story tower connected to the existing school along with a full size multi use gymnasium. This leaves the newly acquired lot 9 for future expansion for outdoor activities for both the students and the community.

Community Building

The Renert School has become a community hub and with its expanding facilities it will continue to support the local community in both scholastic and sports activities. The new facility will have a multi use gymnasium, Black Box Theatre and fully equipped dojo. The future development of the outdoor activities on lot 9 will be community oriented.

Employment

The expanding enrolment in all the new programme will result in doubling the faculty formats existing size to over 100. This was our original goal and it will be achieved in the upcoming year.

Conclusion

To meet the growing needs of the school and community we are applying for the following changes to the existing zoning:

1. Lot 7 is zoned IB with a DC added to allow the operation of a private school in conjunction with an instructional facility. We are applying to add Child Care Services as a permitted use on lot 7.
2. Lot 8 and 9: we are applying to add a DC to these lots that allows the operation of a Private School and Child Care Services as permitted uses.

This will bring continuity to the zoning of all the properties that will house the Renert School for Intelligent Learning

Proposed Direct Control Guidelines

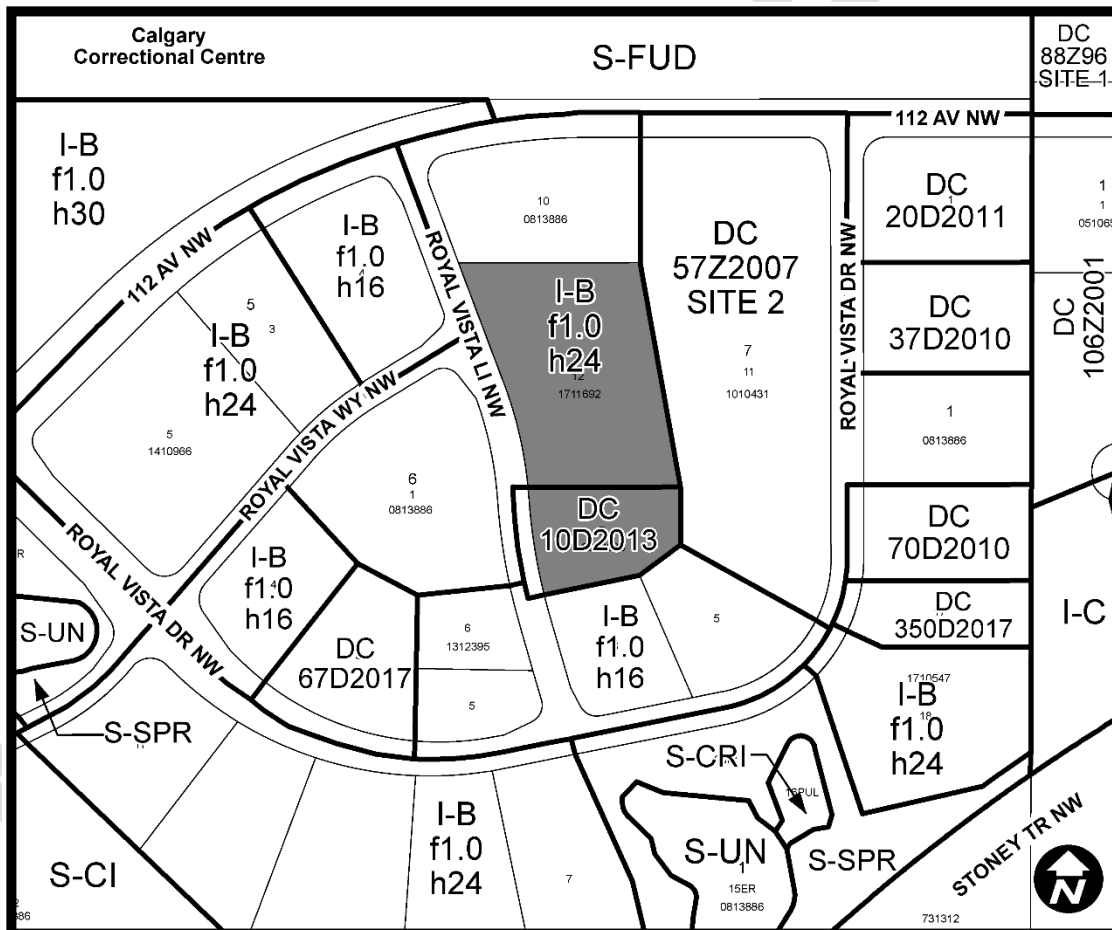
WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

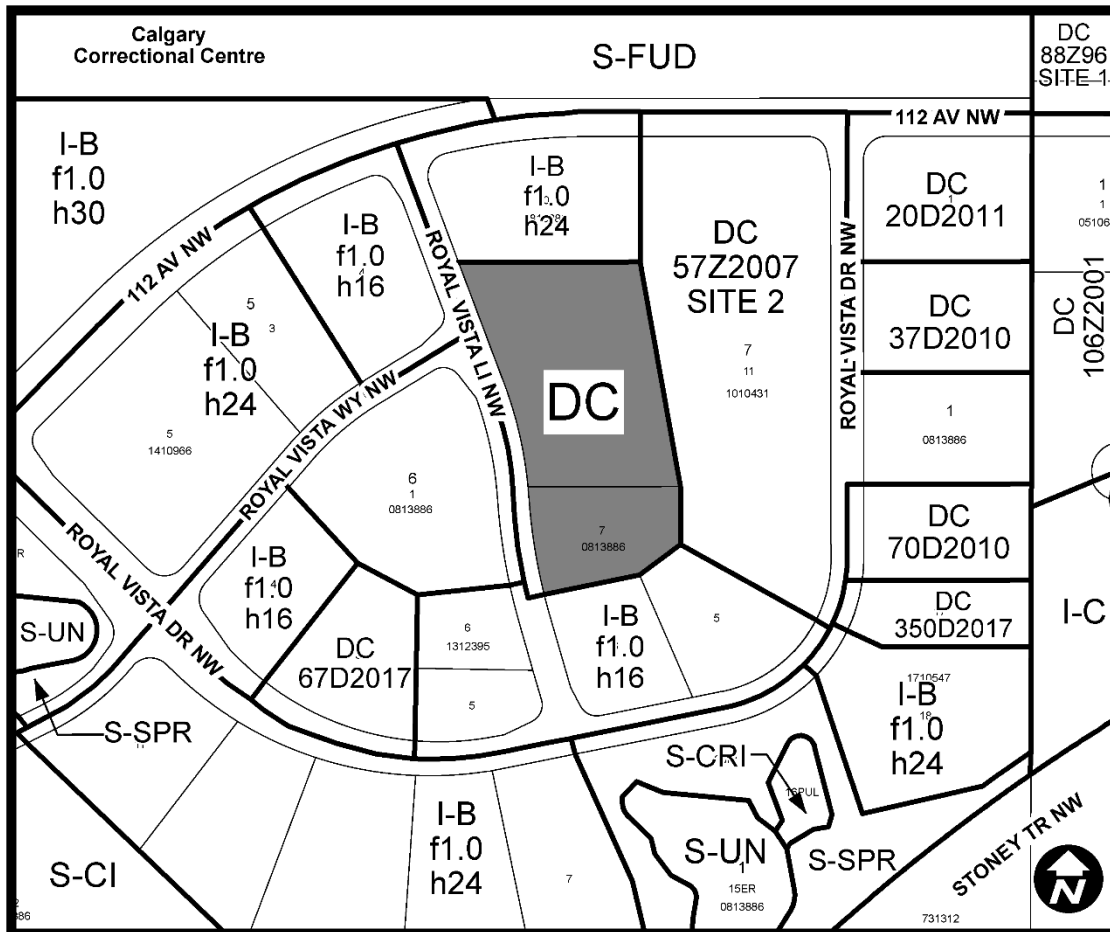
1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including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

SCHEDULE A



Proposed Direct Control Guidelines

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

- (a) retain the industrial business **uses** of the Industrial – Business (I-B) District of Bylaw 1P2007 on the subject site; and
- (b) add **School – Private** and **Child Care Service** as additional **uses** to the district.

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.

Reference to Bylaw 1P2007

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

Proposed Direct Control Guidelines

Permitted Uses

- 4 (1) The **permitted uses** of the Industrial – Business (I-B) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.
- (2) The following **uses** are **permitted uses** in this Direct Control District if they are located within existing approved **buildings**:
- (a) **Child Care Service**; and
 - (b) **School – Private**.

Discretionary Uses

- 5 (1) The **discretionary uses** of the Industrial – Business (I-B) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.
- (2) **Uses** listed in subsection 4(2) are **discretionary uses** in this Direct Control District if they are located in proposed **buildings** or proposed additions to existing **buildings**.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Industrial – Business (I-B) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 The maximum **floor area ratio** for **buildings** is 1.0.

Building Height

- 8 The maximum **building height** is 24.0 metres.

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Policy Amendment and Land Use Amendment in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on behalf of 01981042 Alberta Ltd. (referred to as DOMAIN Apartments), Macleod Farming & Ranching Ltd., Mattamy (Burgess) Limited, United Acquisition II Corp., 2007 United Lands Corp., and 2015 United Alberta Lands GP Ltd. on 2016 December 28. The application proposes land use redesignation for 36.60 hectares \pm (90.44 acres \pm) of undeveloped greenfield land in the southeast community of Belmont, and Residual Sub Area 13 K. The subject area land is located south of 194 Avenue SE and north of 210 Avenue SE. The application provides for:

- The development of a multi-residential, mixed use neighbourhood located adjacent to the future Light Rail Transit (LRT) station;
- An anticipated 1,698 dwelling units within a mix of low and medium profile multi-residential developments comprising of townhouses, 3 to 6 storey apartment buildings and a 4 to 6 storey seniors / assisted living facility (M-1, M-2, and MH-1);
- An anticipated 1,056 dwelling units within mixed use developments comprising of 4 to 8 storey residential with retail ready spaces (MU-1f3.5h20, and MU-1f3.5h26);
- An anticipated 768 dwelling units within a mixed use development comprising of 6 storey mixed use buildings, with two 18 storey residential towers, each with 12 storeys of residential units on a 6 storey mixed use podium (MU-2f4.0h56);
- Approximately 0.74 hectares (1.83 acres) of Municipal Reserve (MR) in the form of neighbourhood parks (S-SPR);
- Approximately 8.36 hectares (20.66 acres) of Municipal School Reserve (MSR) in the form of public open space set aside for a future high school site (S-SPR);
- Approximately 0.50 hectares (1.23 acres) for a publicly accessible private open space in the form of a square and plaza area that connects to the future LRT station (DC);
- Approximately 0.04 hectares (0.10 acres) for a portion of the LRT line right-of-way (S-CRI); and
- The location of future local and major roadways, utilities and services.

This redesignation application has been applied for with the support of a related outline plan application on today's agenda (CPC2018-1404) to provide for the future subdivision layout of the site's development. Conditions have been incorporated in the outline plan to effectively address the site's development.

A policy amendment to the *West Macleod Area Structure Plan* is proposed in support of the application and to provide further direction for future development permits within the subject lands.

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ADMINISTRATION RECOMMENDATION:

The Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the *West Macleod Area Structure Plan* (Attachment 3); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 36.60 hectares \pm (90.44 acres \pm) located at 400 and 550 – 210 Avenue SE (Legal Subdivisions 2 and 7, Section 15, Township 22, Range 1, Meridian 5; and Block A, Plan 9011040) from Special Purpose – Future Urban Development (S-FUD) District **to** Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – General (MU-1f3.5h20) District, Mixed Use – General (MU-1f3.5h26) District, Mixed Use – Active Frontage (MU-2f4.0h56) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, and a DC Direct Control District based on Special Purpose – Recreation (S-R) District to accommodate publicly accessible private open space, a multi-use plaza for informal and formal public activities and to accommodate urban agriculture, food production and low intensity commercial uses, with guidelines (Attachment 5); and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

B&A Planning Group, on behalf of 01981042 Alberta Ltd. (referred to as DOMAIN Apartments), Macleod Farming & Ranching Ltd., Mattamy (Burgess) Limited, United Acquisition II Corp., 2007 United Lands Corp., and 2015 United Alberta Lands GP Ltd., submitted the subject application to The City on 2016 December 28 and have provided a summary of their proposal in the Applicant's Submission (Attachment 1).

The subject lands were part of an annexation from Foothills County in 2005, which included the communities now known as Walden, Legacy, Belmont, Yorkville and Pine Creek. Development in these communities is ongoing.

The *West Macleod Area Structure Plan*, adopted by Council in 2009 with subsequent amendments in 2014 and 2017, is the local area plan providing policy direction for the subject lands. The outline plan and land use amendment applications for Belmont (LOC2011-0058) to

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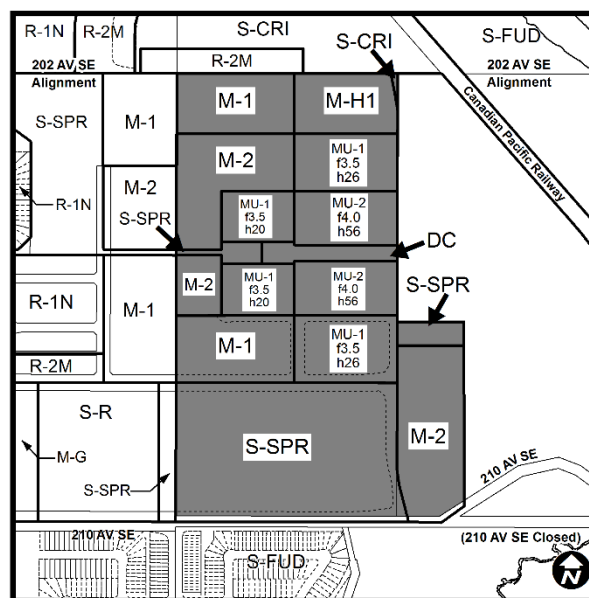
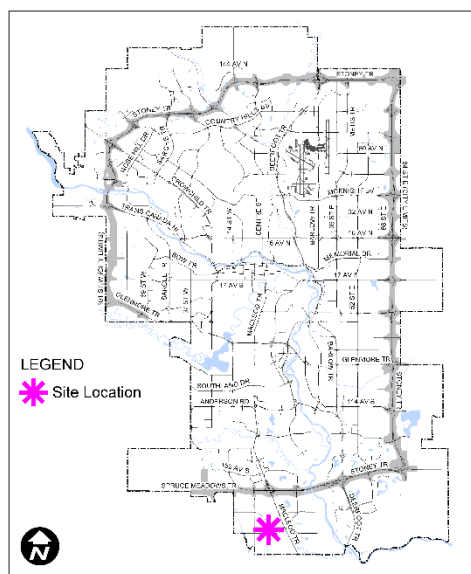
the north and west of the subject site was approved in 2015. The lands consist of a mix of residential parcels, neighbourhood nodes, a fire hall, school site, recreation centre, library and portions of both a mixed use community node and a high school site. A city-owned property is located to the east of the subject site and will be the location of a future LRT Station and LRT maintenance facilities. The outline plan and land use amendment applications for neighbouring Creekstone Stages 1 and 2 (LOC2016-0172 and LOC2016-0344) to the south, across 210 Avenue SE, were approved in 2017, while Creekrise (LOC2017-0102), also located to the south across 210 Avenue SE, was approved by CPC on 2018 September 20 and by Council for land use approval on 2018 November 12. These areas will also consist of a mix of residential parcels, neighbourhood nodes, and a community centre and school site.

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Location Maps



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Site Context

The subject lands, 400 and 550 – 210 Avenue SE, are situated in the southeast quadrant of the city. The area is located south of 194 Avenue SE, west of the Canadian Pacific Railway line and the future LRT station and facilities lands, directly north of 210 Avenue SE, and east of Sherriff King Street S and the developing community of Belmont. The developing community of Pine Creek is located across 210 Avenue SE to the south. All of these lands are located within the *West Macleod Area Structure Plan*.

The subject lands are characterized by their location and proximity to the future LRT station and the Canadian Pacific Railway. Historically, the subject lands were utilized for agricultural purposes and pasture lands with terrain that is slightly undulating with low depressions that exhibit wetland characteristics. All wetlands were deemed low value and will be removed and compensated for as part of this application. Two residential acreages were developed on the southern portion of the subject lands, with one removed in 2016 and the other to be removed when redevelopment occurs.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment application (Attachment 2), along with the associated outline plan application (Attachment 3), will facilitate transit oriented development including multi-residential and mixed use development. The resulting land uses will contribute to the growth of the Belmont community and enable transit oriented development around the future LRT station, as envisioned by the policies of the *Municipal Development Plan* and the *West Macleod Area Structure Plan*.

Land Use

The subject site is currently designated Special Purpose – Future Urban Development (S-FUD) District. The *West Macleod Area Structure Plan* envisions this area to be transit-oriented by providing for higher residential densities with convenient access to transit and services. The following land uses are proposed:

- Multi-Residential – Low Profile (M-1) District,
- Multi-Residential – Medium Profile (M-2) District,
- Multi-Residential – High Density Low Rise (M-H1) District,
- Mixed Use – General (MU-1f3.5h20) District,
- Mixed Use – General (MU-1f3.5h26) District,
- Mixed Use – Active Frontage (MU-2f4.0h56) District,
- Special Purpose – School, Park and Community Reserve (S-SPR) District,
- Special Purpose – City and Regional Infrastructure (S-CRI) District, and
- a DC Direct Control District based on Special Purpose – Recreation (S-R) District to accommodate publicly accessible private open space, a multi-use plaza for informal and formal public activities and accommodate urban agriculture, food production and low intensity commercial uses.

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The proposed application is approximately 36.60 hectares (90.44 acres) and responds to its proximity to the future LRT station, focusing higher densities and mixed use development closest to the station with lower multi-residential densities to the west. The land uses and densities along the west portion of the plan complement those previously approved to the west in Belmont, LOC2011-0058 (Attachment 4). A central corridor runs east to west to the LRT station, connecting the LRT to the rest of the Belmont community. The subject lands are integrated into the wider community through multi-modal connections.

The central corridor is comprised of a linear park space that extends a previously approved connection from the west into the subject plan area. Additionally, the linear park connects into a larger park space, and a publicly accessible, privately owned, square and plaza area. This corridor is identified on the plan as Municipal Reserve (MR), and a Direct Control District for Belmont Square Park and Belmont Plaza Park. The corridor leads to the future LRT station with mixed use parcels to the north and south that require active frontages. A DC District (Attachment 5) is proposed for Belmont Square Park and Belmont Plaza Park located in the centre of the plan area. The DC is intended to provide for publicly accessible private open space, a multi-use plaza for informal and formal public activities and to accommodate urban agriculture, food production and low intensity commercial uses.

The application provides the framework for the multi-residential, mixed use neighbourhood with density focused to its location adjacent to a future LRT station. This includes low and medium rise multi-residential development, as well as medium rise mixed use buildings that can also accommodate retail and commercial uses. Higher density parcels, including two 18 storey point towers, are located closest to the future LRT station as outlined in the policies in the *West Macleod Area Structure Plan*.

The multi-residential, mixed use component of this proposal will accommodate the following:

- A minimum 165 dwelling units within a high density, low rise multi-residential development comprising of a 4 to 6 storey seniors / assisted living facility (MH-1);
- A minimum 199 dwelling units within a low profile multi-residential development comprising of a mix of townhouses and 3 to 4 storey apartment buildings (M-1);
- A minimum 359 dwelling units within a medium profile multi-residential development comprising of townhouses and 4 to 5 storey apartment buildings (M-2);
- A minimum 265 dwelling units within a mixed use development comprising of 4 to 6 storey residential and retail ready spaces along the park (MU-1f3.5h20);
- A minimum 407 dwelling units within a mixed use development comprising of 6 to 8 storey residential and retail ready spaces (MU-1f3.5h26); and
- A minimum 362 dwelling units within a mixed use development comprising of 6 storey mixed use buildings, with two 18 storey towers, each with 12 storeys of residential units on a 6 storey mixed use podium (MU-2f4.0h56).

The plan area is anchored by a future high school site to the south with associated playfields (soccer, baseball and track and field), adjacent to a recreation centre and library site previously approved in Belmont LOC2011-0058. A Municipal Reserve (MR) dedication totaling 3.66 hectares (9.04 acres) or 10 percent will be provided within the plan area as credit MR and will

Policy Amendment and Land Use Amendment in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335

consist of a portion of the open space corridor leading to the LRT station. Another 5.44 hectares (13.44 acres) or 14.9 percent will be non-credit MR and will be acquired through a land purchase agreement and will form part of the future high school site. The future high school site is located at the southern boundary of this outline plan, bounded by Belmont Avenue SE to the north, Belmont Boulevard SE to the east, 210 Avenue SE to the south and the future recreational centre / library site to the west. Overall the high school site will consist of 8.36 hectares (20.66 acres) within the plan area of which 2.92 hectares (7.22 acres) is credit MR, and 5.44 hectares (13.44 acres) is non-credit and a land purchase. The proposed MR in combination with the privately owned, publicly accessible parks provide an enhanced open space system for future residents.

A 0.04 hectare (0.10 acre) portion of the site, located in the upper northeast corner of the plan area, will function as a public utility lot (S-CRI) and will be used as future right-of-way for the LRT alignment. A stormwater pond has been sited across ownership lines to the immediate north of the plan area within the Belmont community and sized to accommodate the stormwater needs of both developments.

Density

The land use proposed provides for development that achieves both the *Municipal Development Plan* (MDP) and the *Area Structure Plan* (ASP) minimum density and intensity targets (population and jobs). This will help to support the future transit, LRT station and community amenities within the greater area.

The application anticipates accommodating 3,522 residential units. This equates to an anticipated residential density of 124.7 uph (50.5 upa). This density achieves the intent of the minimum residential density of 20 uph (8 upa) suggested by the MDP for the neighbourhood and contributes towards meeting the minimum residential density of 25 uph (9 upa) required when calculated over the entire ASP.

The subject application is located in a Transit Station Planning Area as depicted in the ASP (Map 5: Transit Station Planning Area). There are two specific density categories for the subject lands, as per Map 7: Density. The ASP policies provide direction to achieve a minimum density of 98.8 uph (40 upa) where located within the High Density/Mixed Use area and 49.0 uph (20 upa) where located within the Medium Density/Mixed Use area. The anticipated residential density of 124.7 uph (50.5 upa) exceeds both of these density requirements.

Development for the overall community is required by the MDP and the ASP to achieve an intensity of 60 to 70 people and jobs per hectare. The anticipated intensity of the subject site is approximately 169 people and jobs per hectare. The ASP (Table 1) identifies a minimum intensity requirement of 51 people and jobs per hectare for Community "C" and a minimum intensity requirement of 62 people and jobs per hectare for the entire ASP area. The anticipated intensity of 169 people and jobs per hectare exceeds both of these intensity targets.

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Environmental

The proposed application is located within a previously undeveloped greenfield area. Historically, the lands have been used for agricultural purposes as identified through Environmental Site Assessment reports. No environmental concerns were identified in the Environmental Site Assessment reports and further investigations or assessments were not recommended.

No other environmental issues have been identified for the subject lands.

Transportation

The proposed road network within the outline plan (CPC2018-1404) boundary is planned as a grid pattern, with emphasis on multiple public connections to the LRT station area. Primary access to the subject lands is from an east-west arterial roadway, 210 Avenue SE, with additional connections to the adjacent plan area provided by Belmont Boulevard SE and Belmont Avenue SE. 210 Avenue SE connects directly to Macleod Trail SE.

Administration worked with the applicant to develop a transportation network that supports multi-modal connectivity for local and regional trips, with a street network comprised of primary collector streets, activity centre streets and collector streets that accommodate active modes, transit, and vehicular movement within the plan area, as well as connections to the regional transportation network. The combination of the street network, block sizes with public access easements (active mode connections through blocks), pathways and park space that are supportive of the planned future LRT station provides opportunities for pedestrians and cyclists to enjoy good connectivity within and around the plan area.

The plan provides opportunities to connect to the future LRT station via a proposed street network which supports multiple access points and which proposes a shared north-south street known as Belmont Avenue SE. Administration and the Applicant worked to ensure the plan is flexible to support future planning of the LRT station area and provides connectivity for primary and secondary pedestrian and active mode routes to the station from both the subject lands and adjacent lands.

Public transit will be introduced in phases over time and is expected to include several bus routes running through the *West Macleod Area Structure Plan* lands, providing local and regional service through and around the plan area, and later phased to support the future LRT station.

Staging of the proposed development through to completion is planned to provide connectivity to the regional transportation network with access to Macleod Trail SE and Stoney Trail SE. Opportunities for connections to the future LRT station are protected with the proposed plan.

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A regional pathway system that establishes both strong east-west and north-south connections both within and adjacent to the plan area is provided. The regional pathway aligns with the intent of the *Area Structure Plan* by providing pedestrian and cycling connections to and through the plan area. The regional pathways within the plan area provides key connections to the future LRT station. Local pathways strengthen the regional system and provide key linkages to adjacent lands.

Utilities and Servicing

Water servicing will be provided via a connection to the water feeder main along 210 Avenue SE. A water main along 194 Avenue SE will also be installed prior to development to create a looped system.

The West Pine Creek Sanitary Trunk will run along the west and south boundaries of the proposed development. Along the west boundary of the development, the Trunk will run along a 9 metre utility right-of-way, 4.5 metres of which will be within the proposed development (the other 4.5 metres of the utility right-of-way was included on the east boundary of LOC2011-0058). Sanitary servicing for the proposed development will be provided via a connection to the West Pine Creek Sanitary Trunk at Belmont Boulevard SE.

Storm runoff for the proposed development will be directed towards Belmont Pond E located south of 194 Avenue SE, approved in LOC2011-0058. Until an outfall to Pine Creek is constructed, the Belmont Pond E will operate with zero discharge to Priddis Slough.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

There is no Community Association for the subject area and no letters from adjacent landowners or the general public were received.

No public meetings were conducted by the applicant or Administration in relation to this application.

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

Policy Amendment and Land Use Amendment in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335

Strategic Alignment

South Saskatchewan Regional Plan (Statutory - 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)*. The site is located within the “City, Town” area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *SSRP*. While the *SSRP* makes no specific reference to this site, the supporting application is consistent with the *SSRP* policies including the Land Use Patterns strategies (subsection 8.14) within the Implementation Plan part of the document.

Municipal Development Plan (Statutory - 2009)

The *Municipal Development Plan (MDP)*, Map 1 ‘Urban Structure’ identifies the subject lands as ‘Residential – Developing - Future Greenfield’. The *MDP* provides guidance for the development of new communities through the policies of the *Area Structure Plan*.

The proposal meets the following MDP objectives (Section 3.6.2):

- Providing a diversity of housing types;
- Providing daily needs and transit options within walking distance;
- Providing parks located throughout the community in walkable proximity to all residences;
- Creating a physical combination of the public realm and related built form to establish a “heart” for the community; and
- Creating an inter-connected, multi-modal street network.

South Macleod Trail Regional Policy Plan (Non-statutory - 2007)

The *South Macleod Trail Regional Policy Plan* provides further policy framework at a regional level and identifies the subject lands as ‘Residential’ with a ‘Transit Oriented Development’ and ‘Comprehensive Planning Area’ overlays. The ‘Comprehensive Planning Area’ is tied to the ‘Core Commercial Area’. The *Regional Policy Plan* also depicts a LRT Station, a Core Commercial Area, a library site, a recreational centre site and a public high school site, all of which were re-evaluated as part of the *West Macleod Area Structure Plan*. The proposed redesignation and associated outline plan is consistent with the policies of this plan.

West Macleod Area Structure Plan (Statutory - 2014)

The *West Macleod Area Structure Plan (ASP)* provides more direction with detailed policies and guidelines for development. The subject lands are identified as ‘Community C’ on Map 3: Communities and as ‘Medium Density/Mixed Use’ and ‘High Density/Mixed Use’ on Map 4: Land Use Concept as part of the Transit Station Planning Area. The ASP also depicts an LRT Station and a public high school site. The proposed redesignation and associated outline plan is generally consistent with the applicable policies of this plan.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1403

Policy Amendment and Land Use Amendment in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335

An amendment to the ASP (Attachment 6) is proposed in support of the application and to provide further direction for future development permits within the subject site. Communities 'B' and 'C' have been combined into one community to better facilitate the development of one complete community. Map 4: Land Use Concept and Map 5: Transit Station Planning Area were amended to provide a location for the main street retail area and introduce specific locations adjacent to the LRT station for tower sites as well as the blocks that require further active mode connections through development sites. Additional policies have been added to ensure the main street retail area will be lined with active uses and to remove the minimum floor area for retail in the area to provide future flexibility. Additional housekeeping policy amendments have been included to better represent the locations of the Recreation Facility and Public Library.

Social, Environmental, Economic (External)

The proposed application enables the continuation of development in the community of Belmont and provides a future framework for a mix of housing types and density to support transit oriented development around a future LRT station. The development of these lands will enable a more efficient use of land and infrastructure that will support surrounding uses and amenities while introducing additional amenities to the general area.

Financial Capacity

Current and Future Operating Budget

As development proceeds in this area the responsibility for the local infrastructure is assumed by The City, and as additional services come on line, operating costs will be incurred. As this area is considered to be an actively developing community, these costs are being incorporated in the One Calgary 2019-2022 four year service plan and budget. Operating costs are related to services such as roads maintenance, parks maintenance, and waste and recycling servicing.

Current and Future Capital Budget

There is no impact to the current capital budget as a result of this report. The capital investment required to construct and upgrade the required development-related local infrastructure will be funded entirely by the developer. Additionally, the developer will pay off-site levies which helps generate funding for the regional permanent infrastructure.

Risk Assessment

The largest risk associated with the subject application stems from the future LRT station. At this time, no Functional Study of the future LRT lands has been developed. The Functional Study would encompass the development of the LRT lands including the alignment of the LRT tracks, the location of the LRT station, and the integration of the station area with adjacent development.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1403

Policy Amendment and Land Use Amendment in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335

The applicant team was asked if they wanted to wait for the Functional Plan to be completed before proceeding with their proposed plan to ensure appropriate integration with the station area. As the date of completion of the Functional Plan is uncertain, the applicant team decided to proceed and plan a network that provides connection opportunities as described in the Transportation section above.

REASON(S) FOR RECOMMENDATION(S):

The proposed policy amendment and land use application serves to implement the objectives of the *Municipal Development Plan* which supports the efficient utilization of land and infrastructure by providing for residential districts and open space networks recommended in the associated outline plan application. The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *West Macleod Area Structure Plan*.

The proposal allows for a mix of housing types that exceeds the minimum residential requirements identified in the *West Macleod Area Structure Plan*; provides for a logical extension of the Belmont community next to the future LRT line and provides for extensive connections to and from the future LRT line.

ATTACHMENTS

1. Applicant's Submission
2. Proposed Land Use District Map
3. Proposed Outline Plan
4. Approved Belmont Outline Plan, LOC2011-0058
5. Proposed Direct Control Guidelines
6. Proposed Amendments to the West Macleod Area Structure Plan

Applicant's Submission

Belmont Station

The Outline Plan and Land Use Redesignation Application is for the Belmont Station neighbourhood that is generally located south of 194 Avenue SE, east of Sheriff King Street S, north of 210 Avenue SE and West of the CPR alignment in Southeast Calgary. The land is comprised primarily of cultivated farmland where two residential acreages were previously sited.

The application is seeking to redesignate 36.60 ha (90.44 ac) of land from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use-General (M-U1f3.5h20) District, Mixed Use – General (MU-1f3.5h26) District, Mixed Use – Active (MU-2f4.0h56) District, Special Purpose – School, Park and Community Reserve (S-SPR), Special Purpose – City and Regional Infrastructure (S-CRI) District and a Direct Control (DC) District to support a high density, transit supportive, mid-rise multi-residential neighbourhood centred around a large open space system, a future LRT station and a future High School site.

The Belmont Station Outline Plan / Land Use Redesignation Application provides the vision and framework for a new neighbourhood that is intended to create a vibrant pedestrian-oriented environment focused on the future LRT (Red Line) station, an interconnected park system and a future High School.

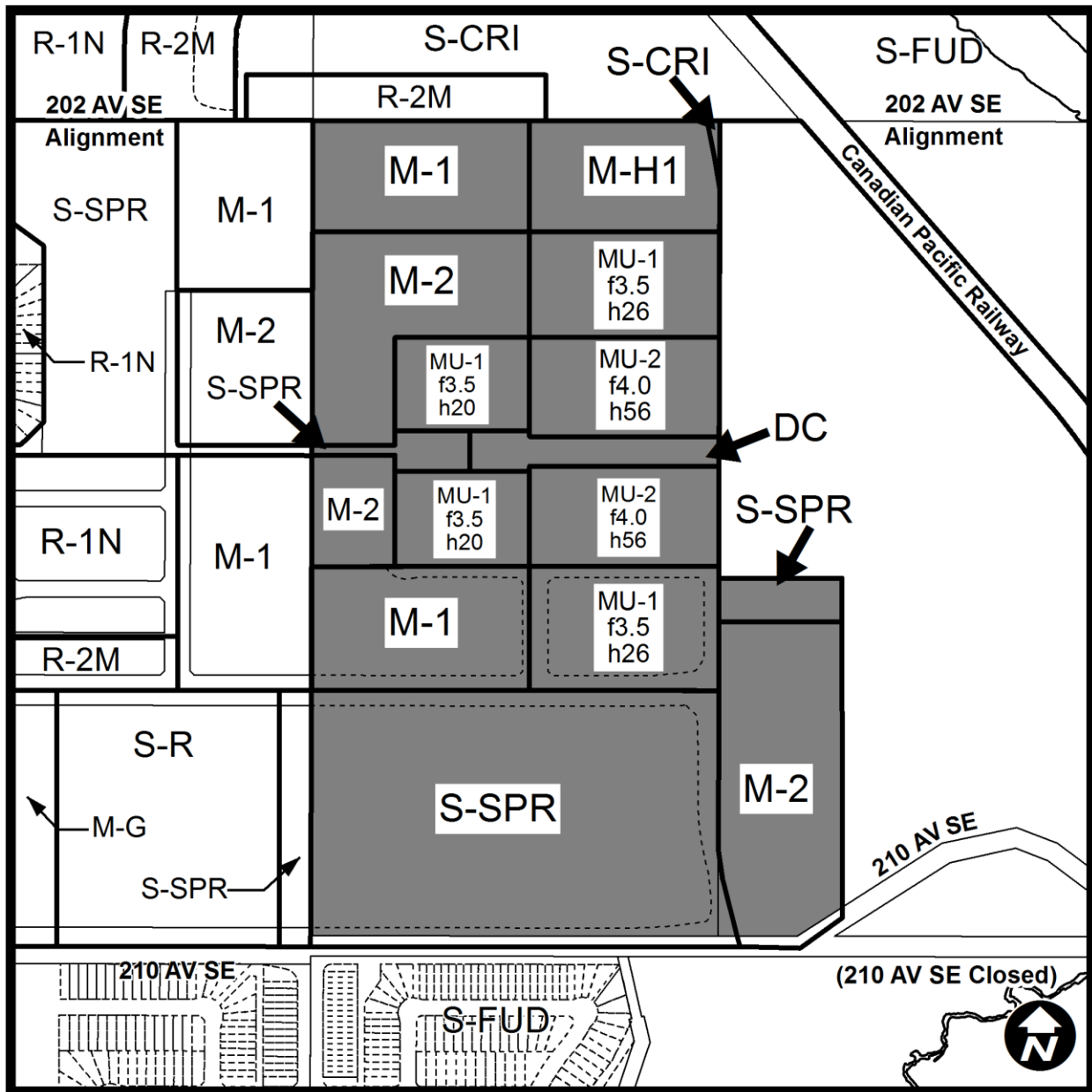
The plan:

- Meets the vision of the Municipal Development Plan (MDP) to achieve a minimum intensity threshold of 60 people and jobs per gross developable hectare and a target density of 70 people and jobs per gross developable hectare over the life of the plan;
- Meets the vision of the West Macleod Area Structure Plan by incorporating Medium and High Density/ Mixed Uses, a Main Street Retail Area, and a Public High School within the Transit Station Planning Area;
- Provides for mixed use, street-oriented commercial retail and office development along Belmont Plaza;
- Creates opportunities to expand the retail precincts over time around public plazas and pedestrian focused areas through the use of the Mixed Use Land Use Districts;
- Refines and enhances the policies of the Area Structure Plan into a vibrant neighbourhood that provides for the needs of its residents in a unique and exciting manner.

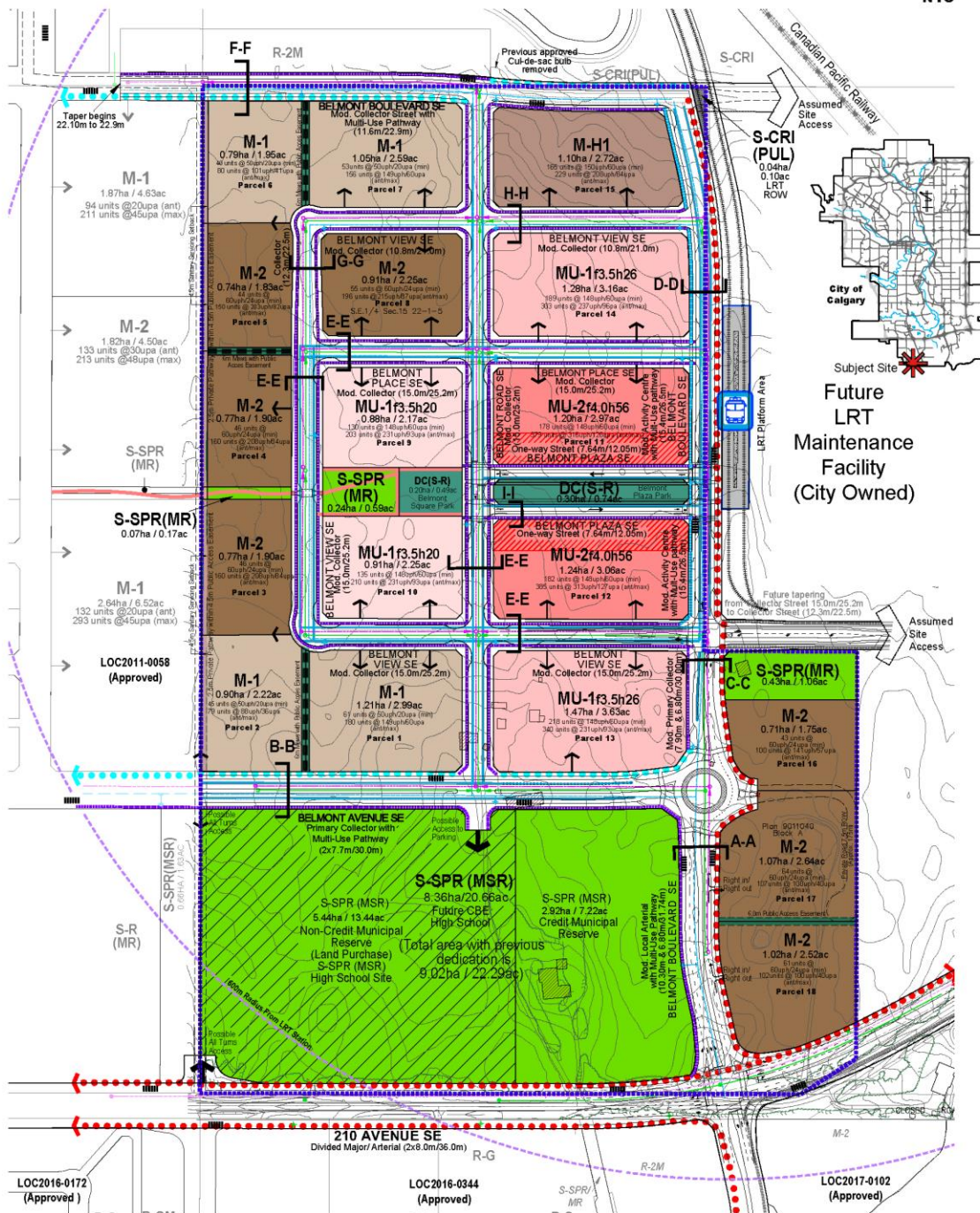
The Belmont Station neighbourhood has been planned to prioritize the pedestrian and encourage transit use through the establishment of a modified grid street network, the use of unique street standards, primarily mid-rise multi-residential and mixed use buildings and the inclusion of private mews/pathways that connect people to nearby amenities. At the heart of the plan is a significant public open space that draws people from a suburban residential area to a more vibrant urban area within Belmont Plaza Park. The public spaces are filled with art, markets, seating areas and playground amenities for future residents and visitors.

The Belmont Station neighbourhood will accommodate 1757 - 3522 new residential units that meet a market niche for high-end rental units. The plan provides for approximately 50,000 sf of retail development in a mixed use format near the future LRT station.

Proposed Land Use District Map



Proposed Outline Plan



- M-1 Multi- Residential - Low Profile District
- M-2 Multi Residential - Medium Profile District
- M-H1 Multi Residential - High Density Low Rise District
- MU-1 Mixed Use - General District
- MU-2 Mixed Use - Active Frontage District
- S-SPR Special Purpose - School, Park & Community Reserve District
- DC(S-R) Direct Control District
- S-CRI Special Purpose - City Regional Infrastructure District

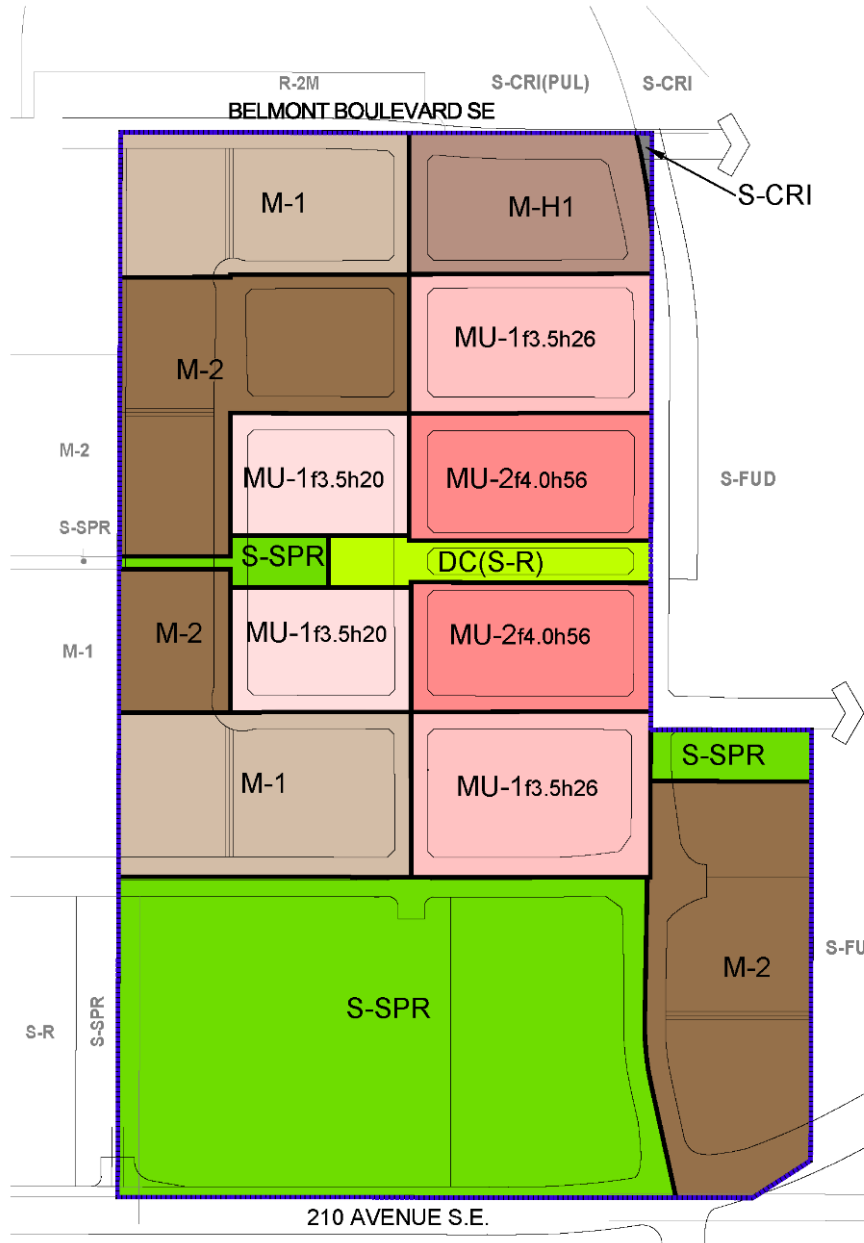


Proposed Outline Plan



OUTLINE PLAN STATISTICS				
	Area (ha)	Area (ac)	% of Total Area	
OWNERSHIP				
DOMAIN Apartments LTD.	32.35	79.94		88%
UNITED COMMUNITIES	4.25	10.50		12%
Total Area	36.60	90.44		100%
Regional Uses (High School) deducted for Density Purposes	8.36	20.66		
Gross Developable Area (GDA) for Density Purposes	28.24	69.78		
	uph	ha	ac	units
Multi-Residential - Low Profile District (M-1)		3.95	9.76	10.8%
Min number of Units based 50uph/20upa	50			199
Anticipated / Maximum number of Units				495
Ant/Max number of Units based 88uph/36upa Parcel 2	88	0.90	2.22	79
Ant/Max number of Units based 101uph/41upa Parcel 6	100	0.79	1.95	80
Ant/Max number of Units based 144uph/58upa Parcel 1 & 7	149	2.26	5.58	336
Multi-Residential - Medium Profile District (M-2)		5.99	14.80	16.4%
Min number of Units based 60uph/24upa	60			359
Anticipated / Maximum number of Units				974
Ant/Max number of Units based 100uph/40upa Parcel 17 & Parcel 18	100	2.09	5.16	208
Ant/Max number of Units based 141uph/57upa Parcel 16	141	0.71	1.75	100
Ant/Max number of Units based 203uph/82upa Parcel 5	203	0.74	1.83	150
Ant/Max number of Units based 208uph/84upa Parcel 3 & 4	208	1.54	3.81	320
Ant/Max number of Units based 215uph/87upa Parcel 8	215	0.91	2.25	196
Multi-Residential - High Density Low Rise District (M-H1)		1.10	2.72	3.0%
Min number of Units based 150uph/60upa	150			165
Ant/Max number of Units based 208uph/84upa Parcel 15	208			229
Mixed Use - General District (MU-113.5h20)		1.79	4.42	4.9%
Min number of Units based 148uph/60upa	148			265
Anticipated / Maximum number of Units				413
Ant/Max number of Units based 231uph/93upa Parcel 9	231	0.88	2.17	203
Ant/Max number of Units based 231uph/93upa Parcel 10	231	0.91	2.25	210
Mixed Use - General District (MU-113.5h26)		2.75	6.80	7.5%
Min number of Units based 148uph/60upa	148			407
Anticipated / Maximum number of Units				643
Ant/Max number of Units based 231uph/93upa Parcel 13	231	1.47	3.63	340
Ant/Max number of Units based 237uph/96upa Parcel 14	237	1.28	3.16	303
Mixed Use - Active Frontage District (MU-214.0h56)		2.44	6.03	6.7%
Min number of Units based 148uph/60upa	148			362
Anticipated / Maximum number of Units				768
Ant/Max number of Units based 313uph/127upa Parcel 12	313	1.24	3.06	389
Ant/Max number of Units based 296uph/120upa Parcel 11	316	1.20	2.97	379
Total Units		18.02	44.53	
Minimum				1757
Anticipated/Maximum				3522
Density				
Minimum		62.2 uph		25.2 upa
Anticipated/Maximum		124.7 uph		50.5 upa
Municipal Reserve (Credit) S-SPR(MR/MSR)	3.66	9.04		10.0%
S-SPR (MR) Neighbourhood Park & Pathway - DOMAIN Apartments LTD.	0.31	0.78		
S-SPR (MSR) High School Site - DOMAIN Apartments LTD.	2.92	7.22		
S-SPR (MR) Neighbourhood Park - United/Mattamy/Ronmor	0.43	1.06		
Non-Credit Municipal Reserve (Land Purchase) S-SPR(MSR)	5.44	13.44		14.9%
S-SPR(MSR) High School Purchase Area	5.44	13.44		
Direct Control DC(S-R)	0.50	1.23		1.4%
Direct Control DC(S-R) Belmont Plaza Park	0.30	0.74		
Direct Control DC(S-R) Belmont Square Park	0.20	0.49		
Special Purpose - City and Infrastructure Regional District S-CRI(PUL)	0.04	0.10		0.1%
LRT Track Right-of-Way	0.04	0.10		
Roadways	8.94	22.09		24.4%
Portion of Divided Major (2x8.0m/36.0m) (210 Ave SE)	0.75	1.85		
Mod. Local Arterial with Multi-Use Pathway (10.3m + 6.8m/31.70m) A-A	0.66	1.63		
Primary Collector with Multi-Use Pathway (2x7.70m/30.0m) B-B	1.50	3.71		
Mod. Primary Collector with Multi-Use Pathway (7.90m + 6.80m/30.0m) C-C	0.27	0.67		
Portion of Activity Centre with Multi-Use Pathway (15.4m/26.5m) D-D	0.67	1.66		
Mod. Collector Street (15.00m/25.20m) E-E	3.30	8.14		
Mod. Collector Street with Multi-Use Pathway (11.60m/22.90m) F-F	0.60	1.48		
Collector Street (12.30m/22.50m) G-G	0.17	0.42		
Mod. Collector Street (10.80m/21.00) H-H	0.63	1.56		
One-Way Street (parking on one side) (7.64m/12.05m) I-I	0.39	0.96		
Municipal Reserve Breakdown by Ownership Area				
DOMAIN Apartments LTD.				
10% of ownership 32.35 ha (79.94 ac) = 3.235 ha (7.99ac) S-SPR(MR/MSR)				
United Communities				
10% of ownership 4.25 ha (10.50 ac) = 0.425ha (1.05ac) S-SPR(MR)				
INTENSITY ANALYSIS				
	Area (m2)	People	Jobs	Intensity
Medium Density (28-227 uph) @ 2.2 ppu		3865	147	
High School Facility			200	
Retail Uses	9569		191	
Second Storey Office	9569		393	
TOTAL PEOPLE AND JOBS		3865	921	
				169 p&j/ha

Proposed Outline Plan



LAND USE STATISTICS

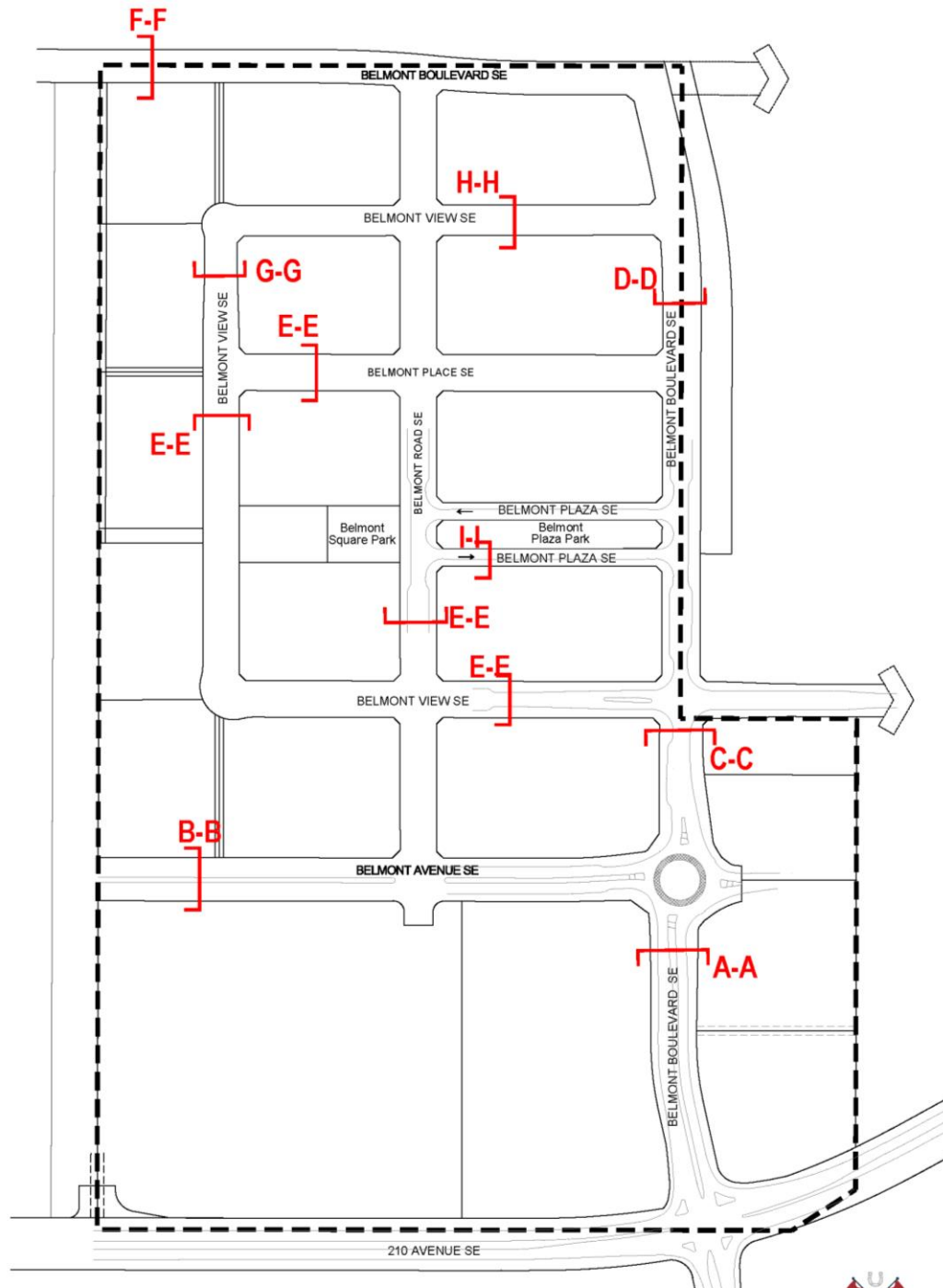
FROM	TO	Hectares	Acres
S-FUD	M-1	5.11	12.63
S-FUD	M-2	7.83	19.35
S-FUD	MU-1f3.5h20	2.53	6.25
S-FUD	MU-1f3.5h26	4.20	10.38
S-FUD	MU-2f4.0h56	3.54	8.75
S-FUD	M-H1	1.92	4.74
S-FUD	S-SPR	10.61	26.21
S-FUD	DC(S-R)	0.82	2.03
S-FUD	S-CRI(PUL)	0.04	0.10
TOTAL		36.60	90.44



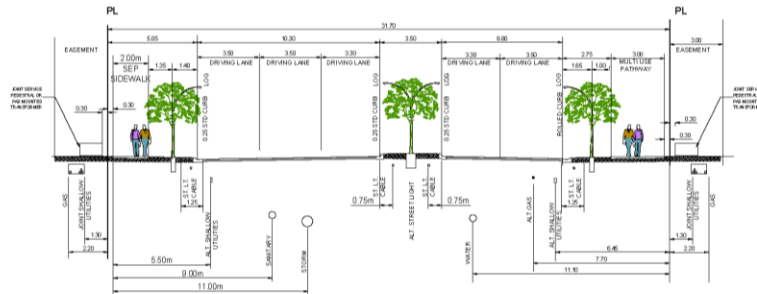
LOC2016-0335

LAND USE REDESIGNATION

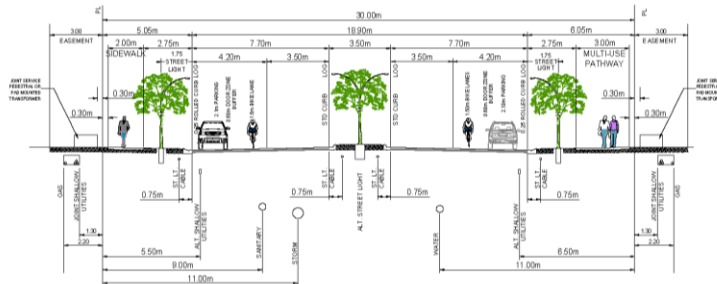
Proposed Outline Plan



Proposed Outline Plan



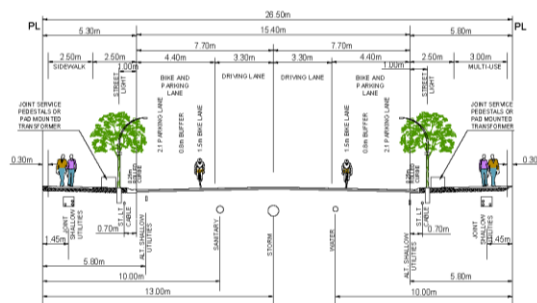
A-A Belmont Boulevard SE (south segment)
Mod. Local Arterial with Multi-Use Pathway 10.30m & 6.80m/31.70m



B-B Belmont Avenue SE
Primary Collector with Multi-Use Pathway 2x7.70m/30.00m



C-C Belmont Boulevard SE (between Belmont View SE and Belmont Avenue SE)
Mod. Primary Collector with Multi-Use Pathway 7.90m+6.80m/30.00m



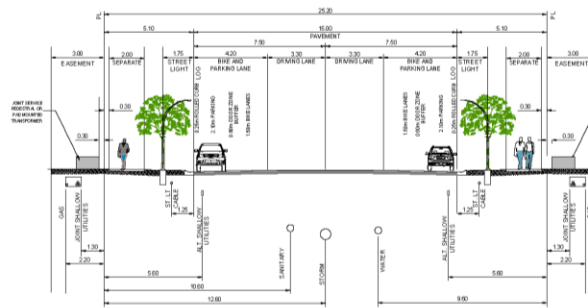
D-D Belmont Boulevard SE (beside LRT station)
Mod. Activity Centre with Multi-Use Pathway 15.40m/26.50m



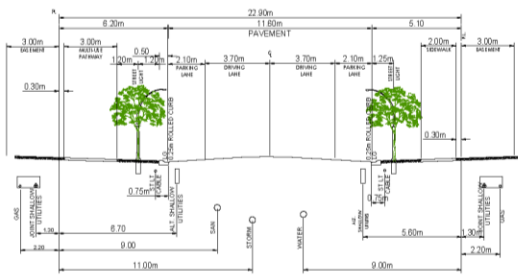
LOC2016-0335

CROSS-SECTIONS: A, B, C & D

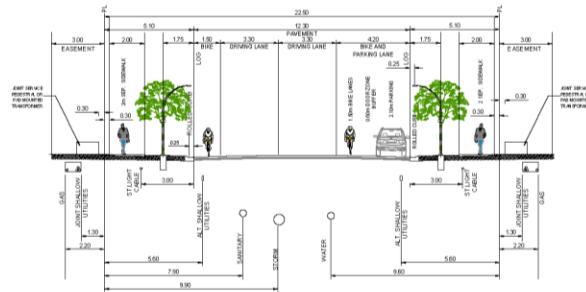
Proposed Outline Plan



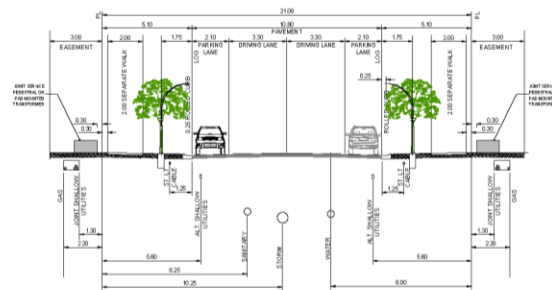
E-E Belmont Place SE, Belmont View SE & Belmont Road SE
Mod. Collector with Seperate Sidewalks 15.00m/25.20m



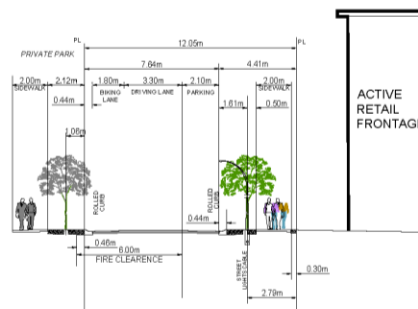
F-F Belmont Boulevard SE (north segment)
Mod. Collector Street with Multi-Use Pathway 11.60m/22.90m



G-G Belmont View SE
Mod. Collector Street 12.30m/22.50m

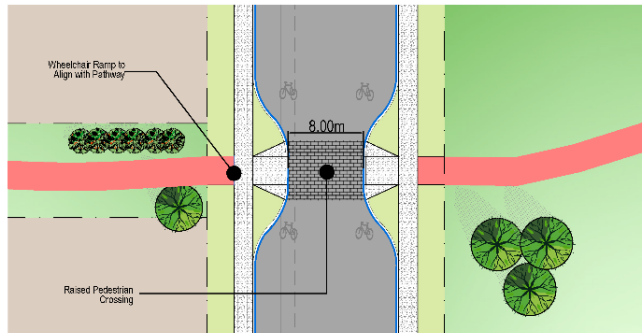


H-H Belmont View SE
Mod. Collector Street 10.80m/21.00m

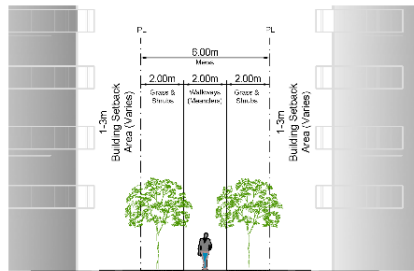


I-I Belmont Plaza SE
Custom One-Way Street (Parallel parking on one side)
7.64m/12.05m

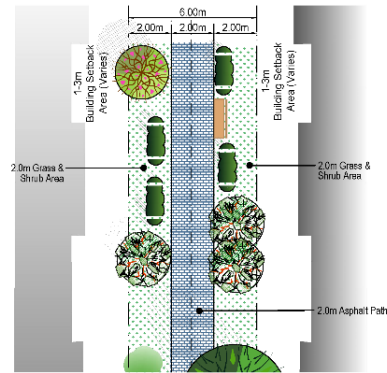
Proposed Outline Plan



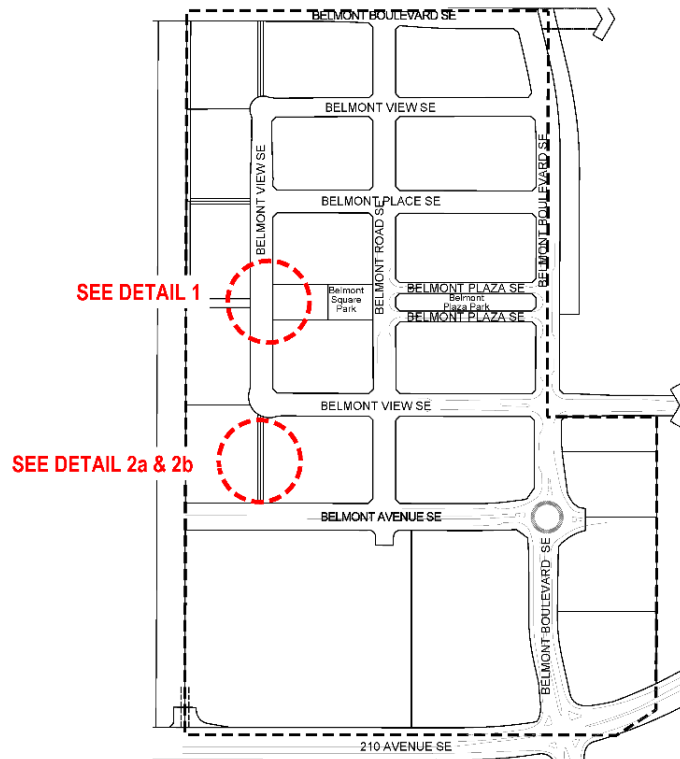
DETAIL 1: Mid-block Crossing



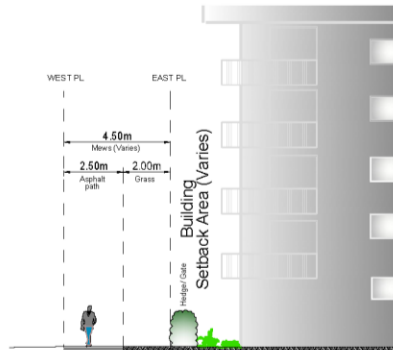
DETAIL 2a: 6.00m Mews



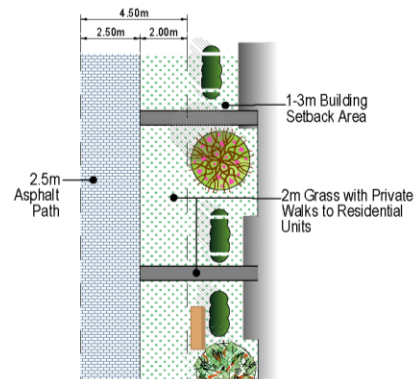
DETAIL 2b: 6.00m Mews Plan View



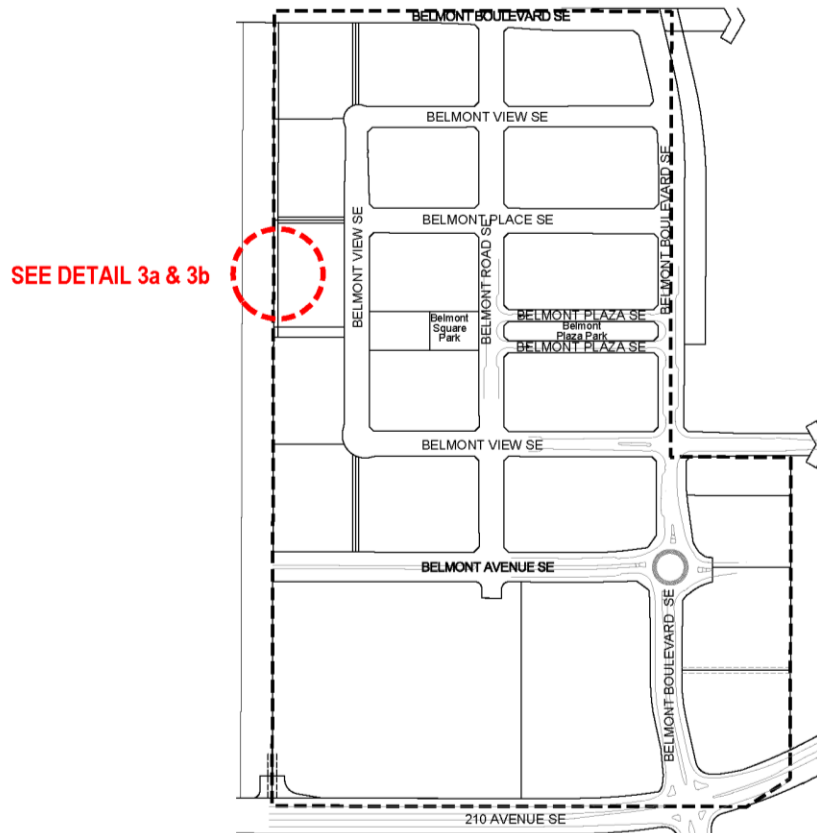
Proposed Outline Plan



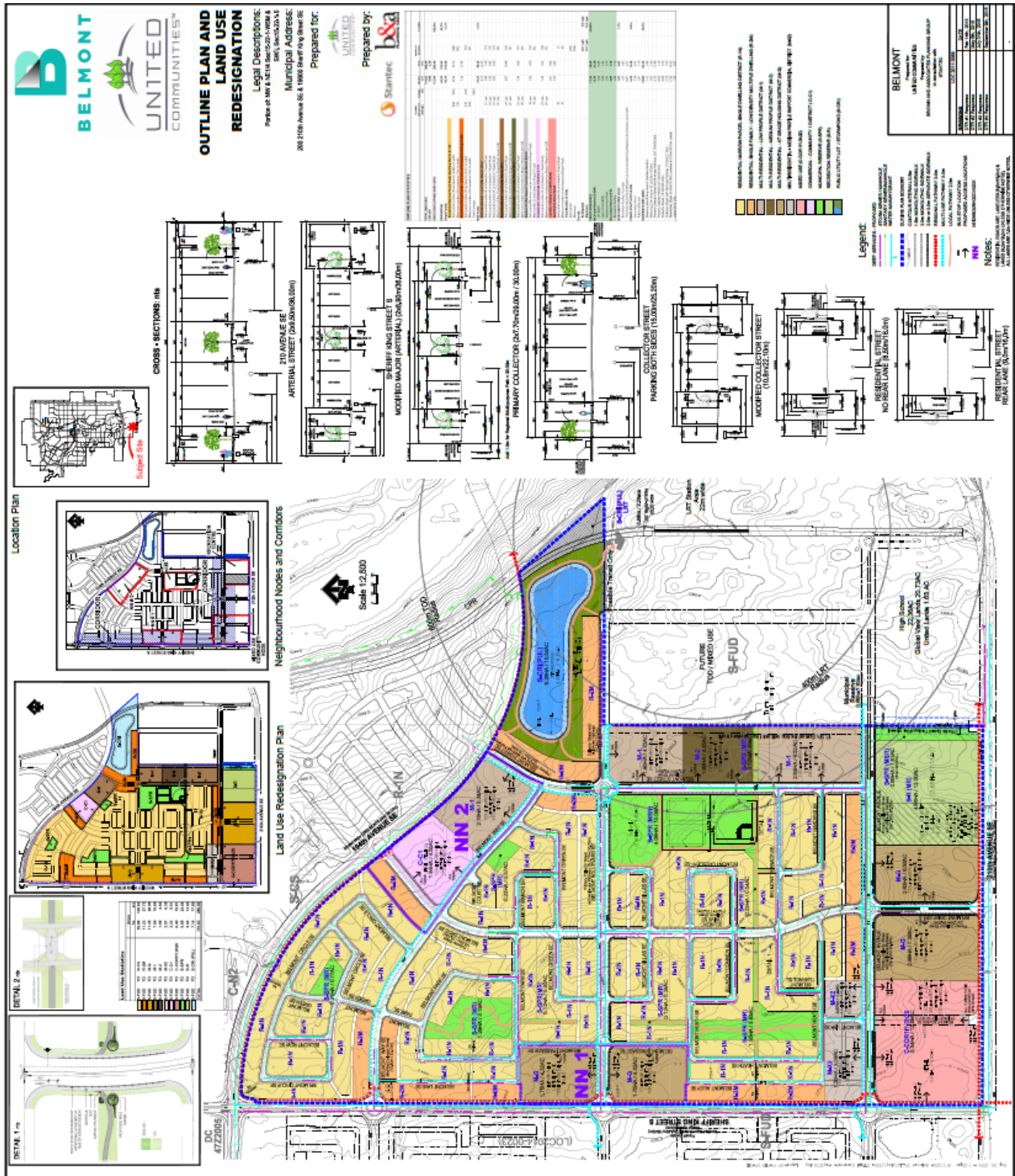
**DETAIL 3a: 4.50m Private Pathway
with Public Access Easement**



**DETAIL 3b: 4.50m
Private Pathway with
Public Access Easement**



Approved Belmont Outline Plan, LOC2011-0058



Proposed Direct Control Guidelines

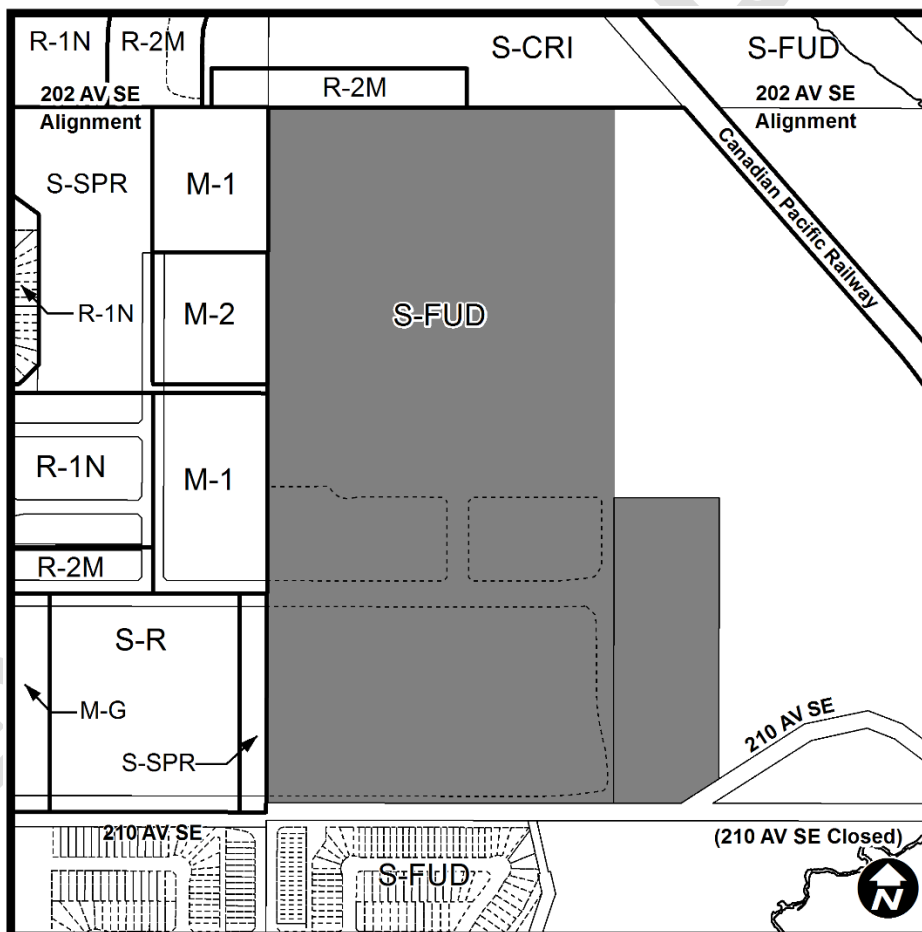
WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

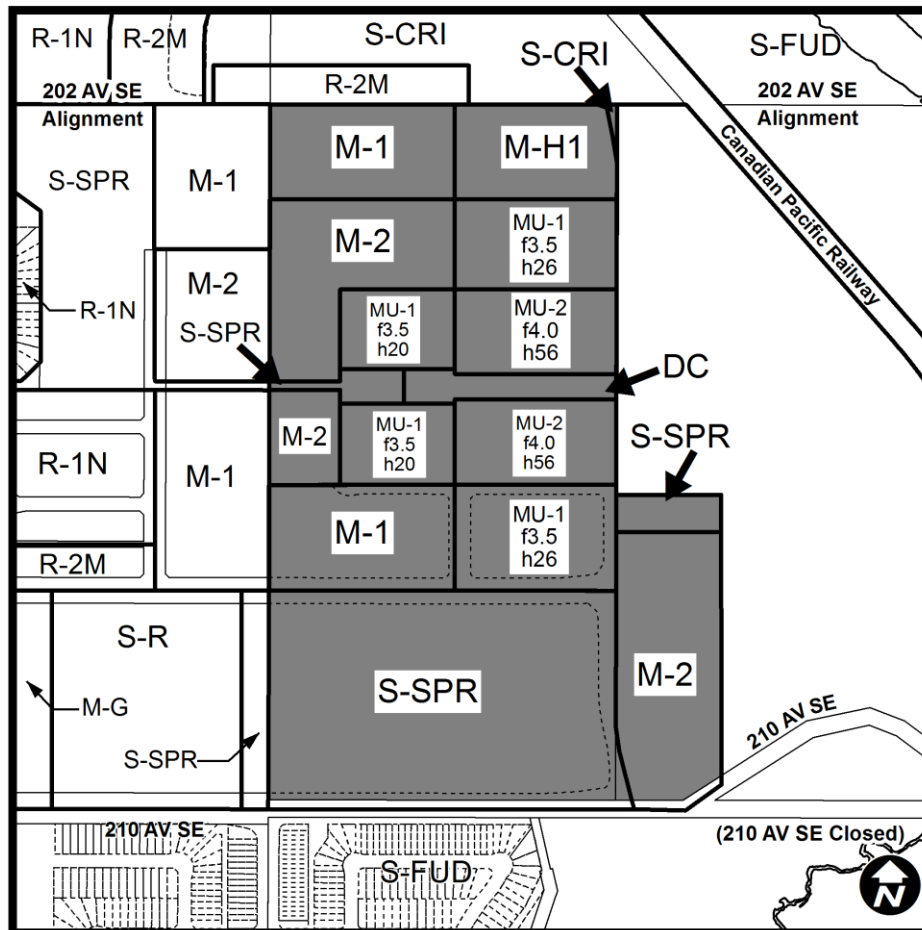
1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including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

SCHEDULE A



Proposed Direct Control Guidelines

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

- (a) provide for a publicly accessible private open space;
- (b) provide for a multi-use plaza for informal and formal public activities; and
- (c) accommodate **Urban Agriculture, Food Production** and low intensity commercial **uses**.

Compliance with Bylaw 1P2007

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

Proposed Direct Control Guidelines

Reference to Bylaw 1P2007

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

Defined Uses

- 4 In this Direct Control District:

- (a) “**Urban Agriculture**” means a **use**:
- (i) where plants are grown at **grade** or on a rooftop, for the purpose of food production, beautification, education, recreation, or social or community programming;
 - (ii) that may include raised beds, cold frames and temporary hoop enclosures that are used only to extend the growing season;
 - (iii) that may include ancillary **buildings** that support the growing of plants;
 - (iv) that may include the sale of plants grown on-site;
 - (v) that may include outdoor storage of goods, materials or supplies associated with the **use**, including composting; and
 - (vi) where food grown on-site may be processed and packaged.

Permitted Uses

- 5 The **permitted uses** of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6 The **discretionary uses** of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Food Production**;
- (b) **Market**;
- (c) **Market – Minor**; and
- (d) **Urban Agriculture**.

Bylaw 1P2007 District Rules

- 7 Unless otherwise specified, the rules of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 apply in this Direct Control District.

Building Height

- 8 The maximum **building height** is 10.0 metres.

Rules for Urban Agriculture

- 9 There is no requirement for **motor vehicle parking stalls** or **bicycle parking stalls – class 1** and **class 2** for **Urban Agriculture**.

Proposed Direct Control Guidelines

Relaxations

- 10 The ***Development Authority*** may relax the rule contained in Section 8 of this Direct Control District provided the test for relaxation in Bylaw 1P2007 is met.

TEXT FOR DISCUSSION
ONLY

Proposed Amendments to the West Macleod Area Structure Plan

WHEREAS it is desirable to amend the West Macleod Area Structure Plan Bylaw 10P2014, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The West Macleod Area Structure Plan attached to and forming part of Bylaw 10P2014, as amended, is hereby further amended as follows:
 - (a) Under the Executive Summary in the second paragraph, delete the word “four” and replace with the word “three”.
 - (b) Under Section 1.1.1, in the first paragraph, delete the word “four” and replace with the word “three”.
 - (c) Delete the existing Map 3 entitled “Communities” and replace with the revised Map 3 entitled “Communities”, as attached as Schedule A.
 - (d) Under Section 3.1, in the first paragraph, delete the word “four” and replace with the word “three”.
 - (e) Under Section 3.3 in the second paragraph, delete the word “four” and replace with the word “three”.
 - (f) Under Section 3.3.1, in the first paragraph, delete the word “four” and replace with the word “three”.
 - (g) Under Section 3.3.1, Table 1: Communities within the West Macleod Plan Area, delete the information for Community C and renumber accordingly.
 - (h) Under Section 3.3.1, Table 1: Communities within the West Macleod Plan Area, replace the number for the gross developable area for Community B with “233 hectares (576 acres)”, replace the number for the Population for Community B with “10,000”, replace the number for the Jobs for Community B with “4,100”, and replace the People and Jobs per Gross Developable Hectare for Community B with “61”.
 - (i) Delete the existing Map 4 entitled “Land Use Concept” and replace with the revised Map 4 entitled “Land Use Concept”, as attached as Schedule B.
 - (j) Delete the existing Map 5 entitled “Transit Station Planning Area” and replace with the revised Map 5 entitled “Transit Station Planning Area”, as attached as Schedule C.

Proposed Amendments to the West Macleod Area Structure Plan

- (k) Under Section 5.8.2, Policy 7, delete b. and replace with the following:
- “Active mode connections shall be provided through development sites in the general area shown as the Active Connectivity Area on Map 5, to the satisfaction of the Development Authority, to increase connectivity and mobility in the Transit Station Planning Area.”
- (l) Under Section 5.8.2, insert a new Policy 15 with the following:
- “15. Active Uses
- Active uses, such as retail stores and restaurants, are required at-grade within the Main Street Retail Area. Other uses, such as office and dwelling units, may be considered at grade for all other streets in the Transit Station Planning Area.”
- (m) Under Section 5.10.2, Policy 4, after the first paragraph, add the following:
- “a. Buildings shall be no higher than 10 storeys unless otherwise indicated in subsection b.
- b. Buildings may exceed 10 storeys in the tower site locations indicated on Map 5.
- c. Towers should exhibit high quality architectural design that includes articulation and elements of visual interest as a gateway feature to the community from the LRT Station.”
- (n) Under Section 5.11.2, Policy 1, delete e. and replace with the following:
- “e. A Recreation Facility and Public Library should be provided in close proximity to the Transit Station Planning Area.”
- (o) Under Section 5.12.2, delete Policy 2 entitled “Size of the Main Street Retail Area”, in its entirety and renumber accordingly.
- (p) Under the newly renumbered Section 5.12.2, Policy 2, delete b. and replace with the following:
- “b. The general location of the Main Street Retail Area is indicated on Map 5.”
- (q) Under the newly renumbered Section 5.12.2, Policy 2, renumber the existing c. as d. and insert a new c. with the following:
- “c. The base of a building or street wall should be oriented to the Main Street Retail Area with frontages lined with active uses.”
- (r) Under Section 5.15.2, Policy 3a, delete i. and replace with the following:
- “i. located in close proximity to the Transit Station Planning Area.”

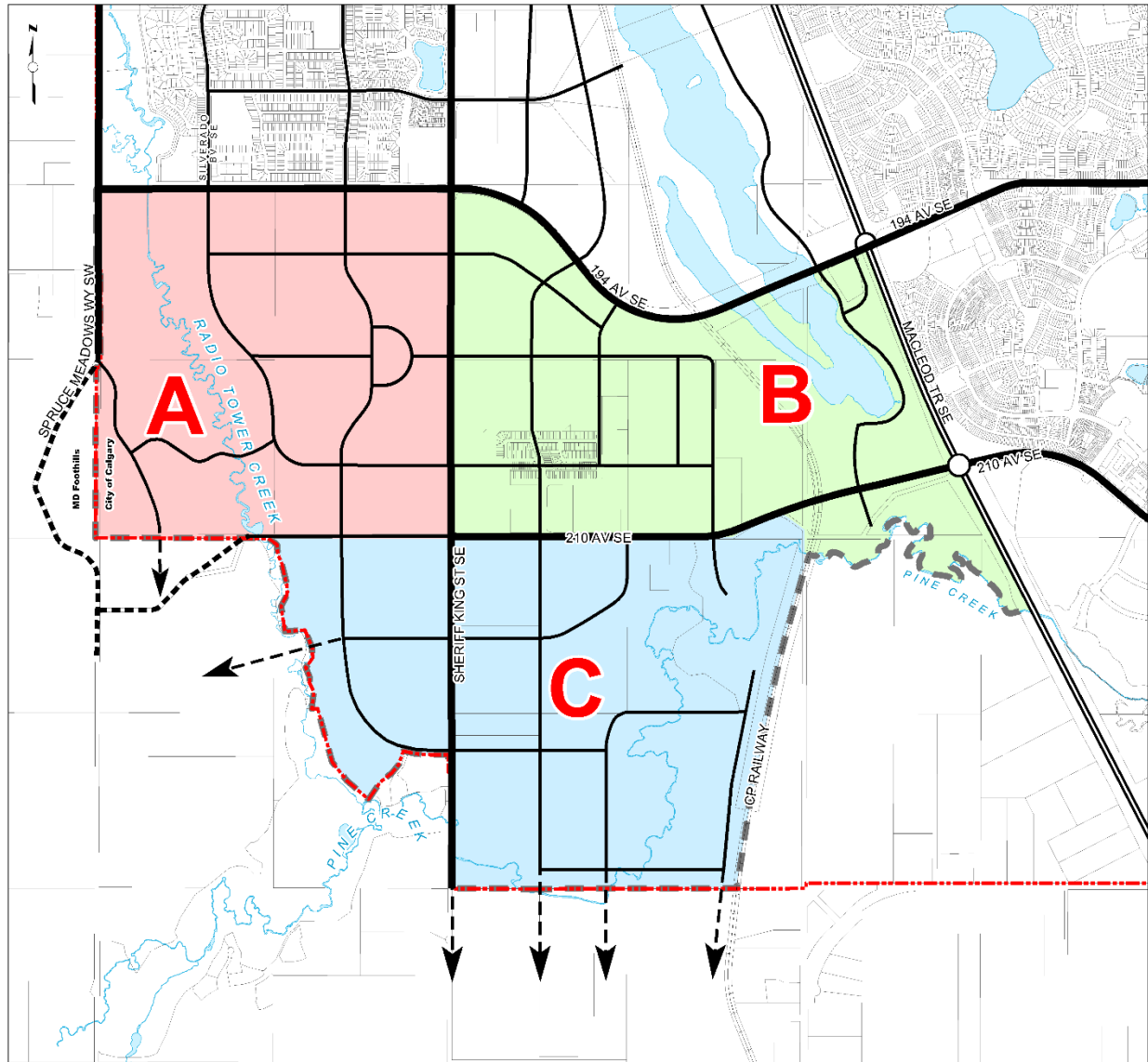
Proposed Amendments to the West Macleod Area Structure Plan

- (s) Under Section 5.16.2, Policy 3a, delete i. and replace with the following:
- “i. located in close proximity to the Transit Station Planning Area.”

TEXT FOR DISCUSSION
ONLY

Proposed Amendments to the West Macleod Area Structure Plan

SCHEDULE A



West Macleod Area Structure Plan

Communities

Legend

- | | | |
|-------------------------|---------------------------|-----------------------|
| — Study Area Boundary | — Expressway | ○ Full Interchange |
| - - - City Limits | — Arterial Street | ◐ Partial Interchange |
| Community Areas* | | |
| ■ A | — Collector Road | |
| ■ B | - - - Potential Road | |
| ■ C | - - - M.D. Foothills Road | |

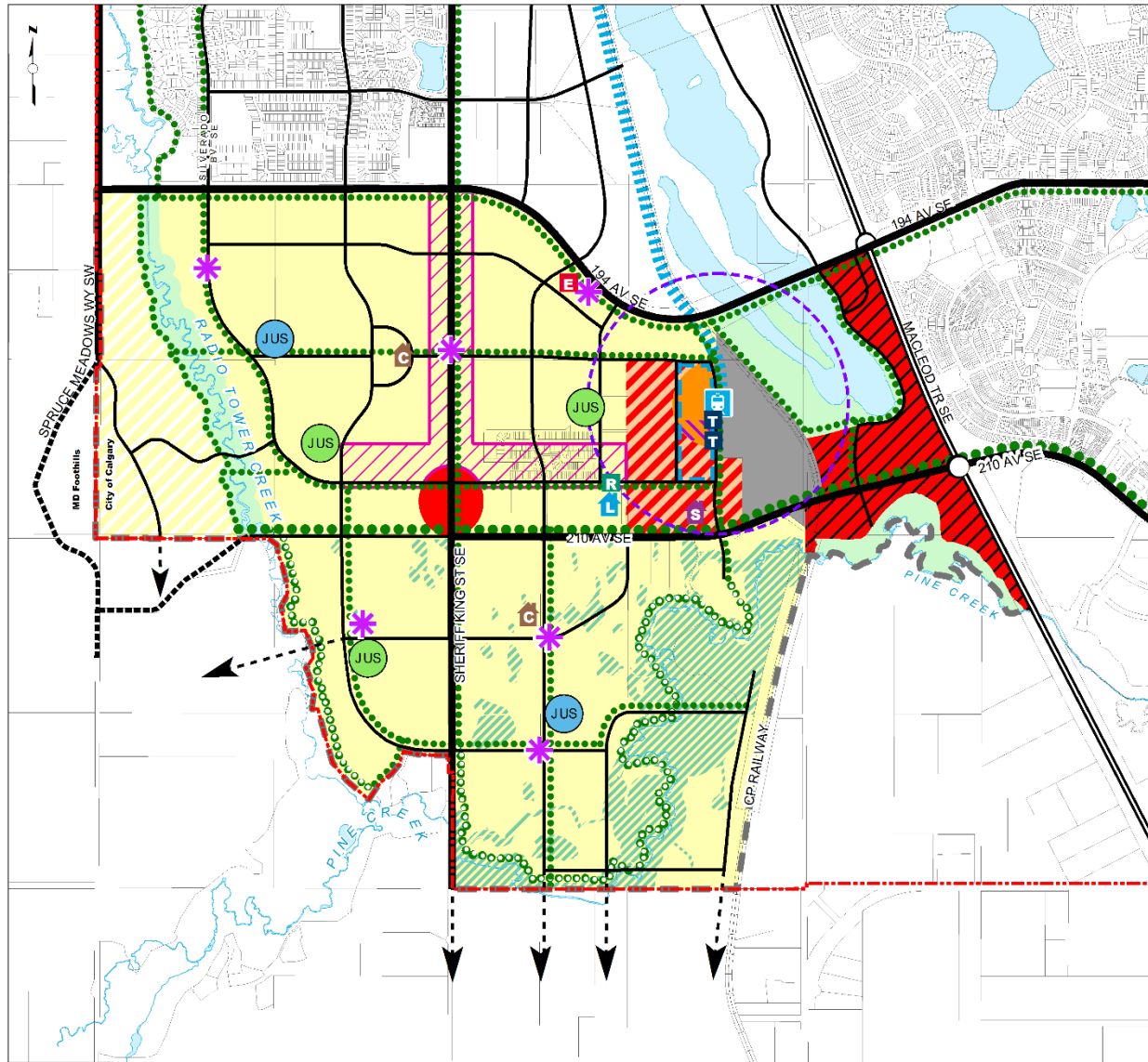
* Communities A-C does not dictate order of development

0 200 400 600 800 1,000 1,200
Metres

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

Proposed Amendments to the West Macleod Area Structure Plan

SCHEDULE B



West Macleod Area Structure Plan

Land Use Concept

0 200 400 600 800 1,000 1,200
Metres

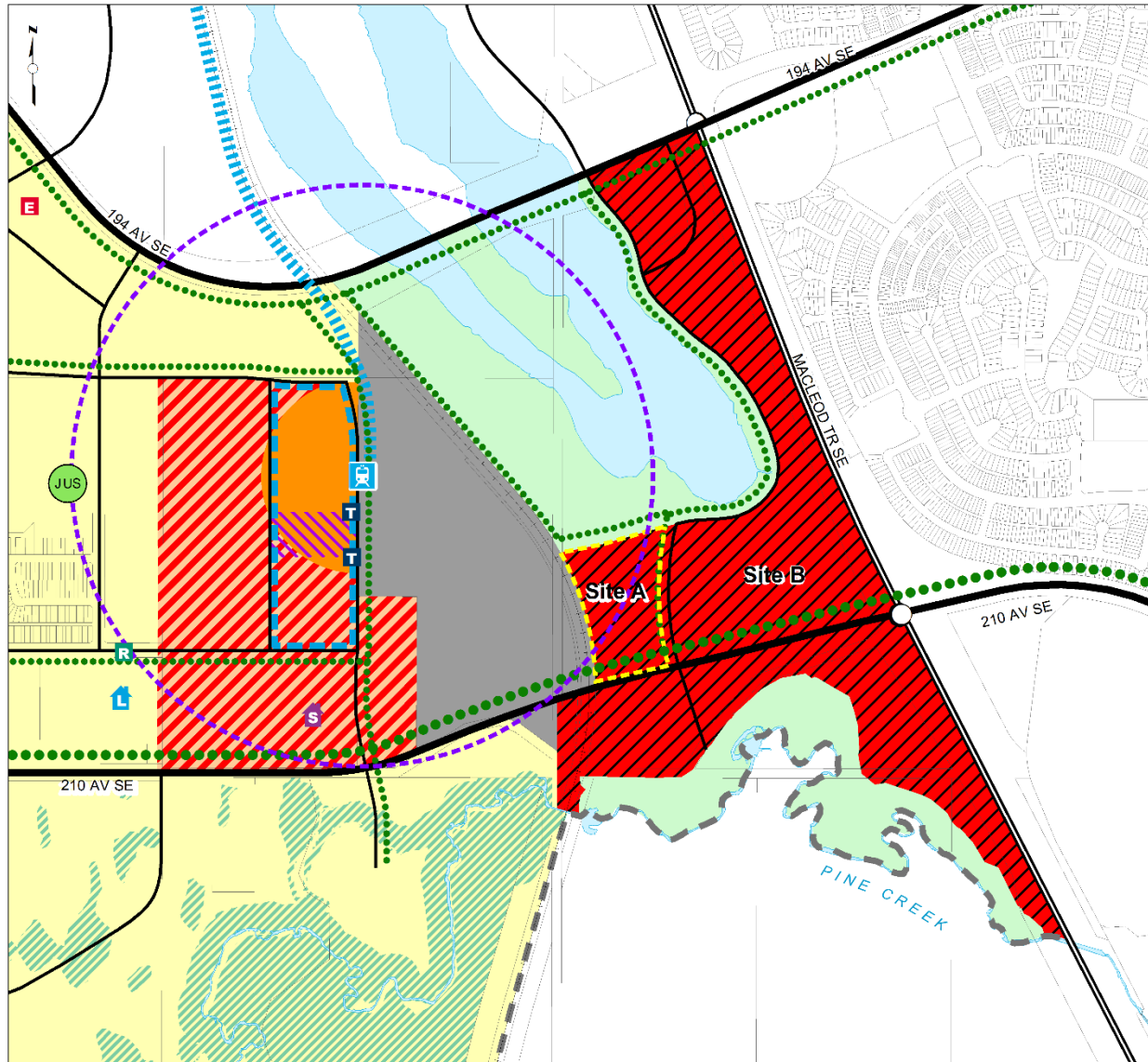
This map is conceptual only. No measurements of distances or areas should be taken from this map.

Legend

- | | | |
|---|-------------------------------|-------------------------|
| Study Area Boundary | Active Connectivity Area | L.R.T. Alignment |
| City Limits | Transit Station Planning Area | L.R.T. Station |
| Residential Area | Joint Use Site | Expressway |
| Residential Area of Interest | Joint/Joint Use Site | Arterial Street |
| High Density/ Mixed Use | Neighbourhood Node | Collector Road |
| Medium Density/ Mixed Use | Community Centre | Potential Road |
| Mixed Use Community Node | Fire Hall/ EMS | M.D. Foothills Road |
| Gateway Planning Area | Library Site | Full Interchange |
| Conservation Study Area (subject to further review) | Public High School Site | Partial Interchange |
| LRT Station and Facilities | Recreation Centre | Primary Cycling Network |
| Main Street Retail Area | Tower Sites | Regional Pathway |
| Environmental Open Space Study Area | | Green Corridor |
| Corridor Planning Area | | |

Proposed Amendments to the West Macleod Area Structure Plan

SCHEDULE C



West Macleod Area Structure Plan

Transit Station Planning Area



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

Legend

- | | | |
|---|-------------------------|-------------------------------|
| — Study Area Boundary | Joint Use Site | — Arterial Street |
| - - - City Limits | Community Centre | — Collector Road |
| Residential Area | Fire Hall/ EMS | - - - Potential Road |
| Residential Area of Interest | Library Site | - - - M.D. Foothills Road |
| High Density/ Mixed Use | Public High School Site | Partial Interchange |
| Medium Density/ Mixed Use | Recreation Centre | Full Interchange |
| Mixed Use Community Node | Tower Sites | ●●● Primary Cycling Network |
| Gateway Planning Area | Expressway | ●●● Regional Pathway |
| Conservation Study Area (subject to further review) | | L.R.T. Alignment |
| LRT Station and Facilities | | L.R.T. Station |
| Main Street Retail Area | | Transit Station Planning Area |
| Active Connectivity Area | | |

Planning & Development Report to
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ISC: UNRESTRICTED
CPC2018-1404

Outline Plan in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335 (OP)

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on behalf of 01981042 Alberta Ltd. (referred to as DOMAIN Apartments), Macleod Farming & Ranching Ltd., Mattamy (Burgess) Limited, United Acquisition II Corp., 2007 United Lands Corp., and 2015 United Alberta Lands GP Ltd. on 2016 December 28. The application proposes a framework for the future subdivision and development of 36.60 hectares \pm (90.44 acres \pm) of undeveloped greenfield land in the southeast community of Belmont and Residual Sub Area 13 K. The subject area is located within the *West Macleod Area Structure Plan*. The application provides for:

- The development of a multi-residential, mixed use neighbourhood located adjacent to the future Light Rail Transit (LRT) station;
- A grid street network that will create rectangular city blocks;
- An anticipated 1,698 dwelling units within a mix of low and medium profile multi-residential developments comprising of townhouses, 3 to 6 storey apartment buildings and a 4 to 6 storey seniors / assisted living facility (M-1, M-2, and MH-1);
- An anticipated 1,056 dwelling units within mixed use developments comprising of 4 to 8 storey residential with retail ready spaces (MU-1f3.5h20, and MU-1f3.5h26);
- An anticipated 768 dwelling units within a mixed use development comprising of 6 storey mixed use buildings, with two 18 storey residential towers, each with 12 storeys of residential units on a 6 storey mixed use podium (MU-2f4.0h56);
- Approximately 0.74 hectares (1.83 acres) of Municipal Reserve (MR) in the form of neighbourhood parks (S-SPR);
- Approximately 8.36 hectares (20.66 acres) of Municipal School Reserve (MSR) in the form of public open space set aside for a future high school site (S-SPR);
- Approximately 0.50 hectares (1.23 acres) for a publicly accessible private open space in the form of a square and plaza area that connects to the future LRT station (DC);
- Approximately 0.04 hectares (0.10 acres) for a portion of the LRT line right-of-way (S-CRI); and
- The location of future local and major roadways, utilities and services.

The proposed outline plan serves to implement the policies of the *Municipal Development Plan* and the *West Macleod Area Structure Plan* by supporting the efficient utilization of land and infrastructure by providing a framework for the future subdivision of various multi-residential and mixed use districts and open space network as recommended in the associated land use application on today's agenda (CPC2018-1403).

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LOC2016-0335 (OP)**

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan, located at 400 and 550 – 210 Avenue SE (Legal Subdivisions 2 and 7, Section 15, Township 22, Range 1, Meridian 5; and Block A, Plan 9011040) to subdivide the 36.60 hectares \pm (90.44 acres \pm), with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

B&A Planning Group, on behalf of 01981042 Alberta Ltd. (referred to as DOMAIN Apartments), Macleod Farming & Ranching Ltd., Mattamy (Burgess) Limited, United Acquisition II Corp., 2007 United Lands Corp., and 2015 United Alberta Lands GP Ltd., submitted the subject application to The City on 2016 December 28 and have provided a summary of their proposal in the Applicant's Submission (Attachment 2).

The subject lands were part of an annexation from Foothills County in 2005, which included the communities now known as Walden, Legacy, Belmont, Yorkville and Pine Creek. Development in these communities is ongoing.

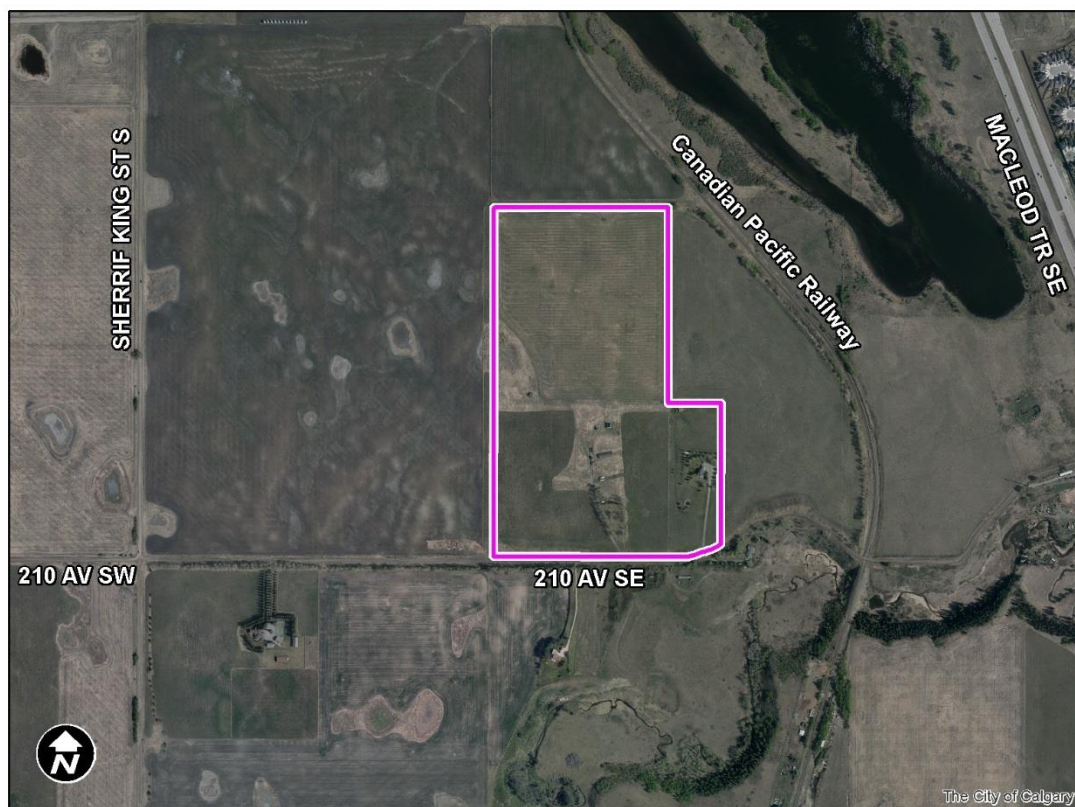
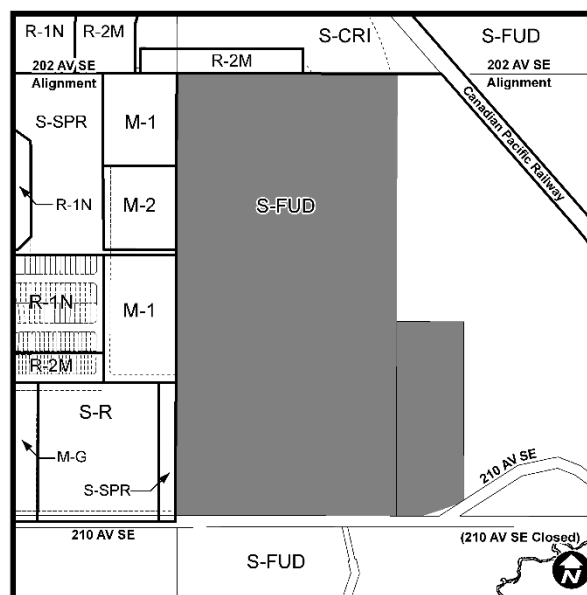
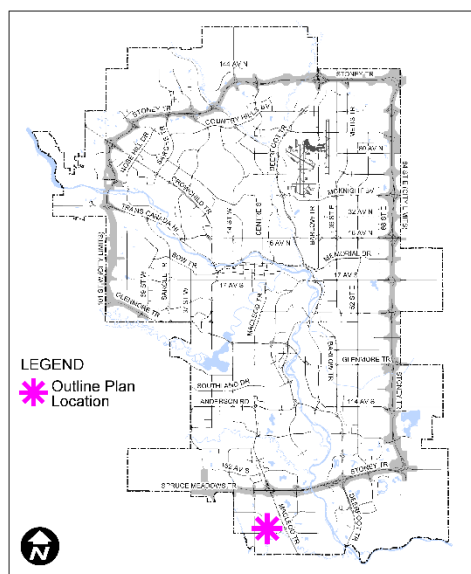
The *West Macleod Area Structure Plan*, adopted by Council in 2009 with subsequent amendments in 2014 and 2017, is the local area plan providing policy direction for the subject lands. The outline plan and land use amendment applications for Belmont (LOC2011-0058) to the north and west of the subject site was approved in 2015. The lands consist of a mix of residential parcels, neighbourhood nodes, a fire hall, school site, recreation centre, library and portions of both a mixed use community node and a high school site. A city-owned property is located to the east of the subject site and will be the location of a future LRT Station and LRT maintenance facilities. The outline plan and land use amendment applications for neighbouring Creekstone Stages 1 and 2 (LOC2016-0172 and LOC2016-0344) to the south, across 210 Avenue SE, were approved in 2017, while Creekrise (LOC2017-0102), also located to the south across 210 Avenue SE, was approved by CPC on 2018 September 20 and by Council for land use approval on 2018 November 12. These areas will also consist of a mix of residential parcels, neighbourhood nodes, and a community centre and school site.

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Outline Plan in Residual Sub Area 13 K (Ward 13) at multiple addresses,
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Location Maps



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Outline Plan in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335 (OP)

Site Context

The subject lands, 400 and 550 – 210 Avenue SE, are situated in the southeast quadrant of the city. The area is located south of 194 Avenue SE, west of the Canadian Pacific Railway line and the future LRT station and facilities lands, directly north of 210 Avenue SE, and east of Sherriff King Street S and the developing community of Belmont. The developing community of Pine Creek is located across 210 Avenue SE to the south. All of these lands are located within the *West Macleod Area Structure Plan*.

The subject lands are characterized by their location and proximity to the future LRT station and the Canadian Pacific Railway. Historically, the subject lands were utilized for agricultural purposes and pasture lands with terrain that is slightly undulating with low laying potholes that exhibit wetland characteristics. All wetlands were deemed low value and will be removed and compensated for as part of this application. Two residential acreages were developed on the southern portion of the subject lands, with one removed in 2016 and the other to be removed when redevelopment occurs.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This outline plan (Attachment 3), along with the associated land use amendment application, will facilitate transit oriented development including multi-residential and mixed use development. The resulting land uses will contribute to the growth of the Belmont community and enable transit oriented development around the future LRT station, as envisioned by the policies of the *Municipal Development Plan* and the *West Macleod Area Structure Plan*.

Planning Considerations

Subdivision Design

The proposed outline plan is approximately 36.60 hectares (90.44 acres) and responds to its proximity to the future LRT station, focusing higher densities and mixed use development closest to the station with lower multi-residential densities to the west. The land uses and densities along the west portion of the plan complement those previously approved to the west in Belmont, LOC2011-0058 (Attachment 4). A central corridor runs east to west to the LRT station, connecting the LRT to the rest of the Belmont community. The subject lands are integrated into the wider community through multi-modal connections.

Overall, the design of the plan area is based on a grid street network that will create rectangular city blocks. The street network, bike lanes, pathways and various public access easements provide connections within the community and to the surrounding areas, with a central east-west corridor and park system. The central corridor is comprised of a linear park space that extends a previously approved connection from the west into the subject plan area. Additionally, the linear park connects into a larger park space, and a publicly accessible, privately owned, square and plaza area. This central corridor provides pathways, structured and natural play areas, seating areas, plazas and other programmable space for residents of the community. This corridor is identified on the plan as Municipal Reserve (MR), and a DC Direct Control

Outline Plan in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335 (OP)

District for Belmont Square Park and Belmont Plaza Park. The corridor leads to the future LRT station with mixed use parcels to the north and south that require active frontages. Pedestrian mews provide additional connections through the multi-residential areas to the wider community. Local pathways, multi-use pathways and regional pathways run throughout the plan area as well.

A DC District is proposed for Belmont Square Park and Belmont Plaza Park located in the centre of the plan area. The DC is intended to provide for publicly accessible private open space, a multi-use plaza for informal and formal public activities and accommodate urban agriculture, food production and low intensity commercial uses.

The design provides the framework for the multi-residential, mixed use neighbourhood with density focused to its location adjacent to a future LRT station. This includes low and medium rise multi-residential development, as well as medium rise mixed use buildings that can also accommodate retail and commercial uses. Higher density parcels, including two 18 storey point towers, are located closest to the future LRT station as outlined in the policies in the *West Macleod Area Structure Plan*.

The multi-residential, mixed use component of this proposal will accommodate the following:

- A minimum 165 dwelling units within a high density, low rise multi-residential development comprising of a 4 to 6 storey seniors / assisted living facility (MH-1);
- A minimum 199 dwelling units within a low profile multi-residential development comprising of a mix of townhouses and 3 to 4 storey apartment buildings (M-1);
- A minimum 359 dwelling units within a medium profile multi-residential development comprising of townhouses and 4 to 5 storey apartment buildings (M-2);
- A minimum 265 dwelling units within a mixed use development comprising of 4 to 6 storey residential and retail ready spaces along the park (MU-1f3.5h20);
- A minimum 407 dwelling units within a mixed use development comprising of 6 to 8 storey residential and retail ready spaces (MU-1f3.5h26); and
- A minimum 362 dwelling units within a mixed use development comprising of 6 storey mixed use buildings, with two 18 storey residential towers, each with 12 storeys of residential units on a 6 storey mixed use podium (MU-2f4.0h56).

The plan area is anchored by a future high school site to the south with associated playfields (soccer, baseball and track and field), adjacent to a recreation centre and library site previously approved in Belmont LOC2011-0058. A Municipal Reserve (MR) dedication totaling 3.66 hectares (9.04 acres) or 10 percent will be provided within the plan area as credit MR and will consist of a portion of the open space corridor leading to the LRT station. Another 5.44 hectares (13.44 acres) or 14.9 percent will be non-credit MR and will be acquired through a land purchase agreement and will form part of the future high school site. The future high school site is located at the southern boundary of this outline plan, bounded by Belmont Avenue SE to the north, Belmont Boulevard SE to the east, 210 Avenue SE to the south and the future recreational centre / library site to the west. Overall the high school site will consist of 8.36 hectares (20.66 acres) within the plan area of which 2.92 hectares (7.22 acres) is credit MR,

Outline Plan in Residual Sub Area 13 K (Ward 13) at multiple addresses, LOC2016-0335 (OP)

and 5.44 hectares (13.44 acres) is non-credit and a land purchase. The proposed MR in combination with the privately owned, publicly accessible parks provide an enhanced open space system for future residents.

A 0.04 hectare (0.10 acre) portion of the site, located in the upper northeast corner of the plan area, will function as a public utility lot (S-CRI) and will be used as future right-of-way for the LRT alignment. A stormwater pond has been sited across ownership lines to the immediate north of the plan area within the Belmont community and sized to accommodate the stormwater needs of both developments. The stormpond was approved under Tentative Plan SB2016-0121.

A breakdown of the statistics for the outline plan can be found in the Subdivision Data Sheet (Attachment 5).

Land Use

Concurrent with the outline plan is a land use amendment application (Attachment 6) that proposes to redesignate the subject lands from Special Purpose – Future Urban Development (S-FUD) District to a mix of Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – General (MU-1f3.5h20) District, Mixed Use – General (MU-1f3.5h26) District, Mixed Use – Active Frontage (MU-2f4.0h56) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, and a DC Direct Control District based on Special Purpose – Recreation (S-R) District to accommodate publicly accessible private open space, a multi-use plaza for informal and formal public activities and accommodate urban agriculture, food production and low intensity commercial uses.

Overall, these districts will provide for a higher intensity mixed use land use pattern that complements the future LRT station and surrounding amenities and infrastructure.

Density

The outline plan provides for development that achieves both the *Municipal Development Plan* (MDP) and the *Area Structure Plan* (ASP) minimum density and intensity targets (population and jobs). This will help to support the future transit, LRT station and community amenities within the greater area.

The application anticipates accommodating 3,522 residential units. This equates to an anticipated residential density of 124.7 uph (50.5 upa). This density achieves the intent of the minimum residential density of 20 uph (8 upa) suggested by the MDP for the neighbourhood and contributes towards meeting the minimum residential density of 25 uph (9 upa) required when calculated over the entire ASP.

The subject application is located in a Transit Station Planning Area as depicted in the ASP (Map 5: Transit Station Planning Area). There are two specific density categories for the subject lands, as per Map 7: Density. The ASP policies provide direction to achieve a minimum density

**Outline Plan in Residual Sub Area 13 K (Ward 13) at multiple addresses,
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of 98.8 uph (40 upa) where located within the High Density/Mixed Use area and 49.0 uph (20 upa) where located within the Medium Density/Mixed Use area. The anticipated residential density of 124.7 uph (50.5 upa) exceeds both of these density requirements.

Development for the overall community is required by the MDP and the ASP to achieve an intensity of 60 to 70 people and jobs per hectare. The anticipated intensity of the subject site is approximately 169 people and jobs per hectare. The ASP (Table 1) identifies a minimum intensity requirement of 51 people and jobs per hectare for Community “C” and a minimum intensity requirement of 62 people and jobs per hectare for the entire ASP area. The anticipated intensity of 169 people and jobs per hectare exceeds both of these intensity targets.

Environmental

The proposed application is located within a previously undeveloped greenfield area. Historically, the lands have been used for agricultural purposes as identified through Environmental Site Assessment reports. No environmental concerns were identified in the Environmental Site Assessment reports and further investigations or assessments were not recommended.

No other environmental issues have been identified for the subject lands.

Transportation

The proposed road network within the Outline Plan boundary is planned as a grid pattern, with emphasis on multiple public connections to the LRT station area. Primary access to the subject lands is from an east-west arterial roadway, 210 Avenue SE, with additional connections to the adjacent plan area provided by Belmont Boulevard SE and Belmont Avenue SE. Two hundred-tenth Avenue SE connects directly to Macleod Trail SE.

Administration worked with the applicant to develop a transportation network that supports multi-modal connectivity for local and regional trips, with a street network comprised of primary collector streets, activity centre streets and collector streets that accommodate active modes, transit, and vehicular movement within the plan area, as well as connections to the regional transportation network. The combination of the street network, block sizes with public access easements (active mode connections through blocks), pathways and park space that are supportive of the planned future LRT station provides opportunities for pedestrians and cyclists to enjoy good connectivity within and around the plan area.

The plan provides opportunities to connect to the future LRT station via a proposed street network which supports multiple access points and which proposes a shared north-south street known as Belmont Avenue SE. Administration and the Applicant worked to ensure the plan is flexible to support future planning of the LRT station area and provides connectivity for primary and secondary pedestrian and active mode routes to the station from both the subject lands and adjacent lands.

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Public transit will be introduced in phases over time and is expected to include several bus routes running through the *West Macleod Area Structure Plan* lands, providing local and regional service through and around the plan area, and later phased to support the future LRT station.

Staging of the proposed development through to completion is planned to provide connectivity to the regional transportation network with access to Macleod Trail SE and Stoney Trail SE. Opportunities for connections to the future LRT station are protected with the proposed plan.

A regional pathway system that establishes both strong east-west and north-south connections both within and adjacent to the plan area is provided. The regional pathway aligns with the intent of the *Area Structure Plan* by providing pedestrian and cycling connections to and through the plan area. The regional pathways within the plan area provides key connections to the future LRT station. Local pathways strengthen the regional system and provide key linkages to adjacent lands.

Utilities and Servicing

Water servicing will be provided via a connection to the water feeder main along 210 Avenue SE. A water main along 194 Avenue SE will also be installed prior to development to create a looped system.

The West Pine Creek Sanitary Trunk will run along the west and south boundaries of the proposed development. Along the west boundary of the development, the Trunk will run along a 9 metre utility right-of-way, 4.5 metres of which will be within the proposed development (the other 4.5 metres of the utility right-of-way was included on the east boundary of LOC2011-0058). Sanitary servicing for the proposed development will be provided via a connection to the West Pine Creek Sanitary Trunk at Belmont Boulevard SE.

Storm runoff for the proposed development will be directed towards Belmont Pond E located south of 194 Avenue SE, approved in LOC2011-0058. Until an outfall to Pine Creek is constructed, the Belmont Pond E will operate with zero discharge to Priddis Slough.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

There is no Community Association for the subject area and no letters from adjacent landowners or the general public were received.

No public meetings were conducted by the applicant or Administration in relation to this application.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory - 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)*. The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *SSRP*. While the *SSRP* makes no specific reference to this site, the supporting application is consistent with the *SSRP* policies including the Land Use Patterns strategies (subsection 8.14) within the Implementation Plan part of the document.

Municipal Development Plan (Statutory - 2009)

The *Municipal Development Plan (MDP)*, Map 1 'Urban Structure' identifies the subject lands as 'Residential – Developing - Future Greenfield'. The *Municipal Development Plan* provides guidance for the development of new communities through the policies of the *Area Structure Plan*.

The proposed outline plan meets the following *Municipal Development Plan* objectives (Section 3.6.2):

- Providing a diversity of housing types;
- Providing daily needs and transit options within walking distance;
- Providing parks located throughout the community in walkable proximity to all residences;
- Creating a physical combination of the public realm and related built form to establish a "heart" for the community; and
- Creating an inter-connected, multi-modal street network.

South Macleod Trail Regional Policy Plan (Non-statutory - 2007)

The *South Macleod Trail Regional Policy Plan* provides further policy framework at a regional level and identifies the subject lands as 'Residential' with a 'Transit Oriented Development' and 'Comprehensive Planning Area' overlays. The 'Comprehensive Planning Area' is tied to the 'Core Commercial Area'. The *Regional Policy Plan* also depicts a LRT Station, a Core Commercial Area, a library site, a recreational centre site and a public high school site, all of which were re-evaluated as part of the *West Macleod Area Structure Plan*. The proposed outline plan is consistent with the policies of this plan.

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West Macleod Area Structure Plan (Statutory - 2014)

The *West Macleod Area Structure Plan* (ASP) provides more direction with detailed policies and guidelines for development. The subject lands are identified as 'Community C' on Map 3: Communities and as 'Medium Density/Mixed Use' and 'High Density/Mixed Use' on Map 4: Land Use Concept as part of the Transit Station Planning Area. The ASP also depicts an LRT Station and a public high school site. The proposed outline plan is generally consistent with the applicable policies of this plan.

An amendment to the ASP is proposed as part of CPC2018-1403 in support of the application.

Social, Environmental, Economic (External)

The proposed outline plan enables the continuation of development in the community of Belmont and provides a future framework for a mix of housing types and density to support transit oriented development around a future LRT station. The development of these lands will enable a more efficient use of land and infrastructure that will support surrounding uses and amenities while introducing additional amenities to the general area.

Financial Capacity

Current and Future Operating Budget

As development proceeds in this area the responsibility for the local infrastructure is assumed by The City, and as additional services come on line, operating costs will be incurred. As this area is considered to be an actively developing community, these costs are being incorporated in the One Calgary 2019-2022 four year service plan and budget. Operating costs are related to services such as roads maintenance, parks maintenance, and waste and recycling servicing.

Current and Future Capital Budget

There is no impact to the current capital budget as a result of this report. The capital investment required to construct and upgrade the required development-related local infrastructure will be funded entirely by the developer. Additionally, the developer will pay off-site levies which helps generate funding for the regional permanent infrastructure.

Risk Assessment

The largest risk associated with the subject application stems from the future LRT station. At this time, no Functional Study of the future LRT lands has been developed. The Functional Study would encompass the development of the LRT lands including the alignment of the LRT tracks, the location of the LRT station, and the integration of the station area with adjacent development.

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The applicant team was asked if they wanted to wait for the Functional Plan to be completed before proceeding with their proposed plan to ensure appropriate integration with the station area. As the date of completion of the Functional Plan is uncertain, the applicant team decided to proceed and plan a network that provides connection opportunities as described in the Transportation section above.

REASON(S) FOR RECOMMENDATION(S):

The proposed outline plan serves to implement the objectives of the *Municipal Development Plan* which supports the efficient utilization of land and infrastructure by providing an outline for the future subdivision of new multi-residential districts and park spaces recommended in the associated land use application. The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *West Macleod Area Structure Plan*.

The proposal allows for a mix of housing types that exceeds the minimum residential requirements identified in the *West Macleod Area Structure Plan*; provides for a logical extension of the Belmont community, an increase of density towards the future LRT station and provides extensive connections to and from the future LRT station from the greater area.

The conditions of approval (Attachment 1) effectively implement the technical aspects of the plan area's future development.

ATTACHMENTS

1. Conditions of Approval
2. Applicant's Submission
3. Proposed Outline Plan
4. Approved Belmont Outline Plan, LOC2011-0058
5. Subdivision Data Sheet
6. Proposed Land Use District Map

Conditions of Approval

The following Conditions of Approval shall apply:

Planning:

1. If the total area for Roads & Public Utility Lot dedication is over 30%, note that this is considered a voluntary dedication, and compensation in the order of \$1 for over dedication is deemed to be provided.
2. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for townhouses / rowhouse units shall be executed and registered against the titles **concurrently with the registration of the final instrument**.
3. The existing buildings shall be removed prior to subdivision endorsement.
4. The Developer shall submit a density phasing plan **with each Tentative Plan submission**, showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities of the Area Structure/Community Plan and Municipal Development Plan.
5. The Community boundary adjustment shall be approved at Council **prior to approval of the Tentative Plan** through an amendment to the West Macleod Area Structure Plan.

An application for street names may be required if the boundary adjustment is approved and Belmont street types are no longer available. An application for street names can be submitted to Subdivision Services, Community Planning and shall be approved at Council **prior the approval of the affected Tentative Plan**.
6. **With each Development Permit application**, subject to the Authority's discretion based on the scale of the application, a comprehensive site development plan for the surrounding area may be required. The following information may be required: parcel areas, building envelopes, site access, parking, landscaping, amenity areas, public pathways, and other details as required.

Development Engineering:

7. All parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Hydrogeotechnical Report, prepared by Almor Testing Services Ltd. (File No 099-21-16), dated April, 2016.
 - Geotechnical Report, prepared by McIntosh Lalani Engineering Ltd. (File No ML7568), dated December, 2016.
8. Multi-family sites within the plan area may require additional access points depending on the final building layout and/or total number of units. Sites with over 100 dwelling units require a secondary access. A third access is required for sites in excess of 600 dwelling units, two of which must be public. Note that an emergency access route is also required if the primary fire access route is between 120m and 200m in length. A secondary access street is required if the primary fire access route is more than 200m in length.

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9. **Concurrent with the registration of the affected final instrument**, execute and register on title an Access Agreement over the hardscaped areas in Belmont Plaza Park (0.46m wide area from top of rolled curb into Private Park on both sides of Belmont Plaza SE one-way roads) for the purpose of emergency vehicle access. The agreement and access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the affected final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.

Note: Signage indicating the heavy duty hardscaped access areas to emergency crews will be required. Signage details to be determined at the construction drawing stage to the satisfaction of the Development Engineering and Transportation Planning.
10. Access to the parcels east of Belmont Boulevard SE shall be from the intersection of Belmont Boulevard SE and Belmont Avenue SE (roundabout). **Concurrent with the registration of the final instrument**, execute and register on title an Access Agreement for the purpose of emergency vehicle access. The agreement and access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.
11. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
12. Separate service connections to a public main shall be provided for each proposed lot.
13. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
11. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, the Developer shall make payment to Mattamy (Burgess) Limited, United West Macleod I Lands Limited Partnership, and United Acquisition II Corp. for their share of the West Pine Creek Phase II Sanitary Trunk Construction Agreement.
15. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, the Developer shall make payment to applicable off-site levies, charges and fees. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
16. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
 - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-

Conditions of Approval

- way that may be required to facilitate these offsite improvements.
- b) Construct the underground utilities and surface improvements within the two northern lanes of the four (4) lane divided major within 210 Avenue SE, along the south boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within the full width of Belmont Boulevard SE, along the north boundary of the plan area.
 - d) Construct the underground utilities and surface improvements within the full width of Belmont Boulevard SE, along the east boundary of the plan area.
 - e) Construct the underground utilities and surface improvements within the boundary of the plan area.
 - f) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - g) Construct a wood screening fence, chain link fence, or sound attenuation fence, whichever may be required, inside the property line of the residential lots along the boundaries of the plan area where required.
 - h) Construct the MR/MSR within the plan area.
 - i) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
12. **Prior to endorsement of the Tentative Plan**, the developer shall make payment to the City of Calgary for their proportionate share of the cost to upgrade the existing 210th Avenue CP railway crossing to a temporary at grade crossing. This upgrade is a requirement of the West Macleod Global Transportation Impact Assessment recommendations for the west and east Macleod area.

Transportation:

Regional Transportation Network

18. The West Macleod Global TIA (prepared by Stantec June 2015) has been completed and the Regional Transportation network infrastructure required to support development throughout the plan area up to 7,300 units and 200,000 SF commercial is defined as follows:
- At-grade intersection of Macleod Trail and 210 Avenue S
 - At-grade intersection of Macleod Trail and 194 Avenue S
 - 210 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street
 - 194 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sherriff King Street
 - Sherriff King Street – four (2-2) paved lanes from 210 Avenue to Stoney Trail

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

“Available” is defined as follows:

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

20. **In conjunction with each Tentative Plan**, two connections from the affected tentative plan to the Regional Transportation Network must be constructed and open to the public and built to City standards. These connections are defined as:
- a. 210 Avenue SE / Belmont Boulevard SE
 - b. Belmont Drive SE or Sheriff King Street SE / Belmont Avenue SE

Note the intent is that two accesses are available for each tentative plan. It is understood that construction sequencing between all land owners and developers in the area is not certain and the connections above may change at tentative plan.

Offsite requirements to connect roadways within the plan area to the transportation system may be required and will be determined at each tentative plan. Further Transportation Analysis may be required.

Each tentative plan shall demonstrate that it provides a contiguous extension of development within the outline plan area. The intent is to ensure internal transportation connectivity for all modes (walking, cycling, transit, vehicles) and facilitate interim transit routing

21. Construction and cost obligations for the northerly half of 210 Avenue adjacent to the outline plan area are to be confirmed with Transportation Planning **prior to the endorsement of the initial Tentative Plan**. The Developer shall enter into an agreement as required to the satisfaction of the Director, Transportation Planning.
22. **Prior to Endorsement of the initial Tentative Plan**, the Developer shall enter into a Payment Agreement to the satisfaction of the City Solicitor, and the Director, Transportation Planning to establish terms for the Developer’s contribution for interim improvements of Macleod Trail S/ 210 Avenue S and Macleod Trail S/ 194 Avenue S based on the Transportation Impact Assessment recommendations for the East and West Macleod Area. The City may require additional security or Letter of Credit to secure payments. Contributions from this Outline Plan area are estimated to be \$1.2 million (at maximum possible build-out).
23. **Prior to Endorsement of each Tentative Plan**, the developer shall contribute to the costs to upgrade the intersections of Macleod Trail S/ 194 Avenue S and Macleod Trail S/ 210 Avenue S based on the transportation impact assessment recommendations for the west and east Macleod area. The cost sharing contribution is estimated at \$1.2 million (at maximum possible build out) and will be confirmed during each Tentative Plan application. The estimate is determined from the number of single family lots, multi-

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family units (based on Outline Plan maximums) and square footage of commercial space in the Tentative Plan area.

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

Design and Construction Requirements

24. **In conjunction with the applicable Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Director, Transportation Planning for:
- 210 Avenue S as a 4-lane divided Arterial-standard cross section, along the entire south boundary of the Outline Plan.
 - At grade intersection of 210 Avenue SE – Belmont Boulevard SE.
 - Roundabout located at the intersection of Belmont Boulevard SE and Belmont Avenue SE.
 - All remaining intersections and roads within the plan area and boundary roads where appropriate.
- All intersections on 210 Avenue S shall be designed to City standards, complete with appropriate corner cuts, channelization, tapers, etc to the satisfaction of the Director, Transportation Planning.
25. **In conjunction with the initial Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of 210 Avenue SE from the west plan boundary to the east plan boundary.
26. **In conjunction with the initial Tentative Plan**, the Developer shall construct the boundary half of 210 Avenue SE from the west plan boundary to the east plan boundary. 210 Avenue SE and ancillary works to support the roadway shall be designed and constructed at the Developer’s sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries.
27. **In conjunction with the initial Tentative Plan**, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for Belmont Boulevard SE throughout the plan area.
28. **In conjunction with the applicable Tentative Plan**, the Developer shall construct Belmont Boulevard SE. Belmont Boulevard SE and ancillary works to support the roadway shall be designed and constructed at the Developer’s sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries.
29. All roads, intersections, driveways and intersection spacing shall be designed and constructed at the Developer’s sole expense and to the satisfaction of the Director, Transportation Planning.
30. All roundabouts shall be designed and constructed to the satisfaction of the Director, Transportation Planning, as follows:

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- a. All bus stops adjacent to roundabouts should be located outside the curb flares influence zone and along the curb lanes where there is on-street parking;
 - b. A sight lines analysis for roundabouts, as well as truck and transit sweep and fastest path analysis through all roundabouts shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout; and
 - c. **In conjunction with the Tentative Plan**, all roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts
 - d. Turning movements should be provided as well for articulated buses.
 - e. Ensure the centre circle island has proper clear sight lines (i.e. no objects to block vehicle's sight lines), and chevron patterns shall be imbedded upon the concrete pad on the inner side of the roundabout.
 - f. No driveway accesses are permitted within the functional area of roundabouts.
31. **In conjunction with the applicable Tentative Plan**, detailed design of any proposed roundabouts shall be approved prior to approval of the Tentative Plan, ensuring sufficient road right-of-way is reserved for potential design adjustments as required.
32. **Prior to approval of the affected Tentative Plan, Construction Drawings (detailed design) and Permissions to Construct Surface Improvements:**
 - a. The developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (whether owned privately or owned by the City).
 - b. Adjustments to the tentative plan boundary may be required to accommodate all necessary Right-Of-Way requirements for appropriate roadway and intersection design at the discretion of the Director, Transportation Planning.
33. **In conjunction with the applicable Tentative Plan or Development Permit**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
34. **In conjunction with the applicable Tentative Plan or Development Permit** for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning. All bus zones shall be located:
 - Where commercial areas are concentrated;
 - Where the grades and site lines are compatible to install bus zones; and
 - Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
35. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning **concurrent with the final instrument** prohibiting the construction of front driveways over the bus loading area(s).
13. **In conjunction with the applicable Tentative Plan**, the developer shall ensure that all pathways from MR lands have a direct pedestrian connection by sidewalk or pathway, to the desired crossing locations at intersections to the satisfaction of the Director, Transportation Planning.
14. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located outside the public right-of-way.

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15. **In conjunction with the applicable Tentative Plan**, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are required by the Director, Transportation Planning. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning:
- where regional pathways or multi-use pathways intersect with the street;
 - at mid-block crossings; and
 - at intersections or pedestrian crossings adjacent to Joint Use sites

The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.

39. **In conjunction with the applicable Tentative Plan or Development Permit**, a noise attenuation study is required for the residential adjacent to 210 Avenue or the CP Railway or the LRT, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.

Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the 2014 Design Guidelines for Subdivision Servicing.

40. All noise attenuation features (noise walls, berms, etc.) and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, etc. and associated ancillary works shall not infringe onto the road rights-of-way).
41. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 metres is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 metres. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transportation Planning. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.

Modified and Custom Cross Sections

42. The Developer for the majority of the plan area (Domain Apartments) has provided a letter, under corporate seal, acknowledging that approval of the proposed custom or modified road cross sections is deferred prior to **approval of the initial Tentative Plan**.

The Developer for the remainder of the plan area (Anthem United) for the portions of the plan bounded by Belmont Boulevard SE and the Assumed Site Access to the LRT Station Area has not provided a letter acknowledging the deferment of approval for modified cross sections. Regardless, approval of the custom or modified cross sections is deferred prior to **approval of the initial Tentative Plan**.

- a. The Construction Drawing package will require a separate sheet for modified and custom cross-sections. This sheet will be updated through the review process (as

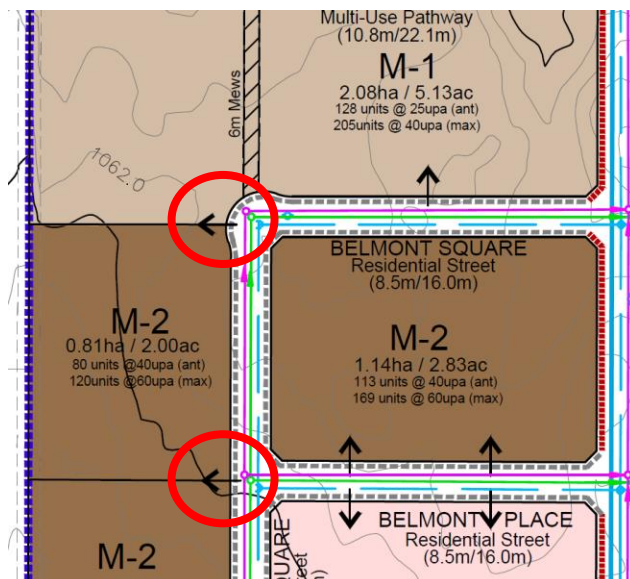
Conditions of Approval

needed) and will form the final approval cross sections upon acceptance of the detailed design.

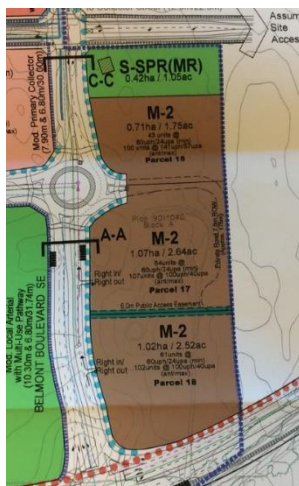
Access, Easements and Covenants

43. **In conjunction with the applicable Tentative Plan or Development Permit**, accesses for all multi-family sites and commercial sites shall be designed and located to the satisfaction of the Director, Transportation Planning.
44. No direct vehicular access is permitted to or from 210 Avenue S; restrictive covenants shall be registered against the subject lots **concurrent with registration** of the affected Tentative Plan. Exceptions may apply for accesses to pre-existing sites on an interim basis, if necessary and at the discretion of the Director, Transportation Planning.
45. Public Access Easements for all proposed Public Access Easement Areas ("Mews"), the DC(S-R) parcels (Belmont Square Park and Belmont Plaza Park), and the private pathway within the 4.5m Public Access Easement along the sanitary servicing easement, as indicated on the Approved Outline Plan, shall be executed and registered on title **concurrent with the registration of the final instrument** for the affected Tentative Plan.
46. Access to parcels east of Belmont Boulevard SE shall be from the intersection of Belmont Boulevard SE and Belmont Avenue SE (roundabout). In conjunction with the affected Tentative Plan, a Mutual Access Easement Agreement for the purpose of parking access / vehicular access / pedestrian access / an access route for the waste & recycling collection vehicle(s) to the storage facilities shall be executed and registered on title **concurrent with the registration of the final instrument** for all affected parcels at the Tentative Plan stage, to the satisfaction of the Director, Transportation Planning.
47. No direct vehicular access is permitted for the parcels directly adjacent Belmont Boulevard SE, specifically the portions of Belmont Boulevard SE that are classified as modified primary collector (section C-C) and modified activity centre (section D-D). A restrictive covenant shall be registered on the affected parcels to that effect, **concurrent with registration** of the affected tentative plan.
48. Shared Access is required for a number of the proposed multi-family sites in the plan area. For these sites, a Mutual Access Easement for multi-family parcels that use the same access shall be executed and registered on title **concurrent with the registration of the final instrument** at the Tentative Plan stage. An example of two of these sites is shown below.

Conditions of Approval



49. **In conjunction with the applicable Tentative Plan**, Mutual Access Easement(s) for the parcels shown below, and as indicated on the Approved Outline Plan, shall be executed and registered on title. The Mutual Access Easement(s) are to facilitate public and emergency vehicle access to the sites through the indicated Private Road.



50. Where lots exist adjacent to bus zones, caveats must be registered on the subject lots that restrict driveways or other vehicle accesses from encroaching upon the bus zone apron **Concurrent with Registration of the affected Tentative Plan**.

Miscellaneous

51. Future revisions, addendums, or submissions within the development area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Director, Transportation Planning and in accordance with the Area Structure Plan policy.

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52. The road and pedestrian network for future development in the area is subject to further review and analysis in conjunction with future outline plan revisions and Tentative Plan submissions.
53. **In conjunction with the applicable tentative plans** and prior to construction permission, the Developer shall provide signage within the road right-of-way or on city public land at the terminus of roads that are intended to continue with future planning and adjacent to the future LRT station. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning. All work associated with the supply and installation of the signage will be at the Developer's expense.

Show homes and marketing information must contain maps identifying the proximity of the future road and LRT extensions and shall be shown on the community land use signs containing affected lots.

Parks:

54. **Prior to endorsement of the tentative plan**, the Developer shall enter into a land purchase agreement with The City of Calgary to acquire a portion of the High School site that exceeds 10% MR.
55. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' ***Development Guidelines and Standard Specifications – Landscape Construction*** (current version), including setback requirements, to the satisfaction of the Director, Parks.
56. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR sites shall be submitted for Parks' review and approval.
57. **Prior to endorsement of the final instrument**, landscape construction drawings that are reflective of the subject tentative plan for the proposed Municipal Reserve lands are to be submitted to Parks for review and approval prior to construction.
58. Throughout the development process, adhere to the mitigation measures as outlined in the *Belmont Station Biophysical Impact Assessment* as prepared by Stantec Consulting Ltd., approved by the City of Calgary on 8 June, 2017.
59. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
60. A Homeowner's or Resident's Association shall be formed and the Developer shall be required to enter into a separate agreement with this Association for the development, financial and maintenance responsibility of the private parks (Belmont Square Park and Belmont Plaza Park) as identified within LOC2016-0335 and zoned DC S-R – Special Purpose – Recreation District, with said agreement to be registered concurrent with the registration of the final instrument. The Developer shall submit said agreement for review to the satisfaction of Calgary Parks and the City Solicitor.

Applicant's Submission

Belmont Station

The Outline Plan and Land Use Redesignation Application is for the Belmont Station neighbourhood that is generally located south of 194 Avenue SE, east of Sheriff King Street S, north of 210 Avenue SE and West of the CPR alignment in Southeast Calgary. The land is comprised primarily of cultivated farmland where two residential acreages were previously sited.

The application is seeking to redesignate 36.60 ha (90.44 ac) of land from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use-General (M-U1f3.5h20) District, Mixed Use – General (MU-1f3.5h26) District, Mixed Use – Active (MU-2f4.0h56) District, Special Purpose – School, Park and Community Reserve (S-SPR), Special Purpose – City and Regional Infrastructure (S-CRI) District and a Direct Control (DC) District to support a high density, transit supportive, mid-rise multi-residential neighbourhood centred around a large open space system, a future LRT station and a future High School site.

The Belmont Station Outline Plan / Land Use Redesignation Application provides the vision and framework for a new neighbourhood that is intended to create a vibrant pedestrian-oriented environment focused on the future LRT (Red Line) station, an interconnected park system and a future High School.

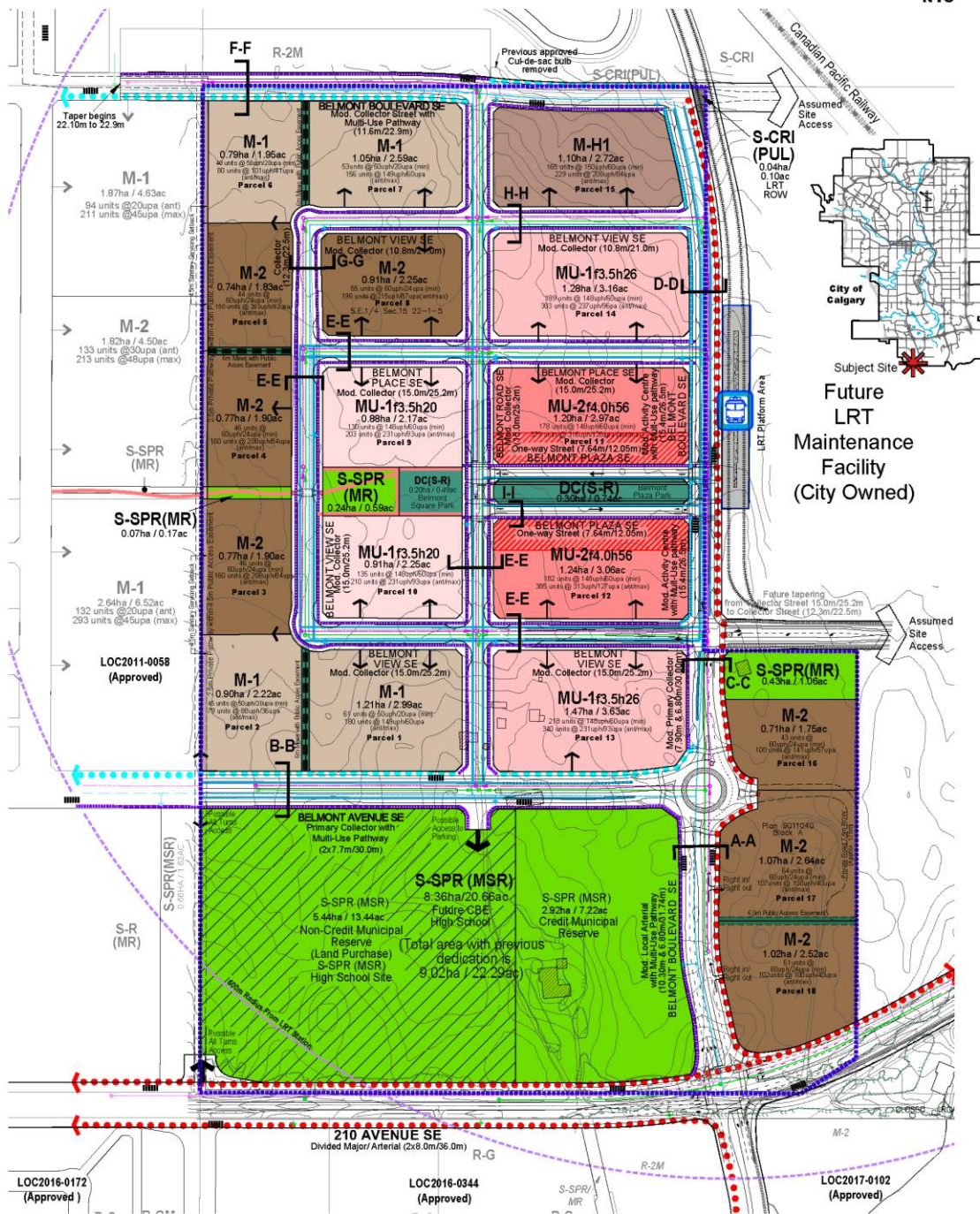
The plan:

- Meets the vision of the Municipal Development Plan (MDP) to achieve a minimum intensity threshold of 60 people and jobs per gross developable hectare and a target density of 70 people and jobs per gross developable hectare over the life of the plan;
- Meets the vision of the West Macleod Area Structure Plan by incorporating Medium and High Density/ Mixed Uses, a Main Street Retail Area, and a Public High School within the Transit Station Planning Area;
- Provides for mixed use, street-oriented commercial retail and office development along Belmont Plaza;
- Creates opportunities to expand the retail precincts over time around public plazas and pedestrian focused areas through the use of the Mixed Use Land Use Districts;
- Refines and enhances the policies of the Area Structure Plan into a vibrant neighbourhood that provides for the needs of its residents in a unique and exciting manner.

The Belmont Station neighbourhood has been planned to prioritize the pedestrian and encourage transit use through the establishment of a modified grid street network, the use of unique street standards, primarily mid-rise multi-residential and mixed use buildings and the inclusion of private mews/pathways that connect people to nearby amenities. At the heart of the plan is a significant public open space that draws people from a suburban residential area to a more vibrant urban area within Belmont Plaza Park. The public spaces are filled with art, markets, seating areas and playground amenities for future residents and visitors.

The Belmont Station neighbourhood will accommodate 1757 - 3522 new residential units that meet a market niche for high-end rental units. The plan provides for approximately 50,000 sf of retail development in a mixed use format near the future LRT station.

Proposed Outline Plan



- M-1 Multi-Residential - Low Profile District
- M-2 Multi-Residential - Medium Profile District
- M-H1 Multi-Residential - High Density Low Rise District
- MU-1 Mixed Use - General District
- MU-2 Mixed Use - Active Frontage District
- S-SPR Special Purpose - School, Park & Community Reserve District
- DC(S-R) Direct Control District
- S-CRI Special Purpose - City Regional Infrastructure District

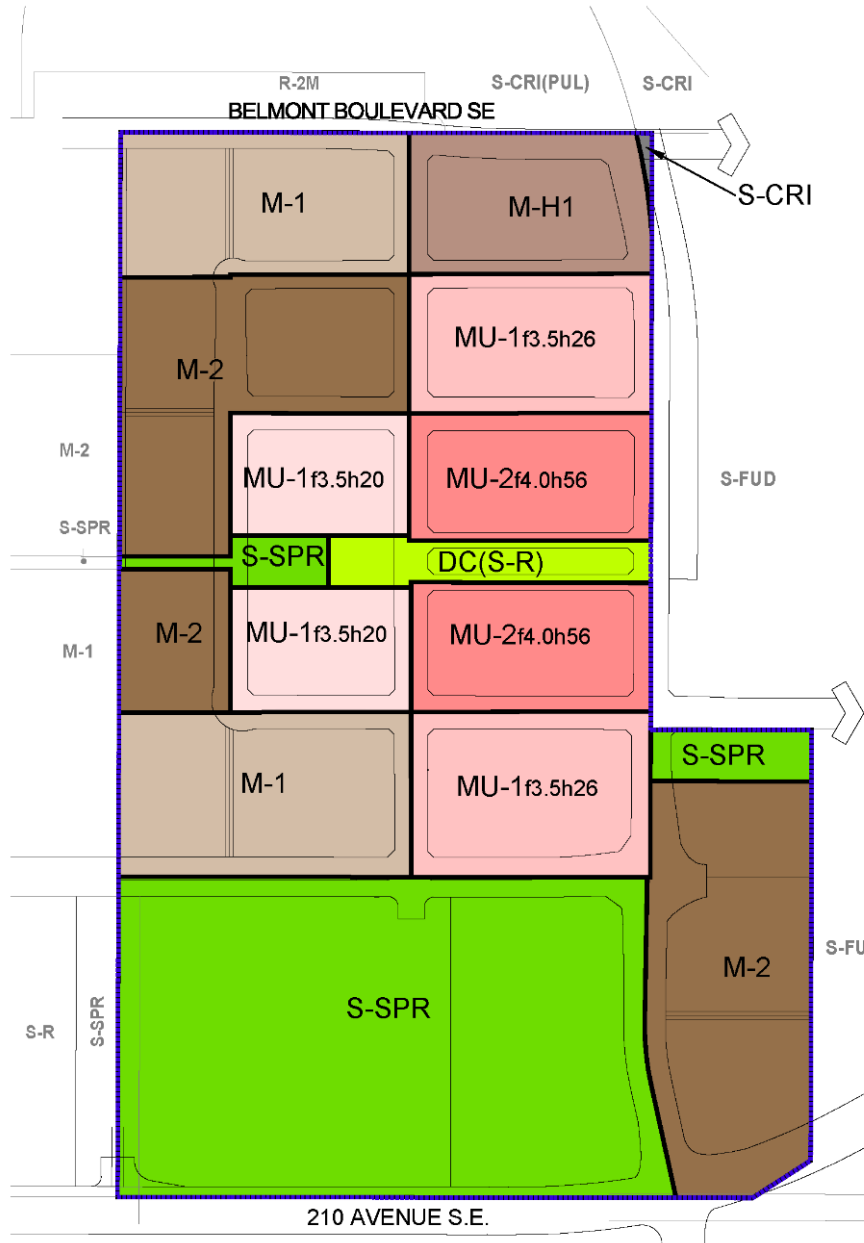
BELMONT
 STATION
LOC2016-0335
OUTLINE PLAN

Proposed Outline Plan



OUTLINE PLAN STATISTICS				
	Area (ha)	Area (ac)	% of Total Area	
OWNERSHIP				
DOMAIN Apartments LTD.	32.35	79.94		88%
UNITED COMMUNITIES	4.25	10.50		12%
Total Area	36.60	90.44		100%
Regional Uses (High School) deducted for Density Purposes	8.36	20.66		
Gross Developable Area (GDA) for Density Purposes	28.24	69.78		
	uph	ha	ac	units
Multi-Residential - Low Profile District (M-1)		3.95	9.76	10.8%
Min number of Units based 50uph/20upa	50			199
Anticipated / Maximum number of Units				495
Ant/Max number of Units based 88uph/36upa Parcel 2	88	0.90	2.22	79
Ant/Max number of Units based 101uph/41upa Parcel 6	100	0.79	1.95	80
Ant/Max number of Units based 144uph/58upa Parcel 1 & 7	149	2.26	5.58	336
Multi-Residential - Medium Profile District (M-2)		5.99	14.80	16.4%
Min number of Units based 60uph/24upa	60			359
Anticipated / Maximum number of Units				974
Ant/Max number of Units based 100uph/40upa Parcel 17 & Parcel 18	100	2.09	5.16	208
Ant/Max number of Units based 141uph/57upa Parcel 16	141	0.71	1.75	100
Ant/Max number of Units based 203uph/82upa Parcel 5	203	0.74	1.83	150
Ant/Max number of Units based 208uph/84upa Parcel 3 & 4	208	1.54	3.81	320
Ant/Max number of Units based 215uph/87upa Parcel 8	215	0.91	2.25	196
Multi-Residential - High Density Low Rise District (M-H1)		1.10	2.72	3.0%
Min number of Units based 150uph/60upa	150			165
Ant/Max number of Units based 208uph/84upa Parcel 15	208			229
Mixed Use - General District (MU-113.5h20)		1.79	4.42	4.9%
Min number of Units based 148uph/60upa	148			265
Anticipated / Maximum number of Units				413
Ant/Max number of Units based 231uph/93upa Parcel 9	231	0.88	2.17	203
Ant/Max number of Units based 231uph/93upa Parcel 10	231	0.91	2.25	210
Mixed Use - General District (MU-113.5h26)		2.75	6.80	7.5%
Min number of Units based 148uph/60upa	148			407
Anticipated / Maximum number of Units				643
Ant/Max number of Units based 231uph/93upa Parcel 13	231	1.47	3.63	340
Ant/Max number of Units based 237uph/96upa Parcel 14	237	1.28	3.16	303
Mixed Use - Active Frontage District (MU-214.0h56)		2.44	6.03	6.7%
Min number of Units based 148uph/60upa	148			362
Anticipated / Maximum number of Units				768
Ant/Max number of Units based 313uph/127upa Parcel 12	313	1.24	3.06	389
Ant/Max number of Units based 296uph/120upa Parcel 11	316	1.20	2.97	379
Total Units		18.02	44.53	
Minimum				1757
Anticipated/Maximum				3522
Density				
Minimum		62.2 uph		25.2 upa
Anticipated/Maximum		124.7 uph		50.5 upa
Municipal Reserve (Credit) S-SPR(MR/MSR)	3.66	9.04		10.0%
S-SPR (MR) Neighbourhood Park & Pathway - DOMAIN Apartments LTD.	0.31	0.78		
S-SPR (MSR) High School Site - DOMAIN Apartments LTD.	2.92	7.22		
S-SPR (MR) Neighbourhood Park - United/Mattamy/Ronmor	0.43	1.06		
Non-Credit Municipal Reserve (Land Purchase) S-SPR(MSR)	5.44	13.44		14.9%
S-SPR(MSR) High School Purchase Area	5.44	13.44		
Direct Control DC(S-R)	0.50	1.23		1.4%
Direct Control DC(S-R) Belmont Plaza Park	0.30	0.74		
Direct Control DC(S-R) Belmont Square Park	0.20	0.49		
Special Purpose - City and Infrastructure Regional District S-CRI(PUL)	0.04	0.10		0.1%
LRT Track Right-of-Way	0.04	0.10		
Roadways	8.94	22.09		24.4%
Portion of Divided Major (2x8.0m/36.0m) (210 Ave SE)	0.75	1.85		
Mod. Local Arterial with Multi-Use Pathway (10.3m + 6.8m/31.70m) A-A	0.66	1.63		
Primary Collector with Multi-Use Pathway (2x7.70m/30.0m) B-B	1.50	3.71		
Mod. Primary Collector with Multi-Use Pathway (7.90m + 6.80m/30.0m) C-C	0.27	0.67		
Portion of Activity Centre with Multi-Use Pathway (15.4m/26.5m) D-D	0.67	1.66		
Mod. Collector Street (15.00m/25.20m) E-E	3.30	8.14		
Mod. Collector Street with Multi-Use Pathway (11.60m/22.90m) F-F	0.60	1.48		
Collector Street (12.30m/22.50m) G-G	0.17	0.42		
Mod. Collector Street (10.80m/21.00) H-H	0.63	1.56		
One-Way Street (parking on one side) (7.64m/12.05m) I-I	0.39	0.96		
Municipal Reserve Breakdown by Ownership Area				
DOMAIN Apartments LTD.				
10% of ownership 32.35 ha (79.94 ac) = 3.235 ha (7.99ac) S-SPR(MR/MSR)				
United Communities				
10% of ownership 4.25 ha (10.50 ac) = 0.425ha (1.05ac) S-SPR(MR)				
INTENSITY ANALYSIS				
	Area (m2)	People	Jobs	Intensity
Medium Density (28-227 uph) @ 2.2 ppu		3865	147	
High School Facility			200	
Retail Uses	9569		191	
Second Storey Office	9569		393	
TOTAL PEOPLE AND JOBS		3865	921	
				169 p&j/ha

Proposed Outline Plan



LAND USE STATISTICS

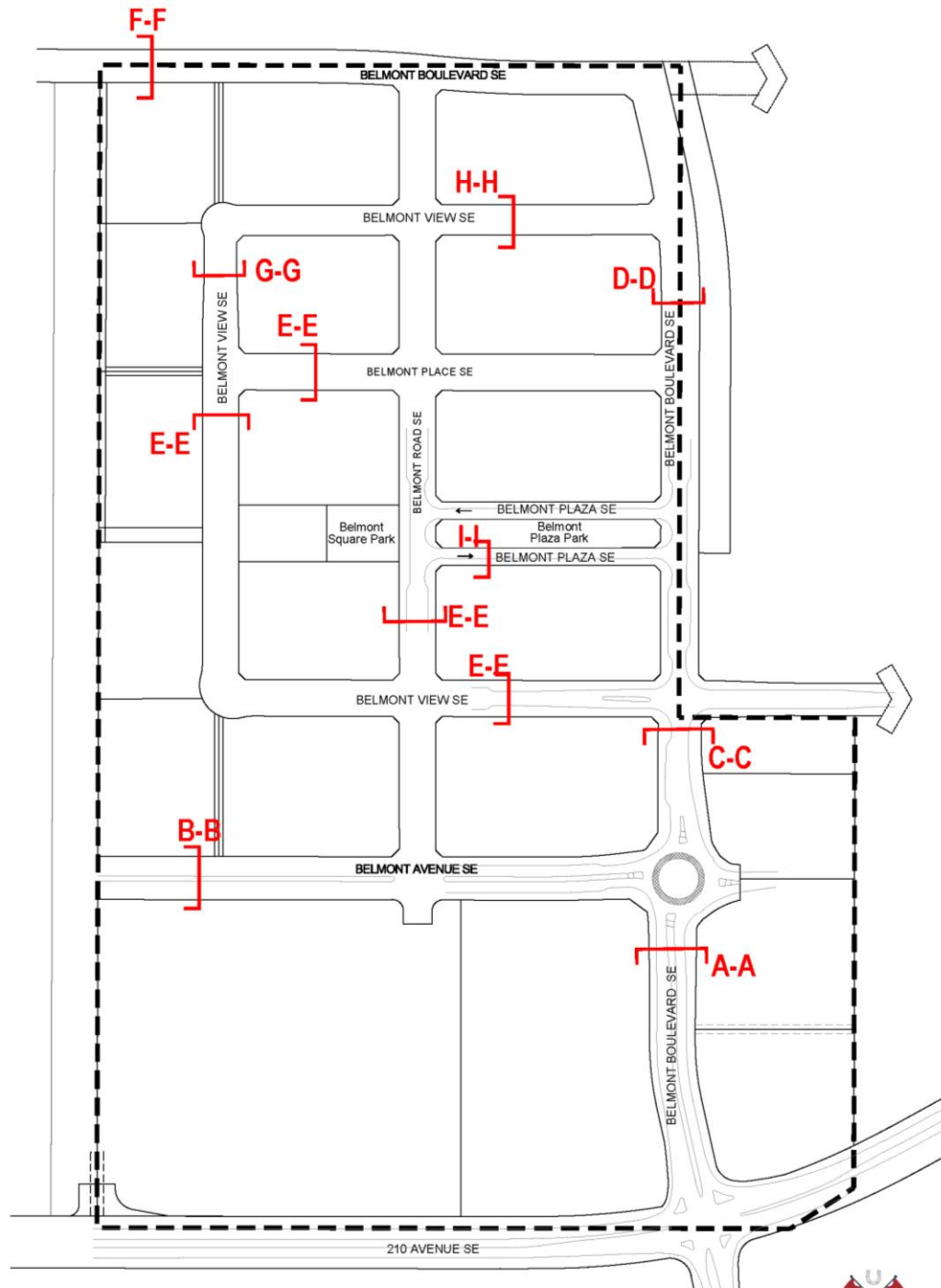
FROM	TO	Hectares	Acres
S-FUD	M-1	5.11	12.63
S-FUD	M-2	7.83	19.35
S-FUD	MU-1f3.5h20	2.53	6.25
S-FUD	MU-1f3.5h26	4.20	10.38
S-FUD	MU-2f4.0h56	3.54	8.75
S-FUD	M-H1	1.92	4.74
S-FUD	S-SPR	10.61	26.21
S-FUD	DC(S-R)	0.82	2.03
S-FUD	S-CRI(PUL)	0.04	0.10
TOTAL		36.60	90.44



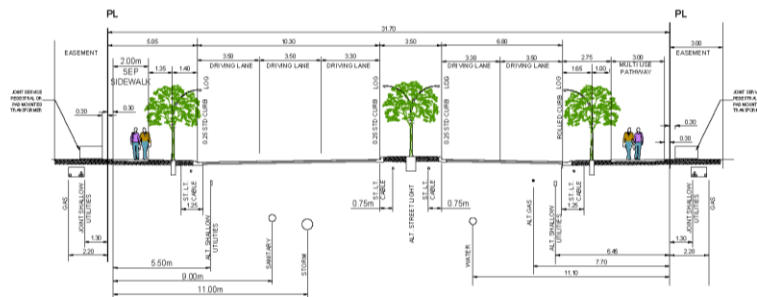
LOC2016-0335

LAND USE REDESIGNATION

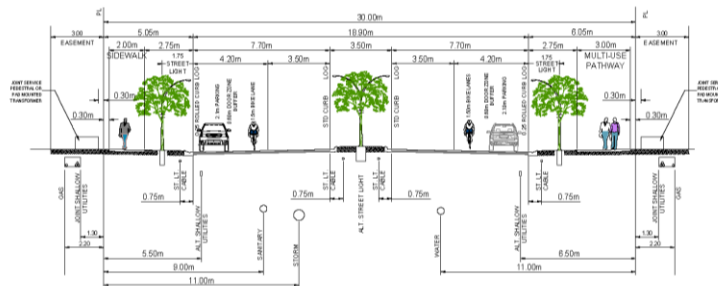
Proposed Outline Plan



Proposed Outline Plan



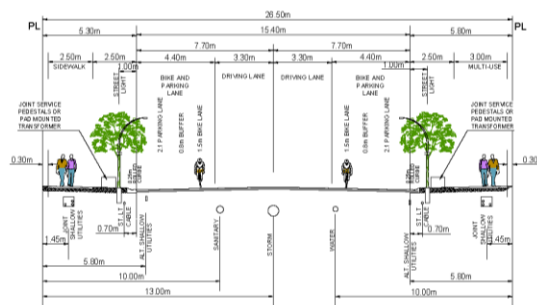
A-A Belmont Boulevard SE (south segment)
Mod. Local Arterial with Multi-Use Pathway 10.30m & 6.80m/31.70m



B-B Belmont Avenue SE
Primary Collector with Multi-Use Pathway 2x7.70m/30.00m



C-C Belmont Boulevard SE (between Belmont View SE and Belmont Avenue SE)
Mod. Primary Collector with Multi-Use Pathway 7.90m+6.80m/30.00m



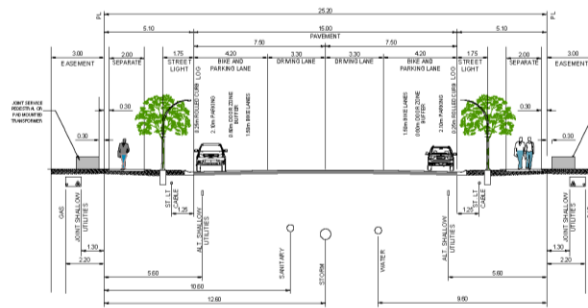
D-D Belmont Boulevard SE (beside LRT station)
Mod. Activity Centre with Multi-Use Pathway 15.40m/26.50m



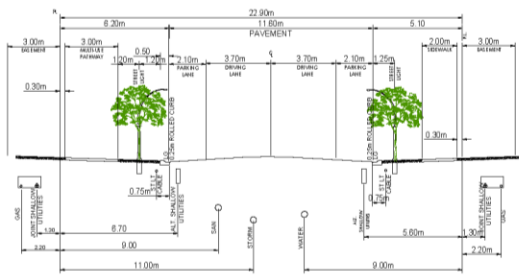
LOC2016-0335

CROSS-SECTIONS: A, B, C & D

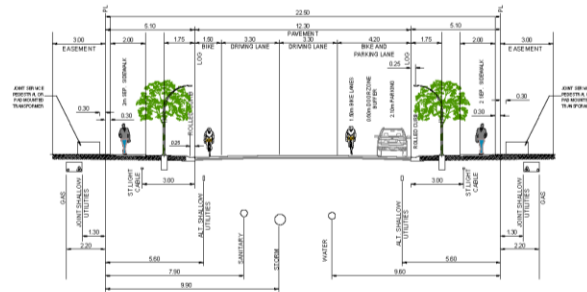
Proposed Outline Plan



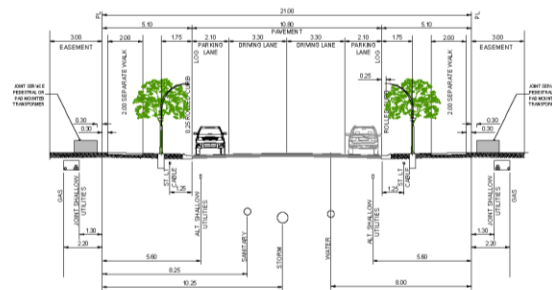
E-E Belmont Place SE, Belmont View SE & Belmont Road SE
Mod. Collector with Seperate Sidewalks 15.00m/25.20m



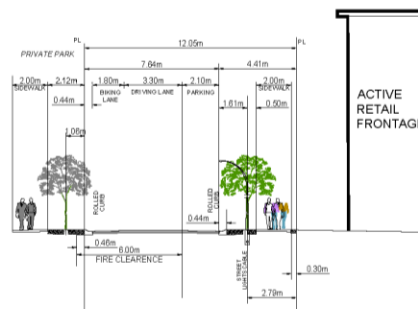
F-F Belmont Boulevard SE (north segment)
Mod. Collector Street with Multi-Use Pathway 11.60m/22.90m



G-G Belmont View SE
Mod. Collector Street 12.30m/22.50m

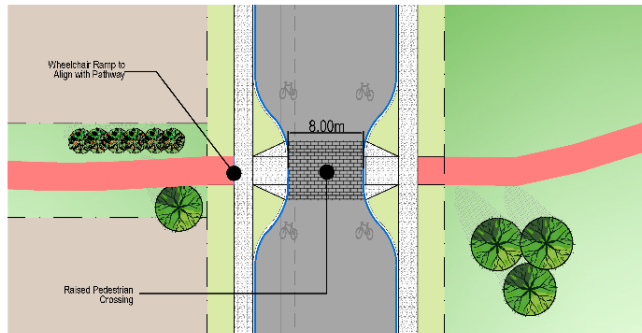


H-H Belmont View SE
Mod. Collector Street 10.80m/21.00m

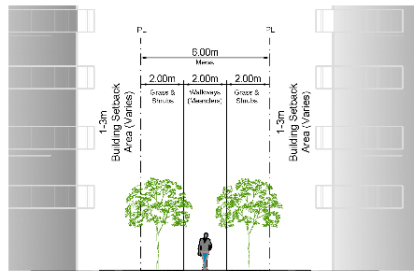


I-I Belmont Plaza SE
Custom One-Way Street (Parallel parking on one side)
7.64m/12.05m

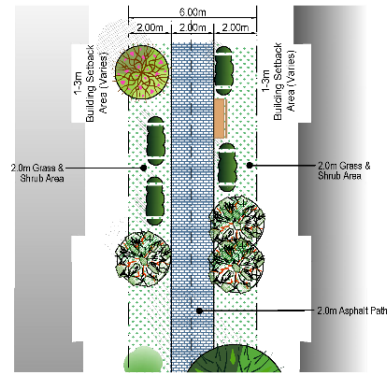
Proposed Outline Plan



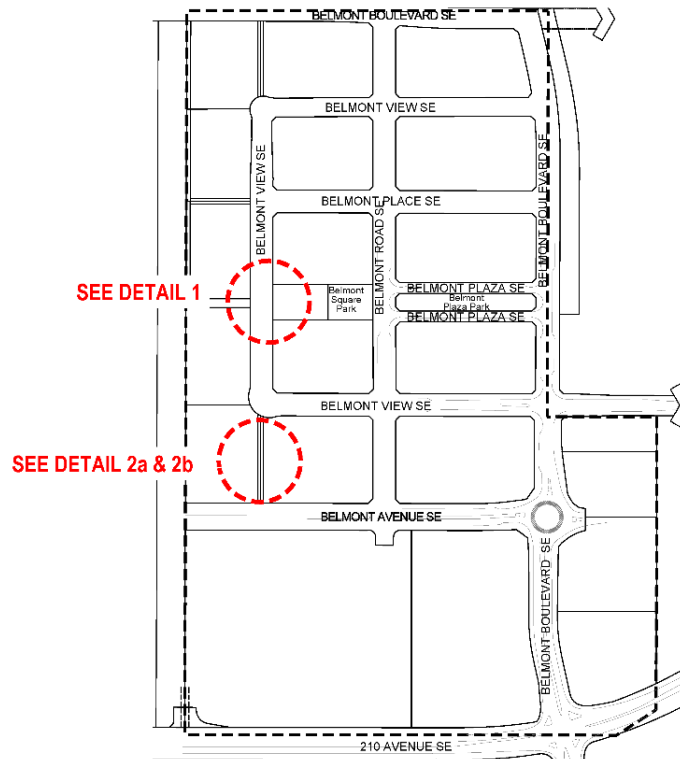
DETAIL 1: Mid-block Crossing



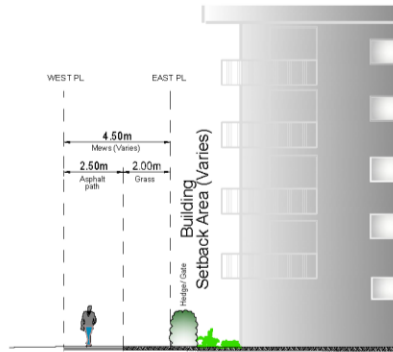
DETAIL 2a: 6.00m Mews



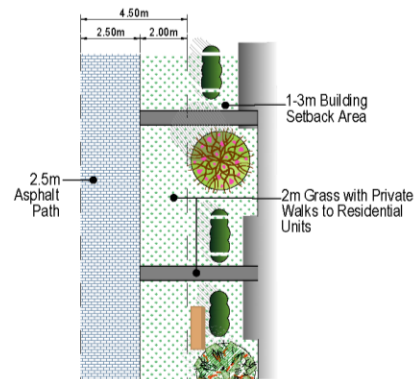
DETAIL 2b: 6.00m Mews Plan View



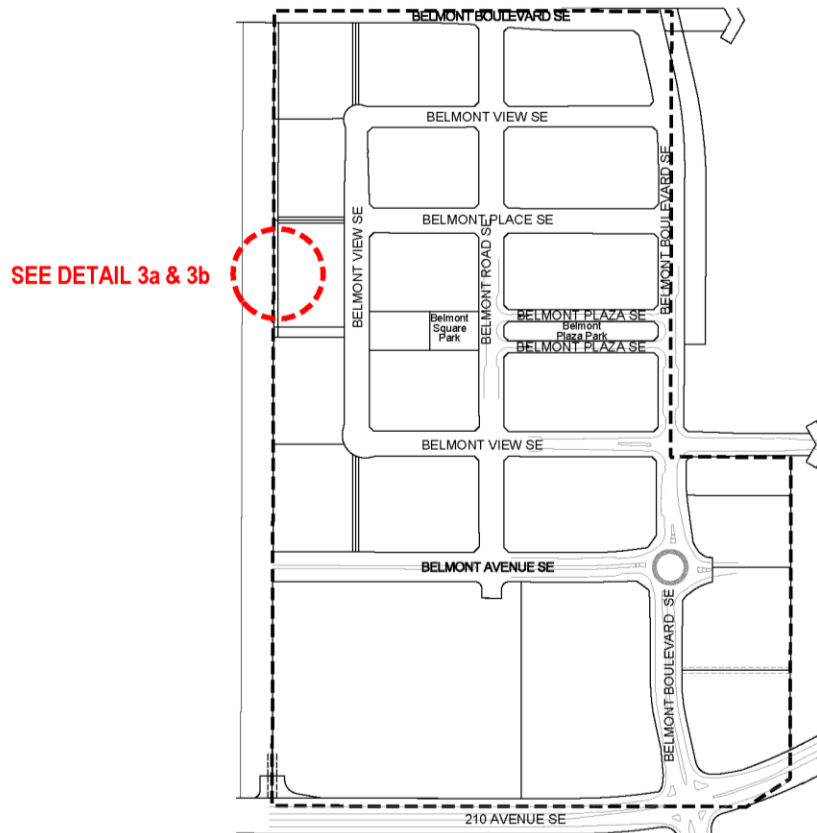
Proposed Outline Plan



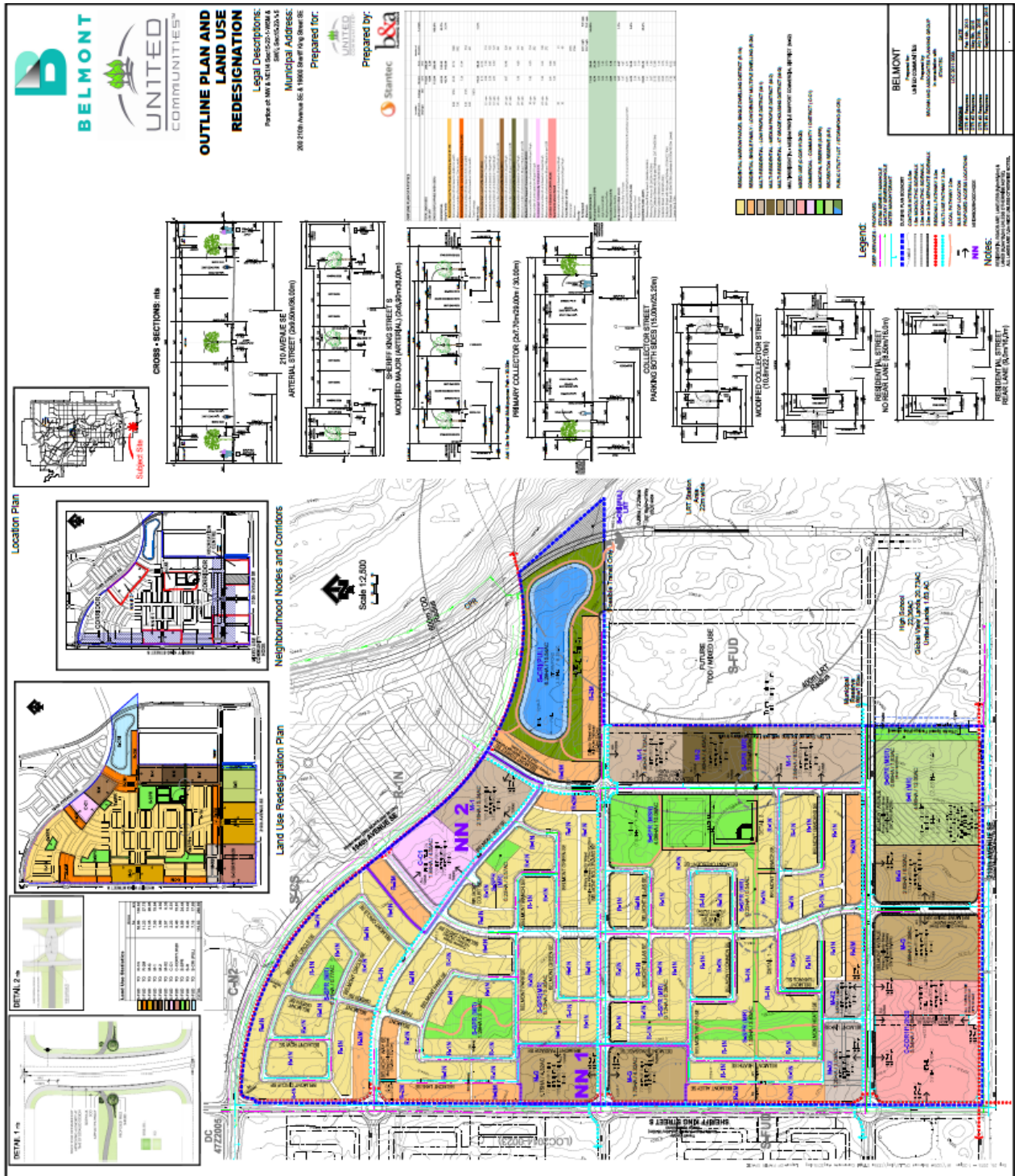
**DETAIL 3a: 4.50m Private Pathway
with Public Access Easement**



**DETAIL 3b: 4.50m
Private Pathway with
Public Access Easement**



Approved Belmont Outline Plan, LOC2011-0058



Subdivision Data Sheet

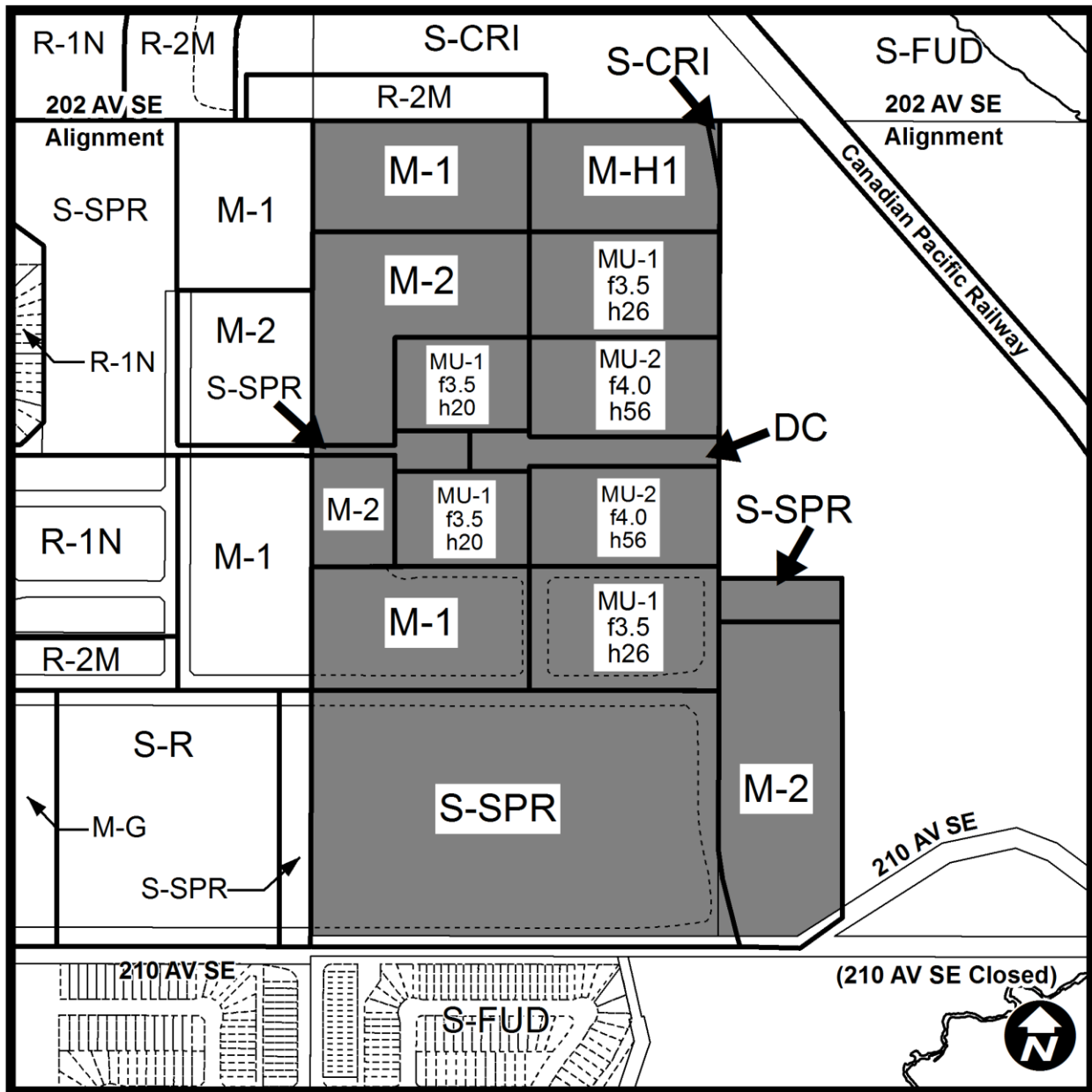
	HECTARES	ACRES
GROSS AREA OF PLAN	36.60	90.44
NET DEVELOPABLE AREA	36.60	90.44

LAND USE (Residential / Mixed Use)	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)	COMMERCIAL AREA (SQUARE METRES)
M-1	3.95	9.76	4	495	N/A
M-2	5.99	14.80	4	974	N/A
MH-1	1.10	2.72	1	229	0
MU-1f3.5h20	1.79	4.42	2	413	0
MU-1f3.5h26	2.75	6.80	2	643	0
MU-2f4.0h56	2.44	6.03	2	768	19,200
DC (S-R)	0.50	1.23	2	N/A	N/A
Total Residential / Mixed Use	18.02	44.53	15	3,522	19,200

	HECTARES	ACRES	% OF NET AREA
ROADS (CREDIT)	8.94	22.09	24.4%
PUBLIC UTILITY LOT	0.04	0.10	0.1%

RESERVES	HECTARES	ACRES	% OF NET AREA
MR	0.74	1.83	2.0%
MSR	2.92	7.22	8.0%
MSR (NON-CREDIT)	5.44	13.44	14.9%

Proposed Land Use District Map



Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1401

Land Use Amendment in Legacy (Ward 14) at 250 Legacy Village Link SE, LOC2018-0136

EXECUTIVE SUMMARY

This land use amendment application was submitted by IBI Group, on behalf of the developer, Stealth Homes Ltd, and with authorization from the owner, West Pine Creek Developments Ltd on 2018 June 13. This application proposes to change the designation of the property from Commercial – Community 1 (C-C1) District and Special Purpose – Future Urban Development (S-FUD) District to Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District to allow for:

- commercial and mixed use developments (e.g. commercial strip mall, commercial storefronts with apartments or offices above);
- maximum building height of 10 metres;
- a maximum floor area ratio (FAR) of 1.0; and
- the uses listed in the proposed C-COR2 designation.

This proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *East Macleod Area Structure Plan*. A development permit application (DP2018-4651) for a commercial development was submitted on 2018 September 28, and is under review.

ADMINISTRATION'S RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 1.93 hectares ± (4.77 acres ±) located at 250 Legacy Village Link SE (Plan 16'11382, Block 23, Lot 2) from Commercial – Community 1 (C-C1) District and Special Purpose – Future Urban Development (S-FUD) District **to** Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was submitted by IBI Group, on behalf of the developer, Stealth Homes Ltd, and with authorization from the owner, West Pine Creek Developments Ltd on 2018 June 13. As noted in the Applicant's Submission (Attachment 1), this application was submitted to accommodate a range of commercial uses, including a Car Wash - Multi Vehicle use. The subject site currently has two land use districts and is predominantly designated as Commercial – Community 1 (C-C1) District with a small 0.14 hectares L-shaped portion is designated as Special Purpose – Future Urban Development (S-FUD) District. This S-FUD area runs adjacent to the west and south property lines of the adjacent cemetery, which is also designated as S-FUD. As a result, the applicant is seeking the redesignation of the entire site to

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LOC2018-0136**

Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District to realize a future commercial development and update the land use boundaries to match the existing property line boundaries.

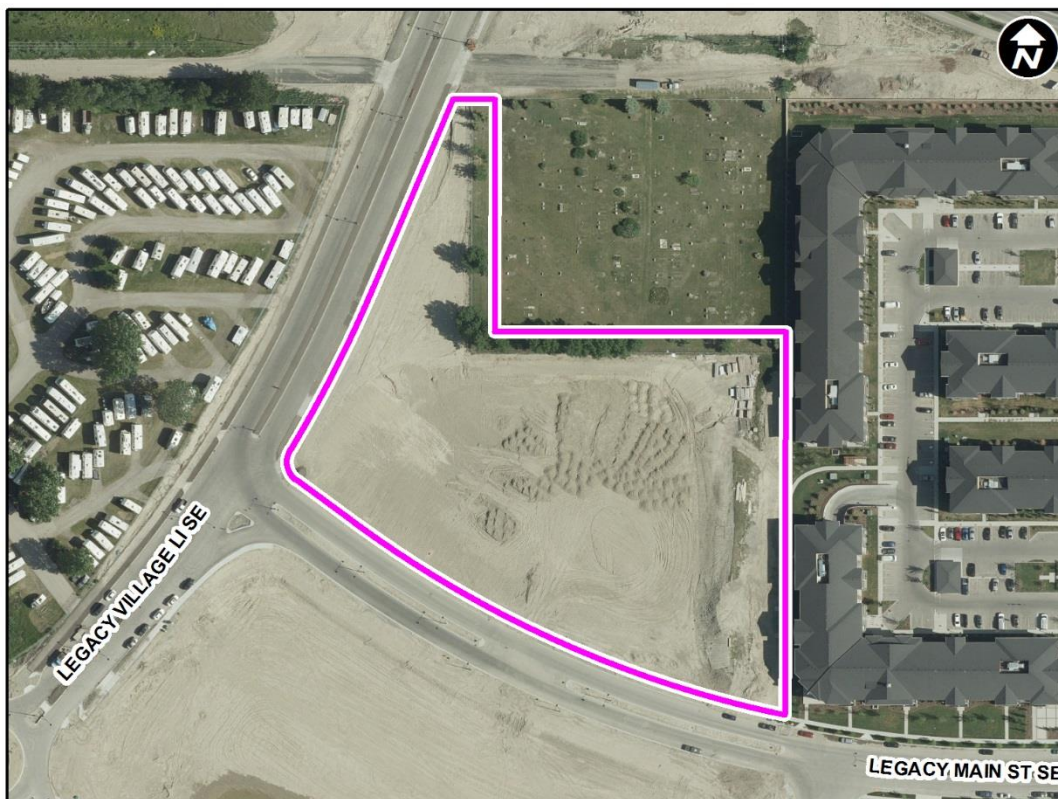
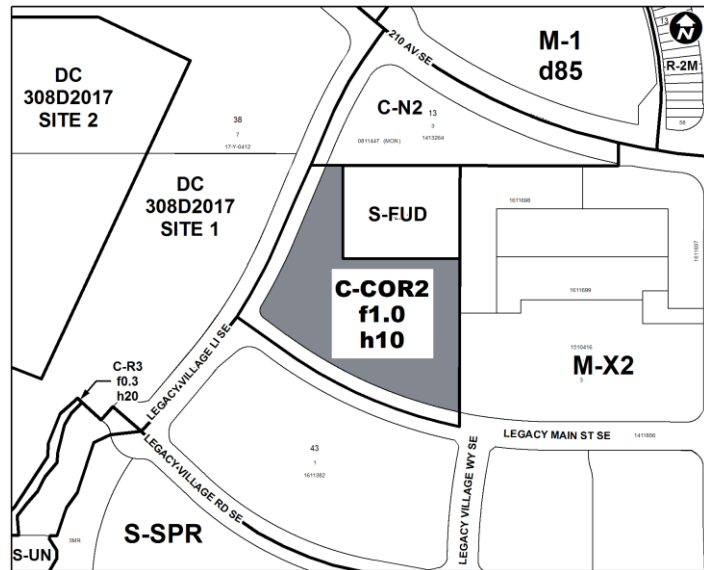
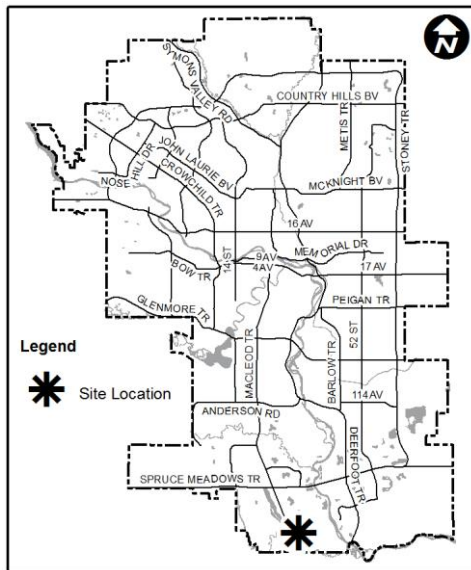
On 2018 September 28 Administration received a development permit (DP2018-4651) for the subject site for a commercial development consisting of five one storey buildings ranging in height from approximately 7.0 to 10.0 metres, and totaling 5,130 square metres in size. Proposed uses include Retail and Consumer Service, Office, Medical Clinic, Child Care Service, Car Wash – Multi Vehicle, and Sign Class C (two Freestanding Signs) uses. This application is currently under review by Administration. No decision will be made on the development permit until Council has made a decision on this land use redesignation application.

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Land Use Amendment in Legacy (Ward 14) at 250 Legacy Village Link SE,
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Location Maps



Land Use Amendment in Legacy (Ward 14) at 250 Legacy Village Link SE, LOC2018-0136

Site Context

The subject site is located in the southeast community of Legacy at the northeast corner of Legacy Village Link SE and Legacy Main Street SE. Lands to the north consist of a recently developed commercial development and the Pine Creek Cemetery. To the east and south are multi-residential developments and sites designated as Multi-Residential – Medium Profile Support Commercial (M-X2) District. Vacant lands located to the west are intended for a future comprehensively designed regional commercial development.

The subject site is approximately 1.93 hectares (4.77 acres) and is currently undeveloped and graded with no existing structures on site. A chain link fence just south and west of the shared property line with the adjacent cemetery separates the subject site from the cemetery.

As identified in Figure 1, Legacy's peak population was in 2017, reaching 3,919 residents

Figure 1: Community Peak Population

Legacy	
Peak Population Year	2017
Peak Population	3,919
2017 Current Population	3,919
Difference in Population (Number)	0
Difference in Population (Percentage)	0

Source: The City of Calgary 2017 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal allows for a wider range of commercial uses than currently exists for the site. The proposal meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

This application is to redesignate the entire site to Commercial – Corridor 2 f1.0h10 (C-COR2 f1.0h10) District. The subject site currently has two land use districts, including a small 0.14 hectares L-shaped portion of the site designated as Special Purpose – Future Urban Development (S-FUD) District, and the 1.79 hectares remainder of the site designated as Commercial – Community 1 (C-C1) District. Both land uses were approved as part of the outline

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Land Use Amendment in Legacy (Ward 14) at 250 Legacy Village Link SE, LOC2018-0136

plan and land use amendment application LOC2007-0126, which redesignated approximately 183 hectares of land to facilitate the future development of the community of Legacy. The existing C-C1 District is intended for small to mid-scale commercial development within a community and allows for a maximum height of 10 metres and a maximum floor area ratio of 1.0. The proposed amendment is also intended to update the land use boundaries to reflect the property line boundaries.

The proposed C-COR2 f1.0h10 District is intended to accommodate commercial and mixed use development with buildings located varying distances from the street, and opportunities for residential and office uses to be in the same building. The proposed district allows for a range of uses, a maximum building height of 10.0 metres, and a maximum floor area ratio of 1.0. The proposed C-COR2 District also has rear and side setback area depths of 5.0 metres adjacent to a parcel designated as a special purpose district, which allows for a continuous buffer to exist with the adjacent cemetery. The proposed C-COR2 District aligns with the relevant policies, while allowing for a range of pedestrian and automotive-oriented uses to serve adjacent residents.

Development and Site Design

The rules of the proposed C-COR2 f1.0h10 District will provide guidance for site development, including appropriate uses, height, building setbacks, and landscaping. Given the site's unique location and the range of surrounding existing uses, future commercial development will need to account for and address the distinct transitions in building placement and site layout. For example, design considerations to ensure appropriate transitions will be different for the comprehensively designed regional commercial development to the west and for the adjacent Pine Creek Cemetery to the north. Design considerations for future commercial development should also account for pedestrian accesses from Legacy Village Link SE and Legacy Main Street SE to ensure future development has sufficient pedestrian permeability, as well as ensure a direct pedestrian access to adjacent multi-residential developments to east is accounted for in the site layout.

A development permit (DP2018-4651) for the subject site is currently under review by Administration. No decision will be made on the development permit until Council has made a decision on this land use redesignation application.

Environmental

No environmental issues have been identified at this time. An Environmental Site Assessment was not required for this application.

Transportation Networks

Pedestrian and vehicular access to the site is currently available from Legacy Village Link SE and Legacy Main Street SE. Legacy Village Link SE is classified as an Arterial Street as per the *Calgary Transportation Plan*. The site is currently serviced by Calgary Transit bus service Route

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168 Walden / Legacy with a bus stop directly in front of the site on Legacy Village Link SE. Bus service is provided to the site every 30 minutes during the morning and afternoon peak hours.

A Traffic Impact Assessment (TIA) was not required as part of the land use application, as a TIA was submitted instead as part of the development permit submission. The Transportation Impact Assessment identified that offsite improvements are required to support the development and the developer is required to contribute to the cost of the signalized intersection at Legacy Village Link SE and Legacy Main Street SE. The cost of the signalization contribution will be collected through the development permit process.

Utilities and Servicing

The site can be serviced by the utilities installed in association with the Legacy Phase 50 subdivision. The existing servicing has capacity to support the proposed change of land use. Servicing requirements and details for the site will be determined at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online. No public meetings were held by the applicant or Administration in association with this application.

Administration received two letters of support, including one from the M.D. of Foothills, and five letters of objection in response to the notice posting and circulation.

Reasons stated for support included:

- the proposed C-COR2 District adjacent to Legacy Main Street SE is an appropriate transition to the larger retail center from multi-residential areas;
- the site was always intended for neighbourhood commercial with building orientation onto Legacy Main Street;
- any future development permit would have to adhere to the direction provided by the area developer for Legacy;
- the proposed C-COR2 District provides an appropriate transition and interface to the cemetery to the north; and
- specific details with respect to the interface between the commercial uses and cemetery use can be addressed at the development permit stage of the approval process.

Reasons stated for objection include:

- the introduction of a proposed Car Wash Multi-Vehicle use on the site;
- preference for a storm pond, green space or playground adjacent to the multi-residential development and cemetery instead of commercial development;
- potential negative impact of property values;
- proximity of commercial development to an active cemetery and interface issues;

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- potential for vandalism of the cemetery from increased pedestrian and vehicle traffic on the adjacent site following development completion;
- potential negative impact on traffic from a Car Wash Multi-Vehicle use on site;
- potential suitability of the site for other mixed-use districts and residential districts;
- potential suitability of the site for alternative needs and special needs housing developments;
- request for additional comprehensive planning exercises into the subject site with adjacent development to the west; and
- request for a market study to determine feasibility of a commercial land use district.

The Walden Community Association, who also represents the community of Legacy (as a Community Association in Legacy has yet to be established), was circulated and provided no comments prior to the finalization of this report.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

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

The subject site is located within the boundaries of an existing *Intermunicipal Development Plan* (IDP) and the land use amendment application was circulated to the Municipal District (M.D.) of Foothills. The M.D. of Foothills is also the steward of the adjacent Pine Creek Cemetery. The M.D. of Foothills have no concerns with the proposed land use redesignation, and has been engaged as part of the development permit review process. This land use amendment aligns with applicable policies.

Municipal Development Plan (Statutory, 2009)

The site is located within a 'Community Activity Centre' as identified on Map 1: Urban Structure Map in the *Municipal Development Plan* (MDP). Community Activity Centres (CACs) provide a concentration of jobs and population in strategic locations throughout the city and represent a local destination for multiple communities. CACs offer convenient locations for a range of higher density housing types, local employment and retail services to new communities in areas well served by the Primary Transit Network.

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Land Use Amendment in Legacy (Ward 14) at 250 Legacy Village Link SE, LOC2018-0136

While the MDP makes no specific reference to this site, the proposal is consistent with the applicable policies. The proposed C-COR2 f1.0h10 District allows for a greater mixture pedestrian and automotive oriented uses that are within a short walking distance of nearby multi-residential developments. The proposed district also allows for a greater range of employment uses, promotes development in the form of commercial and mixed-use buildings with strong pedestrian connections to and between buildings, adjacent public sidewalks, and nearby transit stops.

East Macleod Trail Area Structure Plan (Statutory, 2007)

The *East Macleod Trail Area Structure Plan* (ASP) makes no specific reference to the parcel, which is located both within a 'Residential Area' and a 'Comprehensive Planning Area' as identified on Map 3: Land Use Concept. The 'Residential Area' is intended to accommodate a range of uses, including a diversity of housing types, community-oriented institutional uses, recreational uses, public uses, neighbourhood commercial uses, live-work, and other similar uses where they are determined to be compatible and appropriate. The Comprehensive Planning Area is intended to ensure that the land use components within this area are planned in a comprehensive manner and that all components are provided for and appropriately integrated within the community.

The proposed land use redesignation application is consistent with applicable policies as the C-COR2 f1.0h10 District enables additional commercial uses to be realized on site that serve adjacent multi-residential developments and the broader neighbourhood. The proposed district also enables appropriate transitions between the subject site and adjacent comprehensively planned developments to the west, the cemetery to the north, and multi-residential developments to the east and south by supporting the development of low-profile commercial and mixed-use buildings with varying setbacks. To adhere to the policies of the 'Comprehensive Planning Area', the applicant submitted an updated concept plan to Administration and then an associated development permit (DP2018-4651) on 2018 September 18.

Social, Environmental, Economic (External)

The proposed land use district supports the provision of a greater range of uses that are within a short walking distance of and have direct pedestrian connections to transit and nearby multi-residential developments. The mix of uses to be realized on-site will be determined as part of the review of the associated development permit.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

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**Land Use Amendment in Legacy (Ward 14) at 250 Legacy Village Link SE,
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Current and Future Capital Budget

The proposed land use amendment does not trigger capital infrastructure investment and therefore, there are no growth management concerns at this time.

Risk Assessment

There are no known risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is consistent with the applicable policies of the *Municipal Development Plan* and the *East Macleod Trail Area Structure Plan*. The proposal allows for commercial and mixed-use development opportunities that serve evolving neighbourhood needs, while providing appropriate transitions between the subject site and adjacent parcels. The proposed amendment also updates the land use boundaries to reflect the existing property line boundaries.

ATTACHMENT(S)

1. Applicant's Submission

Applicant's Submission



IBI GROUP
500 – Meredith Block, 611 Meredith Road NE
Calgary AB T2E 2W5 Canada
tel 403 270 5600 fax 403 270 5610
ibigroup.com

November 30, 2018

RE: LAND USE REDESIGNATION APPLICATION LOC2018-0136 –

APPLICANT'S SUBMISSION

Introduction

On behalf of Stealth Homes, we are submitting an application for a land use amendment for a 1.93 hectare (4.77 acre) parcel in the community of legacy. The subject site is located at the northeast corner of Legacy Village Link and Legacy Main SE, and is municipally known as:

- 250 Legacy Village Link SE (Lot 2, Block 23, Plan 1611382)

The proposed land use amendment (LUA) is to change from the existing C-C1 (commercial – community 1 district) to C-COR2 f1.0 h10 (commercial – corridor 2 district).

This LUA application is being submitted for two key reasons:

1. The first reason is to accommodate the addition of a modern multi-vehicle carwash as a discretionary use, which is not a listed use within the current C-C1 district. Only a single bay carwash is listed within C-C1 as a discretionary use. Given the site and land use context, the subject site represents a very suitable location for a multi-vehicle carwash. Notwithstanding, the intent and vision of the original commercial designation remains the same and no other changes are technically required nor being requested. This proposal intends to follow the direction and vision set as part of the previous outline plan approval process.
2. The second reason is related to a "housekeeping" item to correct the land use boundary line between the subject parcel and the S-FUD cell to the northeast, which currently creates a split zoning situation on the subject legal parcel. This will align the land use boundary with the legal parcel boundary as it was originally intended to do.

All other elements of the current land use district does not need to be affected and the overall intent and site programming remains unchanged.

Land use selection

One approach was to compose a Direct Control (DC) bylaw based on the current C-C1 district and simply add multi-vehicle carwash as a discretionary use. However, there is a general desire to avoid DC districts whenever possible given some of the limitations of DC districts. Given this, the direction was to find a stock City of Calgary LUB 1P2007 district that can accommodate this specific use that most closely resembled the intent and purpose of the C-C1 district. Only 9 City land use districts accommodate a multi-vehicle carwash and through a systematic analysis performed in concert with City staff, C-COR2 was determined to be the most similar commercial based district that accommodates the multi-vehicle carwash use. The modifiers were selected to exactly match what is currently permitted under the existing C-C1 district.

Land use context

The subject site is a generally flat, well-positioned corner lot that faces Legacy Village Link and Legacy Main SE and is an integral part of the commercial core area along the west end of the community of legacy. The site is framed on the west by a large commercial centre (308D2017). To the east, southeast and south are multi-family residential sites with provisions for commercial offerings (M-X2). To the north is an existing cemetery (S-FUD) and another commercial site to the north of the cemetery.

IBI Group is a group of firms providing professional services and is affiliated with IBI Group Architects Engineers

Applicant's Submission

IBI GROUP

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The site has been earmarked as a community oriented commercial site and is well positioned within the community to offer a range of services while complementing the surrounding uses. The site is also well serviced by transit along its west and south boundaries. A development permit approval will be required for any proposed future development and detailed site design will be reviewed at that stage accordingly.

Direct conversations have been held with the MD of Foothills staff, who are the stewards of the Pine Creek Cemetery to the north. Sensitive interface treatment have been designed and reviewed with the MD of Foothills. These details will be applied at the DP stage and our preliminary design ideas have been well supported by the MD.

Furthermore, the proposed land use requires a larger building setback (5.0m instead of 3.0m) from the cemetery, and hence offers a larger landscaped transition zone and is more favourable to the MD of Foothills.

Dialogue with the commercial developer to the west have also taken place and will continue to occur through the DP process. The applicant will continue to work with the City and the adjacent developers to ensure that the proposed development aligns with the overall intent and vision for the area, and will mutually complement the respective developments.

Summary

Overall, the proposed land use amendment is consistent with the previous intent for the parcel and represents a simple update to correct a previous oversight on the land use boundary and to re-designate the site to a similar base district to accommodate a multi-vehicle carwash. The modifiers of f1.0 and h10 were selected to match that of the current C-C1 district.

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Land Use Amendment in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, LOC2016-0193

EXECUTIVE SUMMARY

This land use amendment application was originally submitted on 2016 July 20, by Real Estate & Development Services (RE&DS) of The City of Calgary. An updated land use amendment application was resubmitted on 2018 July 23, by O2 Planning and Design, on behalf of the developer, JEMM Properties, with authorization from the landowner, The City of Calgary. The application proposes to redesignate the subject parcel from DC Direct Control District based on *Land Use Bylaw 2P80* to DC Direct Control District based on the Mixed Use – General (MU-1) District of *Land Use Bylaw 1P2007* to allow for:

- transit supportive mixed-use development;
- a maximum building height of 50.0 metres / approximately 15 storeys (an increase from 23.0 metres / approximately seven storeys);
- a maximum floor area ratio (FAR) of 5.5 by providing a publicly accessible private open space (the existing district has no maximum FAR);
- parking requirement of 0.3 stalls per Dwelling Unit and 0.0 stalls for all other uses; and
- the uses listed in the MU-1 District.

This report concludes that while Administration is supportive of a district that would allow for increased density, greater building height to allow flexibility in built form, and a mix of uses in close proximity to an LRT station, Administration is not in support of this application based on the use of a DC and the proposed parking rates, as presented. The proposed DC District is being used for the purposes of solidifying a proposed parking relaxation. The use of a DC District in this situation, conflicts with Section 20(2) of the *Land Use Bylaw 1P2007*, where it states that a DC should not be used in substitute of a stock district that can achieve the same outcome with or without relaxations. The proposal can be adequately accommodated through the M-U1f5.5h50 District.

Further, Administration is not in support of the proposed parking rate prescribed in the DC District that is lower than the base MU-1 District. There is insufficient understanding of the future development and implementation, based on preliminary information provided. Despite requests for additional information, no development permit application or plans were submitted at the time of report writing.

ADMINISTRATION'S RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

That Council **REFUSE the adoption of the proposed redesignation** of 0.37 hectares \pm (0.92 acres \pm) located at 950 McPherson Square NE (Plan 0512930, Block 7, Lot 2) from DC Direct Control District **to** DC Direct Control District to accommodate transit supportive mixed-use development and **abandon** the proposed Bylaw.

**Land Use Amendment in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE,
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PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was initially submitted on 2016 July 20, by Real Estate & Development Services (RE&DS) of The City of Calgary. The initial submission by RE&DS was seeking a more flexible land use district for future development to complete The Bridges redevelopment. RE&DS proposed DC District was based on the Multi-Residential High Density Medium Rise (M-H2) District that allowed for:

- transit supportive mixed-use development;
- a maximum height of 34.0 metres / approximately ten storeys;
- a maximum floor area ratio (FAR) of 5.5;
- parking requirement of 0.75 stalls per Dwelling Unit; and
- the uses listed in the M-H2 District.

RE&DS held an open house engagement on 2016 October 24, as well as provided online engagement opportunities to obtain feedback on the proposed land use amendment. Based on the feedback collected during the engagement and the comments provided by the Corporate Planning Applications Group (CPAG) during the application review, the proposed height was reduced from 34.0 metres to 26.0 metres. Subsequently, RE&DS marketed the subject site with an active land use amendment application to potential developers.

An updated land use amendment application was then resubmitted on 2018 July 23, by O2 Planning and Design, on behalf of the developer JEMM Properties. The amended application proposed a DC District based on the MU-1 District, with a maximum building height of 60.0 metres and FAR of 5.5. JEMM's application also proposed a parking rate of 0.25 stalls per Dwelling Unit and 0.1 visitor stalls per unit.

During the review of the land use amendment application, Administration recommended a joint review of the land use amendment and a development permit application through a concurrent process. As outlined to the applicant, the concurrent process provides benefits to all stakeholders through enabling a clear understanding of the intent and outcome of the land use amendment and development permit. The applicant confirmed that they have no intention of submitting a development permit until the land use amendment goes to Council for decision.

After the first detailed team review and further discussions between CPAG and the applicant, the application was amended to reduce the building height to 50.0 metres and amended the parking requirement for residential units to 0.3 stalls per unit. A summary of the proposed application and changes in scope during the review is provided in *Figure 1* below.

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Figure 1: Summary of the Proposed Application Scope and Changes

	RE&DS (July 2016)	JEMM (July 2018)	JEMM (November 2018)
Proposed Land Use District	DC based on M-H2	DC based on MU-1	DC based on MU-1
FAR	5.5	5.5	5.5
Height (metres)	34 / 26	60	50
Parking for Residential	0.75 stalls / unit	0.25 stalls / unit	0.3 stalls / unit

Prior to reaching a decision on the recommendation of this application, Administration discussed with the applicant the unresolved issues with the proposed DC District. Administration also advised that the application could proceed with support from Administration for the MU-1f5.5h50 District along with the standard parking rate included in the MU-1 District. With this recommendation, the parking reduction required by the applicant could then be explored and additional parking relaxations potentially granted as part of a future development permit.

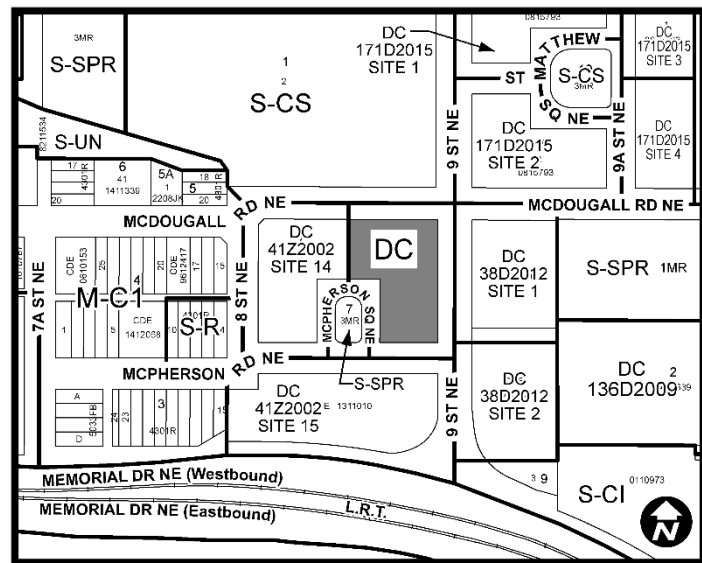
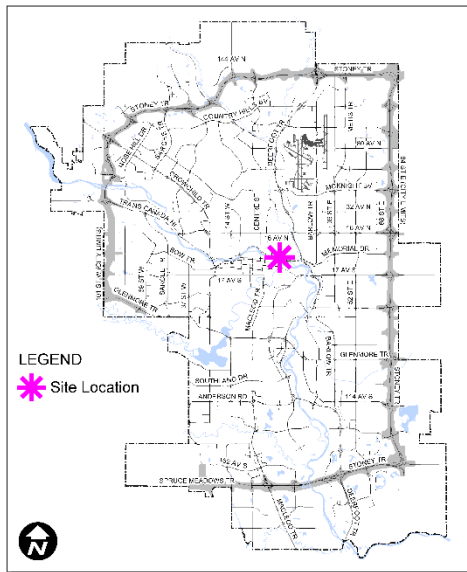
Notwithstanding, the applicant has elected to have a decision brought forward to Calgary Planning Commission on the proposed DC District. Administration does not support the proposed application based on the use of a DC District and the proposed parking rates, as presented. The use of a DC District is inappropriate for the purposes of solidifying a proposed parking relaxation and avoiding potential appeals. Further, while the proposed DC District provides certainty and benefit to the applicant, it circumvents the planning process and may impact the larger community by removing opportunities for residents potentially affected by the development from appealing the proposed parking rates to the Subdivision and Development Appeal Board (SDAB).

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Location Maps



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Site Context

The subject site is located in the northeast community of Bridgeland-Riverside. Following the demolition of the Calgary General Hospital in 1998, the subject site and adjacent City owned lands were part of a City initiated policy plan known as The Bridges. The overall area of The Bridges is 14.9 hectares and is comprised of 16 sites, envisioned to be developed over three phases. Since the approval of The Bridges plan in 2002, a significant amount of redevelopment has occurred, both in terms of private residential and commercial development, as well as development of public parks and community facilities. The Bridges plan is near completion with the exception of four undeveloped sites in Phase 3, including the subject site.

Presently vacant, the parcel encompasses an area of 0.37 hectares \pm (0.92 acres \pm). The subject site is located within a 200 metre radius of the Bridgeland-Memorial LRT Station, walking distance to local commercial services, significant park spaces, and with easy access to the downtown core.

Lands to the north comprise of Murdoch Park, which houses the Bridgeland-Riverside Community Association building, community gardens, a playground, playfields, multi-use pathways, and a surface parking lot. To the east, a mixed-use development consisting of one seven-storey and one 11-storey building exists. To the south, a six-storey mixed-use development exists. Lands to the west are partially developed and were intended for a six-storey multi-residential development. Directly northeast, a land use amendment application (LOC2018-0059) for the vacant parcel was reviewed for proposed MU-1f5.3h50 District and is going forward to Council in 2018 December.

As identified in *Figure 2*, Bridgeland-Riverside's peak population was in 2017, reaching 6,332 residents.

Figure 2: Community Peak Population

Bridgeland-Riverside	
Peak Population Year	2017
Peak Population	6,332
2017 Current Population	6,332
Difference in Population (Number)	0
Difference in Population (Percentage)	0

Source: *The City of Calgary 2017 Civic Census*

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

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INVESTIGATION: ALTERNATIVES AND ANALYSIS

While the proposal generally aligns with the policies outlined in the Strategic Alignment section of this report, the proposed DC District and proposed parking rates cannot be supported by Administration for the reasons outlined in the following sections. Alternative land use options are also identified as part of this report's analysis.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

Existing Land Use

The subject site is identified as 'Site 13' of the existing DC District (Bylaw 41Z2002). The existing DC from 2002 was intended to implement The Bridges redevelopment in accordance with the *Bow Valley Centre Concept Plan*. In addition to allowing for Multi-Residential Development, Site 13 of the DC outlines:

- a range of minimum yard depths specific to adjacent street interfaces;
- a maximum building height of eight storeys, not exceeding an overall building height of 26.0 metres;
- a maximum density of 321 units per hectare (130 units per acre);
- specific guidelines for building orientation and design;
- a parking ratio of 0.9 stalls per Dwelling Unit, as per *Land Use Bylaw 2P80*;
- a parking ratio of 2.0 stalls per Live Work Unit; and
- no vehicular access from 9 Street NE or McPherson Square NE.

Proposed Land Use

This application proposes to redesignate the site from the existing DC District to a new DC District based on the Mixed Use – General (MU-1) District of *Land Use Bylaw 1P2007*. The proposed DC District is intended to allow:

- transit supportive mixed-use development;
- a parking ratio of 0.3 stalls per Dwelling Unit and 0.0 parking stalls for all other uses (i.e. live-work, visitor, and commercial uses);
- a maximum building height of 50.0 metres; and
- a maximum floor area ratio of 5.3, that can be increased to 5.5 by providing a publicly accessible private open space on-site, with a minimum area of 150.0 square metres.

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Section 8 of the proposed DC District (Attachment 2) states that a publicly accessible private open space can be provided to acquire additional FAR, up to 5.5. Administration supports the proposed height, FAR and increased range of uses, as it allows for a range of transit supportive mixed-use development outcomes and encourages high quality walking environments along 9 Street NE and within a 200 metres radius of the Bridgeland-Memorial LRT station. Notwithstanding, Administration is not in support of the proposed use of a DC District when a stock land use district can be used to achieve the same development outcome.

Section 20(2) of the Land Use Bylaw 1P2007

As outlined in section 20(2) of the *Land Use Bylaw 1P2007*:

20(2) Direct Control Districts must not be used:

- a) in substitution of any other land use district in this Bylaw that could be used to achieve the same result either with or without relaxations of this Bylaw; or
- b) to regulate matters that are regulated by subdivision or development permit approval conditions.

Given this direction in the *Land Use Bylaw 1P2007*, the application of a DC District for this application is not appropriate. The proposal can be adequately accommodated through use of the stock district of MU-1f5.5h50. The MU-1 District requires a minimum of 0.75 stalls per Dwelling Unit and also includes a 25 percent reduction of vehicular parking requirements for sites that are within 600 metres of an LRT station. As well, a reduction of one residential vehicle parking stall where four secured bicycle stalls are provided in excess of the minimum requirements can further reduced the residential vehicular parking stall requirements by an additional 25 percent. Further parking relaxations to the MU-1 District for future developments can also be explored at the development permit application stage. Using a stock MU-1f5.5h50 district, the Development Authority can still manage both relaxations to parking and the negotiation of a publicly accessible open space at the development permit stage.

Proposed Parking Requirements in the DC District

During the review of this application, the applicant confirmed they have no intentions of submitting a development permit until the land use amendment has been considered by Council and a decision rendered. Although the proposed uses, use intensity, building form, and the proposed parking supply have not been finalized, the developer, JEMM Properties, anticipates that the supply could be as low as 0.30 stalls per Dwelling Unit. The developer anticipates accommodating all parking within one level of underground parking due to existing site constraints. The proposed DC District reflects this with specific parking requirements of a minimum 0.3 parking stalls per Dwelling Unit and 0.0 parking stalls for all other uses, including visitor stalls.

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The proposed parking supply in the DC District will provide certainty at the land use stage by avoiding further parking discussions and appeals at later development stages. However, the use of a DC District to provide certainty for the applicant directly conflicts with section 20(2) of the *Land Use Bylaw 1P2007*. Further, Administration is concerned that by embedding the proposed parking requirements into a DC District when they can be more adequately dealt with through a stock district and at the development permit stage, it circumvents the opportunity for residents potentially affected by the development from appealing the proposed parking to the SDAB.

Prior to reaching a decision on the recommendation of this application, Administration discussed with the applicant the unresolved issues with the proposed DC District. Administration advised that the application could proceed with support from Administration utilizing the MU-1f5.5h50 District and the stock district parking requirements. The vehicular parking reduction required by the applicant could then be explored as part of the development permit. Administration has outlined to the applicant the Bylaw restrictions and flexibility the Development Authority may consider at the development permit stage as per section 15 (3)(d) of *Land Use Bylaw 1P2007*. As long as the conditions of section 36 of *Land Use Bylaw 1P2007* are met, there are no upper limits to the relaxation power of the Development Authority at the development permit stage.

A Comparison of the Proposed DC District and MU-1 Parking Requirement

To further illustrate the differences in parking requirements between the stock MU-1f5.5h50 District with the proposed DC District, Administration has provided an evaluation of a potential development scenario for a proposed mixed-use development with 250 Dwelling Units and 1000 square metres of proposed retail and consumer service space. The applicant indicated in their parking rationalization letter that the future development may contain 250 to 295 units and ground-floor Retail and Consumer Service uses. This scenario accounts for this preliminary information provided to illustrate how the parking rates in the proposed DC District and the M-U1 District could potentially be implemented.

A summary of the comparison findings are detailed in Attachment 3. The findings further illustrate that the use of a stock district of MU-1 can accommodate the desired development outcome with potential relaxations at the development permit stage.

Alternative Land Use Options and Opportunities

During the review of the application, Administration provided the option to amend the application and discussed alternative solutions to a refusal recommendation, including:

1. Stock district MU-1 without a development permit;
2. Stock district MU-1 with a development permit and concurrent review; and
3. An alternative DC District structure that enables discretion by the Development Authority to determine parking requirement at the development permit stage.

As stated previously in the report, the applicant confirmed they had, and continue to have no intention of submitting a development permit until Council renders a decision on this application. Administration then requested the details into the proposed configuration of the parkade plan,

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including the typical dimensions of an individual stall and number of stalls, but this was not made available for review by Administration. Administration is unable to rationalize the demand for a significantly lower parking rate to be written into the DC District at the land use stage.

Development and Site Design

Given the site's central location along a key north-south corridor in the community of Bridgeland, future mixed-use development will need to account for and address 9 Street NE with active commercial uses and/or active building design. The unique parcel shape will also require that design considerations ensure that all building edges enhance the public realm and address adjacent streets and park spaces. Any future development permit will require detailed shadow studies to understand and minimize their shadowing of the adjacent Murdoch Park's active use areas.

Environmental

No environmental issues have been identified at this time.

Transportation Networks

Pedestrian access to the site is available from 9 Street NE, McPherson Square NE, McPherson Road NE, and McDougall Road NE. Vehicular access to the site should not be taken from 9 Street NE. The subject site is located approximately 100 metres to the Calgary Transit bus route 90 on 9 Street NE. The walking distance to the Bridgeland-Memorial LRT station platform is approximately 200 metres from the southeast corner of the site.

A Traffic Impact Assessment (TIA) was not submitted as a previous TIA that included this site was submitted and reviewed recently for an adjacent site as part of LOC2018-0059. A parking rationalization letter was submitted to support this application through outlining general trends and concepts in parking requirements. However, development permit level details, including proposed alternative mode and Transportation Demand Management measures that will actually be implemented as part of a development, are required to complete an assessment of the proposed parking rates.

Calgary Parking Policies (2017)

The *Calgary Parking Policies* outline specific criteria for zero parking or significant parking reductions for multi-family residential buildings. Applicable policy in section 5.2 of the *Calgary Parking Policies* states:

1. Applications for new multi-family residential buildings that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when all of the following criteria are met. The determination of which proposed reductions are 'significant' is at the discretion of the Development Authority.

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- a) The building is located within the Centre City, a Major Activity Centre or directly on an Urban Corridor as defined in Map 1 of the Municipal Development Plan, and LRT or other Primary Transit Service (as defined in the Calgary Transportation Plan) is currently provided within 300 metres actual walking distance of the building.
- b) Publicly accessible surface or structured parking is located within 300 metres actual walking distance of the building. The parking must be accessible to the public, twenty-four hours a day, seven days a week.
- c) The building is located in or adjacent to areas where parking management practices are in place, including time restrictions, paid parking or permit-restricted parking. In areas where such parking management practices are not in place, a study should be conducted by the applicant to evaluate whether the potential offsite parking impacts would be unacceptable for the area in question.
- d) The developer must actively facilitate at least one alternative travel option for residents (including, but not limited to, monthly or annual transit passes, additional on-site bicycle parking, on-site car share spaces, car share memberships, live-work units, etc.) to the satisfaction of The City. Provision of multiple high-quality options is strongly encouraged.
- e) The applicant has completed a parking study to determine any potential short stay parking impacts, due to any proposed reductions in on-site visitor parking supply, when the building is located within or physically adjacent to a Business Revitalization Zone or other commercial area. The Development Authority may recommend against reductions to visitor parking if it is determined by the Authority that on-street impacts, or visitor accessibility, would be unacceptable.

This proposal does not meet all of the criteria as stated in this applicable policy. Specifically, the location is not within 300 metres walking distance of any publicly accessible parking. To assess the remaining criteria in the policy, a development permit is required to evaluate the quality of the alternative travel options and consider the effects of potential over spill of development parking onto nearby streets. For instance, subsection (d) identifies a requirement for a developer to facilitate at least one alternative travel option when considering reductions to parking rates. If the parking rate is prescribed in a DC District, the Development Authority may not be able to require alternative travel options outlined in subsection (d) or other enhanced parking and building design, to justify a reduced parking rate at the development permit stage. To further understand potential site layout constraints, the Applicant was requested to provide a parkade plan. The applicant elected to not provide a plan for consideration.

Mode Choice Split and Auto Ownership

Through investment in transit, active modes infrastructure and the cash-in-lieu program, The City has achieved great success in increasing the mode split for transit and active modes for Calgarians' commute to work. However, mode split for the commute to work does not generally equate to vehicle ownership in a linear fashion. Individuals may still own vehicles.

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The City of Calgary has on-going travel and household surveys (+15,000 surveys since 2010), with data suggesting that apartment dwellers in the “inner north” (where Bridgeland-Riverside is located) have an auto ownership rate of 0.94, with a variance of +/- 0.13. The City supports developments with significant reductions to *Land Use Bylaw 1P2007* parking requirements providing these developments have been through appropriate review and analysis. The City has demonstrated success in achieving reduced and/or zero parking by application of the *Calgary Parking Policies* at the development permit stage, including applications that were appealed to SDAB.

As such, significant parking reductions on new multi-family residential buildings that do not meet the *Calgary Parking Policies* and have not been through development permit stage parking review pose a risk for The City in the form of overflow residential parking from a development onto adjacent public streets.

Utilities and Servicing

Sanitary sewers are available to service the development. At the development permit stage, a sanitary servicing study must be submitted by the applicant to determine whether off-site upgrades are required.

Water mains are available to service the development. At the development permit stage, a fire flow calculation letter must be submitted by the applicant to determine whether off-site upgrades are required. Storm sewers are available to service the proposed development.

Stakeholder Engagement, Research and Communication

Communications

In keeping with Administration’s standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online through Planning and Development Map (PDMAP).

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

Applicant-led engagement

The applicant led their own engagement program, which included three meetings with the Bridgeland-Riverside Community Association (BRCA) in 2018 July, 2018 August and 2018 October respectively, and one information session in 2018 November. The applicant delivered postcards to adjacent residents in advance of the information session, provided posters for nearby businesses, installed a bold sign at the BRCA hall, and developed a project website. Administration attended one of the meetings, and the information session to share information of the planning review process and answer questions. Comments heard during these

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engagements paralleled key themes received directly by Administration as a result of notice posting and circulation that are summarized below.

The applicant has also provided a summary of their engagement efforts, which can be found in Attachment 4.

City-led engagement

Administration assessed the application and it was deemed that additional City-led engagement was not required. Administration received 15 letters regarding the application and three letters from the Bridgeland-Riverside Community Association. Comments from the BRCA regarding the updated application resubmission were received on 2018 August 20. An additional letter from the BRCA was received on 2018 November 20 regarding the amended application and an email received 2018 December 3 regarding the proposed DC. The comments from the BRCA can be found in Attachment 5.

What we heard / what we did

In response to the notice posting, and circulation of the updated land use amendment application, 15 letters of objection were received regarding the proposed application. It is important to note that additional letters of opposition were received as part of the initial land use amendment application in 2016 by RE&DS. They are not directly referenced in this report as the scope and scale of the application has been updated.

The main reasons for opposition that were received by Administration are summarized in the table below. As no development permit has been submitted at this time, certain comments were outside the scope of the proposed land use amendment application.

Key Themes	What we heard (issue or opportunity identified)
Building Height	<ul style="list-style-type: none"> • Bridgeland is not intended for high rises as other communities, such as the East Village; • The community assumed the existing height would stay in place, and that expectations should be kept; • Allowing increased height would affect the unique character of the community; • An increase to the height from the initial proposed height of 30 metres is unacceptable; • The original vision for The Bridges called for medium density; • Low profile buildings fit the context of the existing neighbourhood; • A maximum height of 6 to 8 storeys for this site is adequate; • Applicant's proposal for a car-free development can be achieved without increasing the proposed height; and • Building height will overcrowd the neighbourhood.
Shadowing	<ul style="list-style-type: none"> • Potential shadowing impacts on Murdoch Park; • Potential shadowing of buildings to the east; and • Proximity of other structures to the proposed future development with a height of 50 metres will create significant shadows across the community.

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Views	<ul style="list-style-type: none"> • Future development will block views of nearby residents; • Negative impact on property values of adjacent buildings associated with loss of views; and • Future development will impact sunlight for adjacent residents.
Parking Requirements	<ul style="list-style-type: none"> • Proximity to transit is very good in this location, however a reduced car dependency over the next decade or two is insufficient for the parking proposed; • The Developer's "commitment to transit demand management" needs more explanation and detail; • Unclear how car share parking will be implemented in a future development; • Unclear how developer's will regulate and ensure future tenants do not get additional street permit parking; • 'We aren't ready to be a car free city. The amenities don't make it easy to be car free'; • Visitor parking for future development will spillover onto adjacent streets; and • Adequate parking can be accommodated on-site if the number of units and height is decreased.
Parking / Traffic	<ul style="list-style-type: none"> • Implication of density on existing limited parking in the area; • Adequate parking is already difficult for existing area residents; • Existing traffic and parking problems exist already along 9 Street NE; and • Increased noise pollution and safety issues at nearby intersections as a result of increased density.
Property Values	<ul style="list-style-type: none"> • Concerns related to potential loss in property values due to proposed development, potential number of units and proposed height; and • Rental units will negatively impact the community and property values.
Commercial Uses	<ul style="list-style-type: none"> • The introduction of commercial uses in this would negatively impact adjacent residents through increased traffic and parking congestion; • Infrastructure in this area does not align with an increase in commercial activity; and • Commercial uses in this area make sense, but not in conjunction with 20 storey building.
Other Comments	<ul style="list-style-type: none"> • Any future development in this area should provide new additional amenities or community benefit to support the already high density in the area; • Concerns regarding demand for these types of units; • Concerns that proposed development follow fate of adjacent development site, and have similar water table issues with any future underground parkade; • Concerns regarding separation distance between development along 9 Street NE; and • This proposal does not align with and undermines The Bridges and impacts the integrity of the larger plan area.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)*, which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

**Land Use Amendment in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE,
LOC2016-0193**

Municipal Development Plan (Statutory, 2009)

In accordance with the Urban Structure Map (Map 1) of the *Municipal Development Plan* (MDP), the subject site is identified as being located within the Developed Residential Area – Inner City Area. The land use policies in section 3.5.2 state that Inner City areas should maintain and expand, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations. Buildings should maximize front door access to the street and principle areas to encourage pedestrian activity.

The MDP's City-wide policies, Section 2 and specifically Section 2.2 Shaping a More Compact Urban Form provides directions to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities. The intent of these policies is to direct future growth of the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.

The relevant policies within Section 2.2.2 are:

- a. Locate transit-supportive land uses, including higher density residential and employment developments, within Activity Centres and Corridors supported by Primary Transit Network.
- b. Increase development densities in proximity of the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stops, in areas deemed appropriate through the Local Area Planning process and in accordance with the Typology thresholds identified in Part 3.
- c. Locate land uses that will generate counter-flow transit ridership during peak-hour commuting times and support non-peak hour ridership.

The subject site is located within a 200 metres radius of the Bridgeland-Memorial LRT station. The proposed increase to the maximum building height and FAR supports mixed-use development that is transit-oriented and is in keeping with the above MDP policies.

Bridgeland-Riverside Area Redevelopment Plan (Statutory, 1980)

The *Bridgeland-Riverside Area Redevelopment Plan* (ARP) was adopted by Council in 1980. In 2002, a major amendment (25P2000) to the ARP was approved to include the Bow Valley Centre lands (former Calgary General Hospital). The amendments included policies and goals for The Bridges planning area. The policies were integrated in the *Bow Valley Centre Concept Plan*, which forms Section 9 of the *Bridgeland-Riverside ARP*.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1380

**Land Use Amendment in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE,
LOC2016-0193**

It should be noted that The City of Calgary is in the process of drafting a new ARP for Bridgeland-Riverside. Since 2002, major infrastructure improvements have taken place in the area and new MDP policies were adopted in 2009. Draft policies and land uses are being developed and reviewed.

As part of LOC2018-0059, amendments to the existing ARP were brought forward to Council in 2018 December. The subject site is identified as within the Transit Supportive Mixed Use area in Map 3: Generalized Land Use of the ARP and aligns with applicable policies.

***Bow Valley Centre Concept Plan (BVC), Section 9 of the Bridgeland-Riverside Area
Redevelopment Plan (Statutory, 2002)***

The *BVC is Section 9 of the ARP* written for The Bridges planning area. The subject site is located within a Transit Supportive Mixed Use area as identified on Figure 19 – Conceptual Land Use map of the BVC. The subject site is also located adjacent to an Active Frontage corridor, which encourages active uses and/or active building design along 9 Street NE. As such, the proposed land use amendment aligns with the applicable policies of the BVC.

Social, Environmental, Economic (External)

The proposed land use amendment will implement policy goals of providing more compact, compete communities with a diversity of housing and a mix of uses that meet daily needs. Sustainability measures will be further evaluated at the development permit stage.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

If Council approves the proposed DC District, the specifics of the parking requirements cannot be further refined during the development permit review stage. This approval would limit the discretionary abilities of the Development Authority to request additional Transportation Demand Management measures to justify the parking supply. If the context of the larger plan area changes significantly after the approval of the land use amendment, the proposed DC District does not allow the Development Authority to further reassess parking demand and requirements for the site for future development permits. Further, approval of the proposed DC District would remove the ability for affected stakeholders to appeal parking requirements at the development permit stage when the actual development outcomes are better understood by all individuals.

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1380

Land Use Amendment in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE,
LOC2016-0193

REASONS FOR RECOMMENDATIONS:

While Administration supports the outcome of increased density, greater building height to allow flexibility in built form, and a mix of uses in close proximity to an existing LRT station, Administration is not in support of this application based on the use of a DC District and the proposed parking rates at the land use stage.

The intent of a DC District, as outlined in section 20(2) of the *Land Use Bylaw 1P2007*, is not to provide certainty for relaxations that can be considered by the Development Authority at the development permit stage nor is it to reduce the ability of any affected person to appeal future development permit(s). The use of a DC District is inappropriate for the purposes of solidifying a proposed parking relaxation and avoiding potential appeals.

The proposal generally aligns with applicable policies in the *Municipal Development Plan* and the *Bridgeland-Riverside Area Structure Plan*, and Administration is in support of an alternative stock district to the proposed Direct Control District to assist in achieving the proposed development outcome. The specific parking requirements for this site could then be more appropriately evaluated and assessed at the development permit stage.

ATTACHMENTS

1. Applicant's Submission
2. Proposed Direct Control Guidelines
3. A Comparison of the Proposed DC District and MU-1 Parking Requirements
4. Applicant Led Engagement Summary
5. Community Association Letters

Applicant's Submission

O2 Planning + Design Inc.
510 255 17th Ave SW T2S 2T8
Calgary | Alberta | Canada

T 403 228 1336
F 403 228 1320
E info@o2design.com



Applicant's Submission

On behalf of Jemm Properties, O2 Planning + Design is submitting this application to redesignate the parcel located at 950 McPherson Square in the community of Bridgeland-Riverside from Direct Control (2002z41) to a Direct Control based on the Mixed Use – General (MU-1 f5.5h50) district with a density modifier of 5.5 FAR and a height modifier of 50 metres. The proposed redesignation will allow for the development of a mixed-use purpose built rental building that takes advantage of the site's strategic location within 150 metres walking distance of the Bridgeland/Memorial LRT station.

The subject site is approximately 3,790 square metres. In addition to its proximity to the LRT, the site is less than 300 metres from the shops and services located along the 1 Ave NE Main Street. Immediately north of the site is Murdoch Park, home to the Bridgeland-Riverside Community Association building. To the west is an ongoing development project intended to be a 6-storey residential building. To the east is an 8-storey residential building and to the south is a 6-storey mixed use development.

The proposed land use district will facilitate the development of a mixed-use building that will be designed with a variety of heights up to 15-storeys and will offer the following key attributes:

- **Transit Oriented Development:** The proposed development will contribute to Bridgeland-Riverside's ongoing evolution into one of Calgary's most complete transit oriented communities.
- **Mixed Use:** The addition of ground floor commercial uses along 9 St will add vibrancy to the neighbourhood and further incentivize residents to walk to the LRT.
- **Diverse Housing Options:** A purpose built rental development provides diverse housing options for residents of Bridgeland-Riverside.
- **Reduced Car Dependency:** Through a variety of transportation demand management measures, the proposed development will offer an alternative to a car dependent lifestyle.

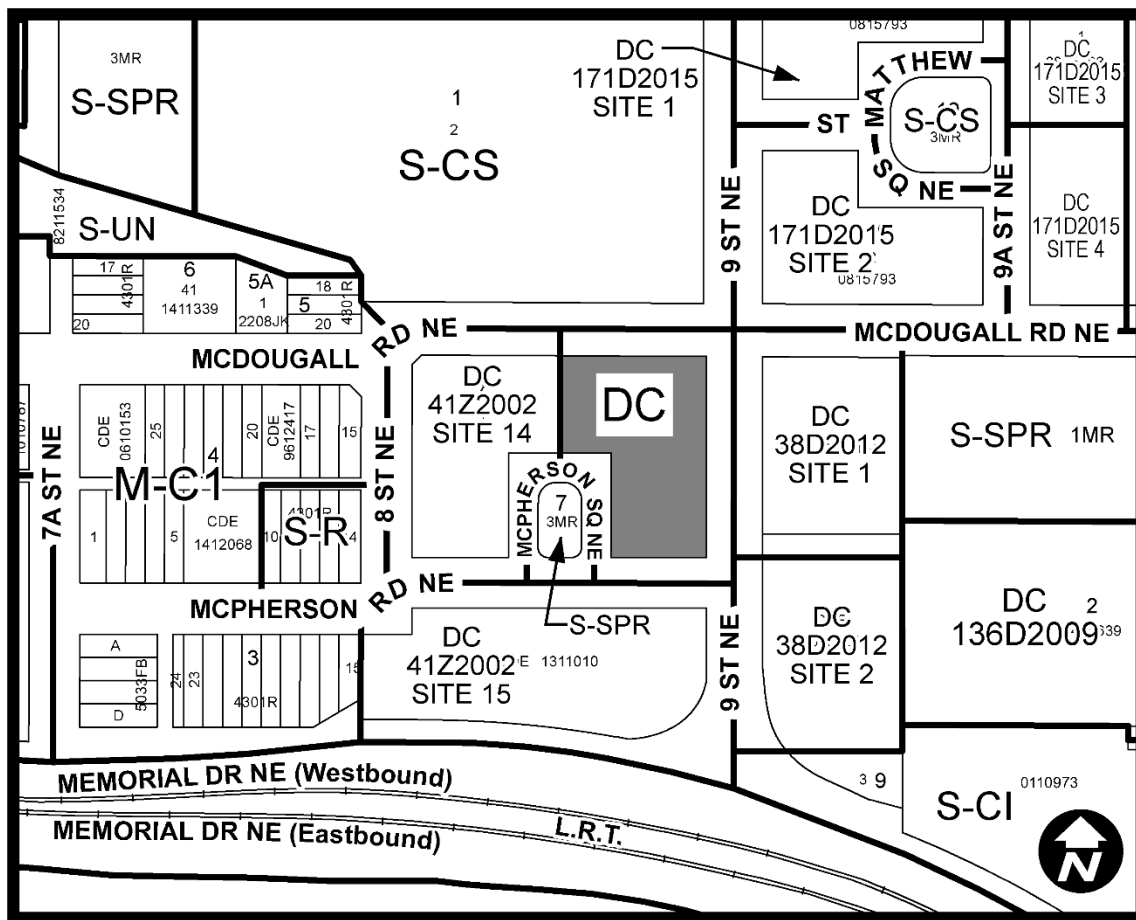
The proposed parking count of between 0.3 stalls per dwelling unit reflects current trends in urban living and the associated shift away from car-dependent lifestyles. Given the site's proximity to transit, the walkable and cycle-friendly community, and Jemm Properties' commitment to transit demand management, the proposed development offers the opportunity to showcase a sustainable approach to urban planning.

A new Area Redevelopment Plan is currently being developed for Bridgeland-Riverside. The proposed development conforms to the intention of the draft ARP, which designates the subject site as Community – High Density, allowing for high-rise mixed-use developments with permitted building heights of 10 storeys and above.

Throughout the application process, Jemm Properties, along with O2 Planning + Design, has worked collaboratively with officials at the City of Calgary, representatives from the local Councillor's office and residents of Bridgeland-Riverside. Public engagement activities have included four meetings with the BRCA planning committee, a public open house and along with a project website.

Proposed Direct Control Guidelines

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District is intended to:
 - (a) accommodate transit supportive mixed-use **development** in compliance with the policies of the applicable local area redevelopment plan;
 - (b) allow for high **density development** in close proximity to the Bridgeland-Memorial **LRT station**; and
 - (c) implement the provisions of a **density** bonus system to achieve a maximum bonus **floor area ratio**.

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.

Proposed Direct Control Guidelines

Reference to Bylaw 1P2007

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

General Definitions

- 4 In this Direct Control District:

- (a) “**publicly accessible private open space**” means outdoor or indoor space located on the **development** site that is made available to the public through a registered public access easement agreement, in a location, form, configuration and constructed in a manner approved by the **Development Authority**.

Permitted Uses

- 5 The **permitted uses** of the Mixed Use – General (MU-1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6 The **discretionary uses** of the Mixed Use – General (MU-1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 7 Unless otherwise specified, the rules of the Mixed Use – General (MU-1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 8 (1) The maximum **floor area ratio** is 5.3.
- (2) The maximum **floor area ratio** referenced in subsection (1) may be increased by an additional 0.2, to a maximum of 5.5, with the provision of a **publicly accessible private open space** no less than 150.0 square metres.
- (3) A **publicly accessible private open space** for which additional **gross floor area** has been achieved in accordance with subsection (2) must be maintained for the life of the **development**.

Building Height

- 9 The maximum **building height** is 50.0 metres.

Motor Vehicle Parking Stall Requirements

- 10 (1) The minimum number of **motor vehicle parking stalls**:
- (a) for each **Dwelling Unit** is 0.3 stalls per **unit**, and
- (b) for all other **uses** is 0.
- (2) There will be no further reductions to the required number of **motor vehicle parking stalls** set out in subsection (1).

A Comparison of the Proposed DC District and MU-1 Parking Requirements

Table 1: Proposed DC District Parking Requirement – Development Scenario

Proposed Direct Control District			
Use	Gross Usable Floor Area or Number of Units	Rate	Requirement
Dwelling Unit	250 units	0.3 resident stalls / unit including visitor parking	75
Visitor	250 units	0.00	0
Retail and Consumer Service	1000 m ²	0.00	0
Total Parking Stalls Required			75

Table 2: MU-1 Parking Requirement – Development Scenario

MU-1 District				
Use	Gross Usable Floor Area or Number of Units	Rate	Pre Reduction Requirement	Post Reduction for Transit Supportive Development (-25%) ^a
Dwelling Unit	250 units	0.75 resident stalls / unit	188	141
Visitor	250 units	0.1 visitor stalls / unit	25	19
Retail and Consumer Service	1000 m ²	2 stalls / 100 m ² of GUFA	20	15
Total Parking Stalls Required			233	175
Total Parking Stalls Required Post Reduction for Bicycle Supportive Development (-25%) ^b				128

- Reduction for Transit Supportive Development – 25% off required parking when development site is located within 600 metres radius of an existing or approved LRT platform or within 150 metres of frequent bus service.
- For 250 units, 125 Class 1 Bicycle Parking is required (0.5 stalls / unit). If additional 188 Class 1 Bicycle Stalls are provided in addition to the 125 Class 1 Bicycle Parking required (total of 313 Class 1 Bicycle Parking Stalls provided), a maximum of 25% (47 stalls) of required parking for units provided can be reduced. This equates to approximately 1.25 bicycle parking per unit required to receive the full reduction.

As outlined in *Table 1 and Table 2* above, by using the MU-1 District's Transit Supportive and Bicycle Supportive reductions, a total of 128 parking stalls are required, including 94 residential parking stalls. This scenario results in a residential parking rate of 0.376 stalls per unit, which equates to a difference of 19 residential parking stalls from the proposed DC District.

Applicant Led Engagement Summary

PROJECT BACKGROUND

Jemm Properties intends to develop the parcel located at 950 McPherson Square NE into a purpose built rental building that takes advantage of the site's proximity to the Bridgeland/Memorial LRT Station, the designated 1 Ave NE Main Street, and the Bow River Pathway.

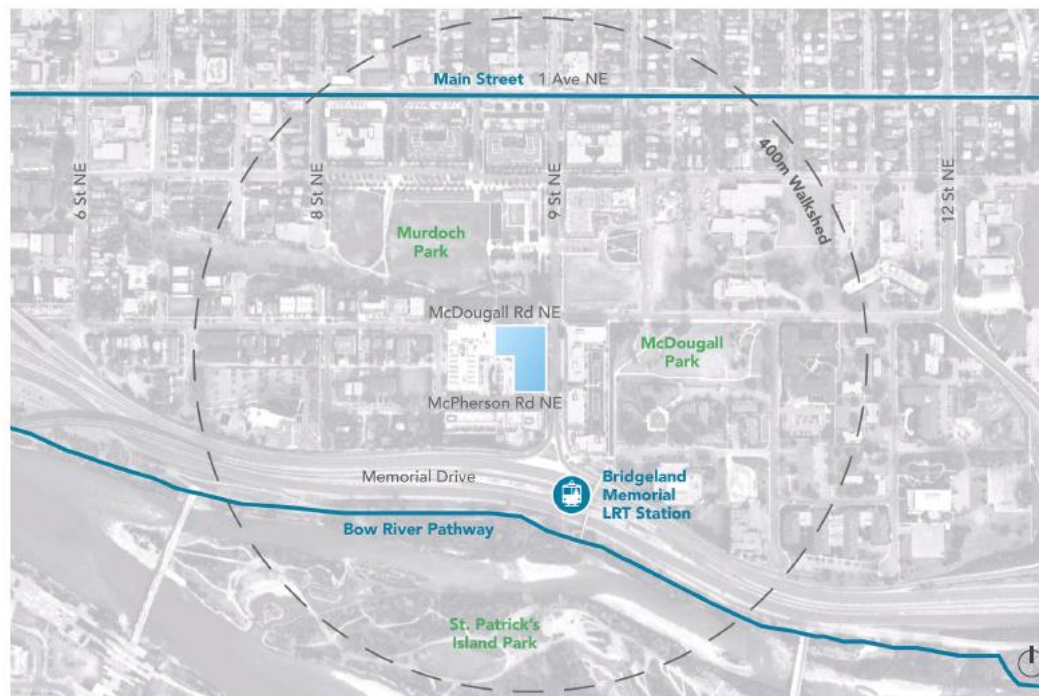
As the first step in the approval process, O2 Planning + Design has submitted a land use amendment (rezoning) application to redesignate the land from the existing Direct Control District (DC 41z2002 – Site 13) to a Direct Control based on the Mixed Use – General District with a density modifier of 5.5 FAR and a height modifier of 50 metres (MU-1 f5.5h50).

The site is located on the west side of 9 St NE between McPherson Rd NE and McDougall Rd NE, within 130 metres of the Bridgeland/Memorial LRT Station.

The proposed development will showcase best practices in Transit Oriented Development and contribute to Bridgeland-Riverside's evolution into one of Calgary's most complete communities.

Project Highlights:

- Increase density closest to the LRT Station
- Activate 9th St NE to promote walking to the LRT
- Increase safety by adding eyes on the street
- Support a progressive, car-free lifestyle
- Activate McDougall Rd NE adjacent to Murdoch Park
- Diversify the housing stock with a purpose built rental building
- Introduce new retail and service amenities in the community



Site Context

Applicant Led Engagement Summary

ENGAGEMENT STRATEGY

To keep residents of Bridgeland-Riverside informed about the project and to provide opportunities for feedback, the project team engaged with the community at key points throughout the application process. Engagement activities included three meetings with the Bridgeland-Riverside Community Association and one public open house.

ENGAGEMENT TIMELINE

July 3, 2018

The project team presented the proposed redesignation showing massing models representing 5.5 FAR and 40 metre height (12 storeys). The BRCA suggested that they would like to see different massing options with the same FAR.

August 7, 2018

The project team presented an alternative massing option with more variety in building height including 6 and 7 storey podiums and an 18 storey tower.

October 1, 2018

The project team presented a third massing option with 6 and 10 storey podiums and a 15 storey tower.

November 12, 2018

The project team hosted a Community Information Session, attended by more than 30 residents. Participants had the opportunity to view a series of information panels and ask questions of the project's developers, planners and architects.

WHAT CHANGED?

After each of the 3 meetings with the BRCA, the project team took action on the issues raised and amended the application to the extent possible, as described below.

- Following the July 3rd presentation, the design team began exploring alternate massing options while remaining with the target 5.5 FAR
- Two additional massing options were prepared and presented to the BRCA at separate meetings in August and October
- The massing option that was presented to the community on November 12 was the result of a series of changes made at the request of the BRCA
- In response to concerns about parking, the proposed parking supply was increased from 0.25 stalls per unit to 0.3 stalls per unit
- In response to concerns about density, and to provide the community with some certainty regarding public realm improvements, proposed density provisions were changed from 5.5 FAR to 5.3 FAR with 0.2 FAR available via bonusing by incorporating a minimum of 150 square metres of publicly accessible plaza space within the northeast corner of the site

During all of the engagement activities, the project team communicated to the community that 5.5 FAR is the target and that they are prepared to work with the BRCA and the City in determining the appropriate massing option at this density.

The project team did not receive endorsement from the community on any of the massing options.

Applicant Led Engagement Summary

COMMUNITY INFORMATION SESSION

The project team hosted a community information session on November 12, 2018. To maximize attendance at the session, several advertising methods were adopted:

- **200 postcards** were distributed throughout the community including in adjacent buildings and in businesses along 1 Ave NE
- **20 posters** were placed in businesses along 1 Ave NE between 4 St NE and 11 St NE
- A **Bold Sign** was rented and placed opposite the south side of the Bridgeland-Riverside Community Association Hall
- A **project website** included a banner directing visitors to the Community Information Session



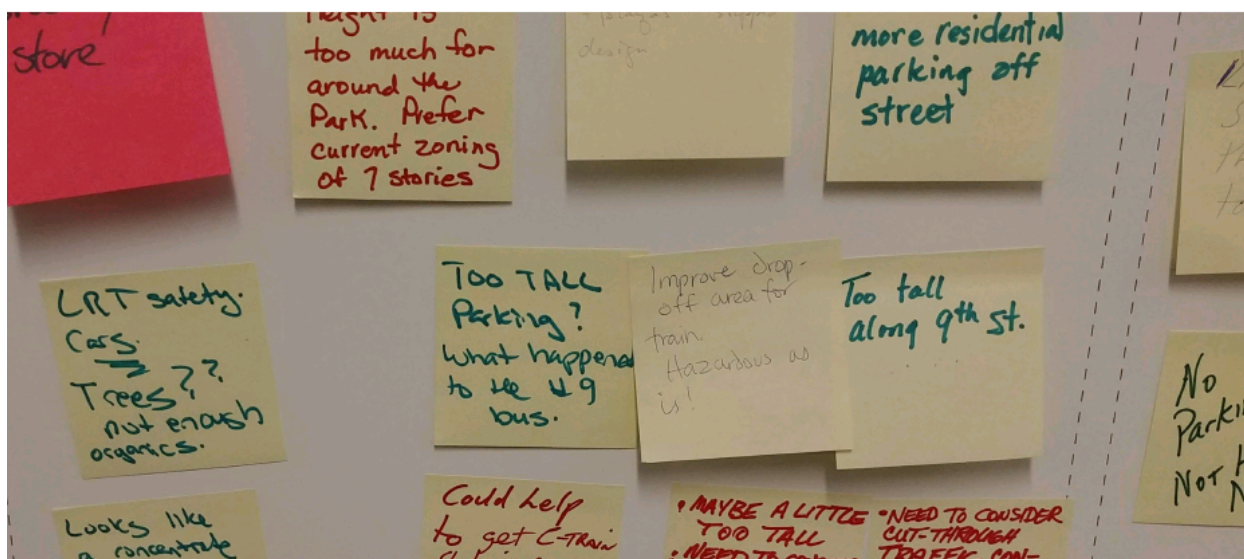
Applicant Led Engagement Summary

1

Community Information Session

30+
Attendees

50+
Sticky note comments



Applicant Led Engagement Summary

COMMUNITY SESSION SUMMARY

On Monday November 12, 2018, residents of Bridgeland-Riverside were invited to share insights, feedback, and perspectives on the proposed 950 McPherson Square NE development.

The community information session provided residents with the opportunity to learn about the proposed development and speak directly with the project's developers, planners, and architects. Activities included information panels and a dotmocracy exercise.

Information Panels provided attendees with information about the proposed land use amendment, the planning process, and a preliminary design concept. Participants were encouraged to provide feedback by placing sticky note comments.

Dotmocracy allowed participants to identify the potential public realm improvements that they would like to see around the proposed development by placing a sticky dot below the associated photo.

Goals of the community session:

- Provide people with information about the proposed development
- Obtain local knowledge about issues and opportunities related to the subject site
- Gain feedback from residents that will assist in the decision making for the proposed development



What We Heard Summary | 5

Applicant Led Engagement Summary

PANEL COMMENTS SUMMARY

Participants at the information session were encouraged to leave comments on the various information boards. The following is a summary of the comments that were received.

HEIGHT & MASSING

- Height and massing is too much for the context of the community
- Building height is too tall around the park, resulting in shadowing impacts
- Consider reducing height from the tallest portion of the building
- Stepped design mitigates many of the height impacts, including view concerns

PARKING & ACCESS

- Concerns related to limited parking supply
- It is already difficult to find on-street parking in the area
- Need to consider cut-through traffic congestion and controls at 9th St NE and McDougall Rd NE
- Should consider options for loading zones for deliveries, drop-off/pick-up. Currently, people park on the McPherson Place and Bridgeland Crossings driveways for these purposes

SITE OPPORTUNITIES & CONSTRAINTS

- There are lots of empty parcels in the neighbourhood. Once they are built up there will be lots of density in the area. There are 4 vacant lots in this 2-block area. If all the lots have high towers the community will feel like living downtown

UNIT MIX

- Development should support family friendly living, i.e., 2- and 3-bedroom units. There are several families living in adjacent buildings
- Proposed unit sizes (~500-1000 sq.ft.) could support families

- Proposed Dominion building (Bucci) is considering mostly small units (studios and 1-bedrooms). It is nice to see this development considering larger units

LANDSCAPE INTEGRATION

- Concerns that the area is starting to feel like a concrete jungle
- The development should provide street trees, plantings and green space

SERVICE & AMENITIES

- Development should consider amenities such as shared rooftop patio, fitness centre, car-wash, dog-wash, preferably accessible to all members of the neighbourhood

PUBLIC REALM

- Outdoor seating should be placed on the northeast corner to avoid noise on McPherson Rd NE
- There is strong support for the activated streets and proposed plaza spaces
- It will be great to have the final Bridges parcel developed

TRANSIT

- The low ridership numbers for Bridgeland/Memorial LRT Station are the result of trains being full at peak times
- Bring back the #9 bus
- The development could trigger improvements to the Bridgeland/Memorial LRT Station

Applicant Led Engagement Summary

SAFETY

- Concerns about safety around the LRT Station
- Development could trigger improvements to the drop-off area at the LRT Station, which is currently hazardous
- Development could help make the north side of the river safer

COMMERCIAL USES

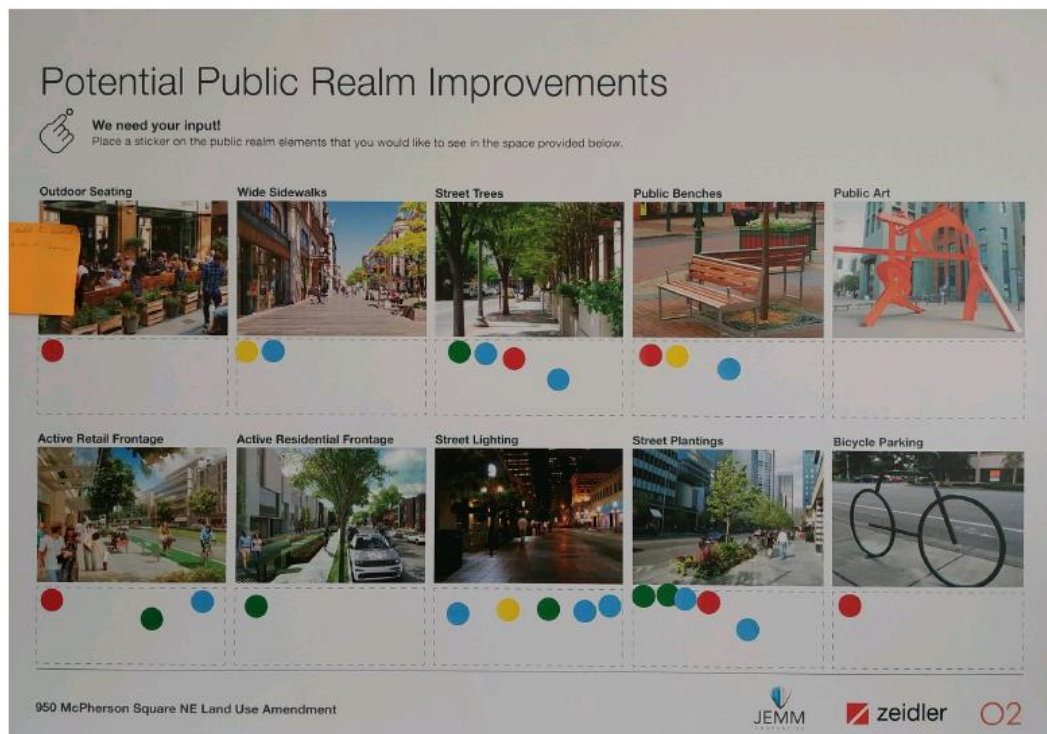
- Development should encourage commercial uses such as a grocery store and a bakery
- Consider commercial uses that do not attract more drug users and transients



Applicant Led Engagement Summary

DOTMOCRACY ACTIVITY SUMMARY

Participants at the information session were also given the opportunity to place sticky dots below corresponding images to indicate the potential public realm improvements that they would like to see.



The public realm improvements that received the most support were **street lighting** (5), **street plantings** (5) and **street trees** (4). This reflects the comments related to safety concerns along 9th St NE and near the LRT, as well as the desire for more trees, plantings and green space around the site.

Other public realm improvements that received support from more than one participant were **public benches** (3), **active retail frontage** (3) and **wide sidewalks** (2). These speak to the desire for a vibrant streetscape, particularly along 9th St NE, to encourage walkability and an active public realm.

Outdoor seating, **active residential frontage** and **bicycle parking** each received support from one participant, while **public art** did not receive any support.

Applicant Led Engagement Summary

PROJECT WEBSITE

A project website was launched to provide information to residents who were unable to attend the engagement events. The website provided an additional opportunity for people to provide feedback.

In total, feedback was received from 4 residents via the website. These are summarized below.

PARKING & ACCESS

- It is already difficult to find parking in the area within the restrictions of the permit. Adding a development of this magnitude, with a limited parking supply, will reinforce this issue
- There is support for efforts to reduce car dependency, but concerns regarding how effective they will be
- Residents may be required to use up parking spaces in Bridgeland that are otherwise intended for local businesses
- With increased vehicle and pedestrian density in this area there needs to be safer ways to cross the streets. A pedestrian overpass or a signaled crosswalk at a minimum
- The proposed development should enforce a policy similar to McPherson Place, where on-street parking permits are only available to residents with ground floor units. This would help deter car owners from renting in a car-free building

SHADOW IMPACTS

- Any decrease in sunlight in Murdoch Park has a big impact on enjoyment of the park. This park is the heart of the neighbourhood

AFFORDABILITY

- There is support for making efforts to reduce the cost of renting a unit. An increase in density should result in units for all income levels
- 10-20% of new units should be dedicated for low income people

LANDSCAPE INTEGRATION

- All roof tops in the development should be green as these form a part of the viewscales for units around the park

COMMERCIAL USES

- While there is a big variety of businesses in the neighbourhood, there is no easy access to a moderately sized grocery store

HERITAGE

- Concerns regarding the spread of tall buildings dwarfing single family heritage homes. The City recognizes these as important but we are overvaluing the price of land and undervaluing the buildings around it

Applicant Led Engagement Summary

VERBATIM COMMENTS

Below are the verbatim comments received at the community information Session and via the project website.

How could this type of development best contribute to the neighbourhood?

- Grocery Store
- Height is too much for around the Park. Prefer the current zoning of 7 stories
- Like the activated streets and plazas and stepped design
- Provision for more residential parking off street
- LRT safety. Cars. Trees?? Not enough organics
- Too tall. Parking? What happened to the #9 bus
- Improve drop-off area for train. Hazardous as is!
- Too tall along 9th St
- Looks like a concrete jungle
- Could help to get the C-Train station renovated + north side of river made safer
- Maybe a little too tall
- Need to consider "type" of commercial development to not attract more drug users and transients
- Need to consider cut-through traffic congestion & controls at 9th St and McDougall (which is endemic to the whole area)
- Bakery
- Happy the unit sizes could support families (unlike Dominion)
- Trees for oxygen
- Development should support family living, i.e., two- and three-bedroom units – we have a number of families in Bridgeland Crossings

Do you have any additional questions or comments regarding this land use redesignation?

- Knock a few stories off the tallest tower
- Would be good for the developer to finish this Bridges project
- (Is the) Rooftop patio for residents?
- No Parking? Not here now
- Too tall and too much shadowing
- Happy its not going to be 20 stories! A few shorter would still fit the Bridges better
- How will you contribute to the overall community?
- Loading zone for deliveries, cabs, dropping people off, Canada Post/UPS. Right now ppl park on McPherson Place and Bridgeland Crossings driveways

Applicant Led Engagement Summary

Additional Comments

- Bridgeland/Memorial LRT Station has the lowest ridership because trains are packed at peak times
- Outdoor seating on the NE side to avoid noise on McPherson
- I provided comments on sticky notes regarding height of development, type of commercial development, traffic problems in Bridgeland/Riverside and importance of the development to not worsen this problem. Some units should be amenable to family living, i.e., 2 or 3 bedrooms
- Towers are too high for this community. There are lots of empty lots in the neighbourhood. Once they are built up there will be lots of density in this area. There are 4 vacant lots in this 2 block area. If all of the lots have high towers the community will feel like living downtown. I did not move into this community to have that confestion

Website Feedback

- Car Free concerns me, and I will fight it. There are many of us who live in the area who must use street parking. It is already an issue in the area. It is often difficult to find parking within the restrictions of the permit. Through promoting car free, and not having parking available for residents, you are going to be adding the vehicles of hundreds of units to the surrounding streets
- I attended the community consultation on Nov. 12th. Here are a few of my concerns that I raised with the JEMM reps.
 1. Parking - I don't believe there is enough parking spaces for a building of this size (0.3/unit). I do applaud efforts to reduce cars and the cost of units in the city. What is stopping renters from using parking spaces across Bridgeland that would otherwise go to people using the businesses in the neighbourhood?
 2. Crossings - I cross McDougall and 9th street almost daily with young children. It's not easy with all the traffic to and from Memorial. With increased vehicle and pedestrian density in this area there needs to be safer ways of crossing these streets. A pedestrian overpass or a signakled crosswalk is a minimum with the increased density.
 3. Low income housing - I think it's great that the developer is making efforts to reduce the cost of renting a unit. If they want to increase the density of a neighbourhood it should be for all income levels. A portion of the units (10-20%) should be dedicated for low income people if this zoning change is going to go ahead.
 4. Rooftop gardens - I think all the roofs in the city should be covered with greenery. The drawings show gardens on the middle level but it should really be on the lower level as well. This will be part of our viewscape for the units around the park.
 5. Commercial space - Our neighbourhood has big variety of businesses but it does not have easy access to a moderately sized grocery store.

Applicant Led Engagement Summary

6. Shade - I use Murdoch Park almost daily with my daughters, including in the winter. Any decrease in sunlight in the park has big impact of our enjoyment of the park. This park is the heart of our neighbourhood.
 7. I own a small heritage house on the West end of Murdoch Park. I am most concerned with the spread of tall apartment buildings dwarfing the single family dwellings that have been around for over 100 years that the city already recognizes as important. If the developers can't afford to build in this neighbourhood without increasing the height of the buildings maybe they are not the right buildings for our neighbourhood. We're overvaluing the price of and undervaluing the value of the buildings around it.
- Hi there, I live across the street in McPherson Place. The agreement our building has is that if you do not live on the main floor you do not get a permit for street parking. So, if you live on floors 2-6 and have a second car you cannot get a street parking permit. With your building proposed as car free, I would hope the city looks at that as well. You know people are going to move into your building that own cars. We aren't ready to be a car free city. The amenities just don't make it easy to be car free. By not being allowed permit parking, it would deter those with a car. You already know that parking is a premium in our block. By making your building taller and less parking for it, it will cause major parking headaches. Thank you.
 - In your diagram picture you have Bucci Dominion as being two towers. This has not been finalized yet? Also, who is the architect firm you went through and name of your lawyers? Also, did anyone in your company donate money to Carra or the two councillors on the City Planning committee? Gondek and Woolley?


Community Association Letters




Mon 12/3/2018 4:05 PM

Planning Director <planning@brcacalgary.org>

[EXT] Re: LOC2016-0193 proposed DC

To  Leung, Christine N.

 Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Action Items

+ Get more a

Thank you for circulating this DC to us.

We were not aware JEMM was applying for a DC. We assumed it was MU stock district. There has been no engagement on a DC and its implications or rationale for why they are going that way - especially with no concurrent DP. It is very concerning to us that they have no visitor or commercial parking. The risk to the developer is on the residential parking. However the risk to the community is on the commercial and visitor side. We firmly believe parking is still essential for retail to be successful here and the community to not be adversely impacted. Especially since they are already asking for substantially less parking for residential and a height and density increase that is so substantial with no DP. Do they have more bike parking? We are lacking sufficient information to support this and support the City's recommendations for refusal at this point.

Furthermore permitted uses were also a sticking point we thought we negotiated with the developer. We didn't want any non-active uses in this location such as medical - see our letter about this.

It seems the information has changed quite significantly since we last spoke to the development team and hope you can take these concerns forward to CPC on our behalf.

Community Association Letters



Planning Committee
917 Centre Avenue NE Calgary AB T2E0C6
brcacalgary.org

20 Nov 2018

Circulation Control
Planning, Development & Assessment #8201
The City of Calgary
PO Box 2100 Station M
Calgary AB T2P2M5

Attn: CPAG.Circ@calgary.ca
cc: Christine Leung, File Manager (christine.leung@calgary.ca)
Ali McMillan, BRCA Planning Director (planning@brcacalgary.org)

To Whom It May Concern:

RE: LOC2018-0193 (950 McPherson Square NE)

Thank you for the opportunity to update our last letter on this file which we submitted in August 2018. The applicant held an open house this month in the community. Our updated comments reflect feedback from our Planning Committee as well as a general sense of what BRCA has heard in and around the community with respect to the captioned application for a Land Use Amendment. We have not conducted any fresh engagement of our own since the date of the Applicant's open house. Please read this letter in concert with our previous letters to ensure you have the full picture of community feedback to date. This letter is not intended to replace feedback in previous letters but is a supplement.

The strongest design statement we might make is that there is some general support for a "less monolithic" design (for lack of a better way of expressing the point) and a related sense that the 50m height is more appropriate. That said, there are still those in the community who feel the building is still too tall and out of scale with the original Bridges Master Plan and existing buildings. And the broader context, of course, is some awareness within the community as well about the other active proposal by Bucci for two 50 m towers also in Bridges. Depending on what happens with that other application, some feel that the nearby sense of scale should be reconsidered; again, conversely, though, there are those who think that the same debate about appropriate height and the original vision for the Bridges should apply to that Bucci project just as it should for this proposed project, too. Speaking contextually, we have also heard some make the suggestion that the height profile of Bridges should take into consideration the 60m Calgary Housing tower to the southwest of Murdoch Park. Suffice to say it will be important to consider the scale of all of these buildings in relation to one another when looking at this application and what will best fit.

There is a knotty problem built into this file, which is that FAR goals are necessarily driven by price / land value. At one point in recent history, Real Estate and Development Services approached BRCA advising that it was proposing to apply for a higher FAR for this site to make its sale more attractive at

Community Association Letters

the listed price. There was discussion about a need to get this fallow land into development (a point about which all agree). Then the applicant appeared on the scene and responsibility for the FAR application was transferred from REDS to the applicant. The applicant has been very clear with BRCA throughout that the proposed FAR is needed to support its conditional deal with the City at the pricing levels assumed, and that it would struggle to achieve the applied-for FAR except via a “monolithic” approach, and thus changes in height and parking are being proposed. It bears emphasis, however, that all of this conversation about height and parking being driven by commercial FAR assumptions commences with City-led expectations or assumptions about pricing. The City as landowner obviously controls its asking price and expectations, but doesn’t it go without saying that if those expectations are set at a certain level, then the issues of FAR, height, and parking are necessarily triggered? What we have never had an opportunity to be “engaged about” in our community is what size and sort of building in this particular TOD location might best build our community, and from which the City might build its approach to price and marketing, rather than the other way around.

Shadowing on Murdoch Park, the Community Association, lands and the pathway system is a very big concern for both residents and BRCA. We understand the City has done additional shadow studies to analyze these impacts. If the massing of the tower were pushed as far to the south / closer to the train as possible that would be preferred, from a shadowing perspective.

We also continue to hear many concerns expressed from residents about the proposal for reduced parking. Calgary Parking Authority states that there is, at present, not enough demand to monetize street parking but that they will continue to monitor this issue moving forward. Our constant refrain is that street parking must be kept available for visitors to the community and there must be parking to support the commercial businesses desired in a complete community. Perhaps carshare options could be helpful.

We can appreciate the applicant’s commercial desire for additional FAR consideration and, in consequence, the applicant’s willingness to contribute to developing a superior public realm. We look forward to working with the developer to achieve this at the DP stage and work collaboratively to improve public amenities in the area.

It is unfortunate that given the variety of larger asks by the developer – greater height, significant parking reductions and increased FAR – that they are not able to submit a concurrent DP application in this case. We feel that such an approach would help build confidence within the community.

We understand the developer is considering a broader mix of unit sizes? We hope this will be pursued since the community has few 3 bedroom options in TOD condos for families.

We would appreciate if the uses permissible on the site were limited at this land use stage to preclude proliferation of non-active uses down the road. We would prefer to see land use outcomes that might encourage retail and consumer services, breweries, wineries, distilleries, outdoor cafés, restaurants, and supermarkets, etc. As previously mentioned we tend to oppose medical uses in this location given their predominance elsewhere in the community already.

Sincerely,

BRIDGELAND-RIVERSIDE COMMUNITY ASSOCIATION

Per: BRCA Board of Directors
Planning Committee

Community Association Letters



Planning Committee
917 Centre Avenue NE Calgary AB T2E0C6
brcacalgary.org

20 Aug 2018

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Ali McMillan, BRCA Planning Director (planning@brcacalgary.org)

To Whom It May Concern:

RE: LOC2018-0193 (950 McPherson Square NE)

Thank you for the opportunity to comment again with respect to the changes to application for a Land Use Amendment affecting land at 950 McPherson Square NE (LOC2018-0193).

This Land Use Application was most recently discussed at a meeting of our Planning Committee convened August 7, 2018. Notice of that meeting was given to neighbours adjacent to the subject parcel through the Condo Boards and previous concerned residents via email. Approximately 4 neighbors attended, as did many regular Planning Committee members. The applicant attended the meeting along with 02 Planning and Design and did a presentation overview. The City File Managers also attended.

In our pre-application meeting with the applicant, the applicant presented a 13 storey building concept massed to fill the entire building envelope, based on a presumed increased F.A.R. of 5.5, that the City itself (Real Estate and Development Services) had been proposing to make, apparently to increase the marketability of the proposal. Based on the monolithic massing of the proposed building shown at that pre-application meeting, and while assuming a changed F.A.R. in light of the City's own plans in this regard, we had asked the applicant to explore other architectural possibilities to reduce the heaviness and lack of character of the proposed massing as first presented.

The response by the applicant has been a 60m height design, that although most probably consider aesthetically more appealing, especially as rendered, has very significant issues with height and if built would create a landmark height visible from every point in the community. The true impact of this proposal cannot be fully determined without a

Community Association Letters

correlating building design, and except alongside the outcome of other proposed towers in the community that would exceed in height the original intentions of The Bridges master plan. We firmly believe that given that this idea is such a departure from the original master plan, a concurrent DP is essential at the least. Further, all the massing and developer objectives are based on a F.A.R. that is proposed and not yet deemed as suitable for the site.

We feel that this developer is asking for a lot. A huge parking relaxation, a large height increase, nothing on the table by way of guarantees, and little or no benefit to the community for all the financial benefit they are looking to achieve.

Parking is always a mentioned issue in an established community's planning response, and in this instance we do not see any substantiated rationale for such a low amount of parking in an area un-served by major amenities like grocers, shopping malls and the like. Commercial or retail uses would also be starved of parking in our understanding, a problem in an area that is not a "destination" shopping area, and where vehicle access is likely. Further, we would also like to see a mix of unit sizes and ownership models for broader demographic uses.

We would like to see a Transportation Impact Assessment done for the entire Bridges area considering the applicant's request for a dramatic reduction in parking. Our main concern remains commercial and visitor parking options both on site and within the community on the street and its impacts. We are still a winter city and our experience with reduced parking in the Bridges in general has been mixed. Commuting aside, many people own cars for recreational use—to travel out of town to the mountains, etc. Further since the City has provided special permitted parking for two condos in the Bridges on McPherson Rd and Center Ave NE, there are additional limitations on street parking in the area. This seems unfair to the area as a whole.

A discussion of how this development brings community benefit has not happened. The desire for a community-scale grocery store is high but the applicant stated this is not possible on this site. How will the applicant contribute to improving the public realm/ community assets in the area?

Further we would like to limit non-active uses in the application, and see the addition of more active uses to further encourage retail and consumer services, brewery, winery, distillery, outdoor café, restaurants, and supermarkets. We oppose medical uses in this location given their predominance elsewhere in the community already.

We are also unaware of any public engagements to date. We understand the applicant is planning to undertake one in early September. We think there will need to be significant online and in person information presented for feedback to the broader community due to the broad implications the scale of this development has.

Sincerely,

BRIDGELAND-RIVERSIDE COMMUNITY ASSOCIATION

Per: BRCA Board of Directors
Planning Committee

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1378

Land Use Amendment in Foothills (Ward 9) at 5205 - 76 Avenue SE, LOC2018-0220

EXECUTIVE SUMMARY

This land use amendment application was submitted by Target Realty Corp on 2018 September 28 on behalf of PJS Holdings Ltd for the redesignation of approximately 0.86 hectares (2.13 acres) of land within the Foothills Industrial area. This application is intended to facilitate the redevelopment of the subject site as a used car sales and service lot by re-using the existing building. The application proposes to change the land use of the subject site from Industrial – General (I-G) District to Industrial – Commercial (I-C) District.

The proposal is compatible with surrounding land uses and in alignment with the applicable policies of the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*.

A development permit application has been submitted and is under review.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing and:

1. **ADOPT**, by bylaw, the proposed redesignation of 0.86 hectares \pm (2.13 acres \pm) located at 5205 - 76 Avenue SE (Plan 8010816, Block 3, Lot 1) from Industrial – General (I-G) District **to** Industrial – Commercial (I-C) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was submitted by Target Realty Corp on 2018 September 28 on behalf of PJS Holdings Ltd.

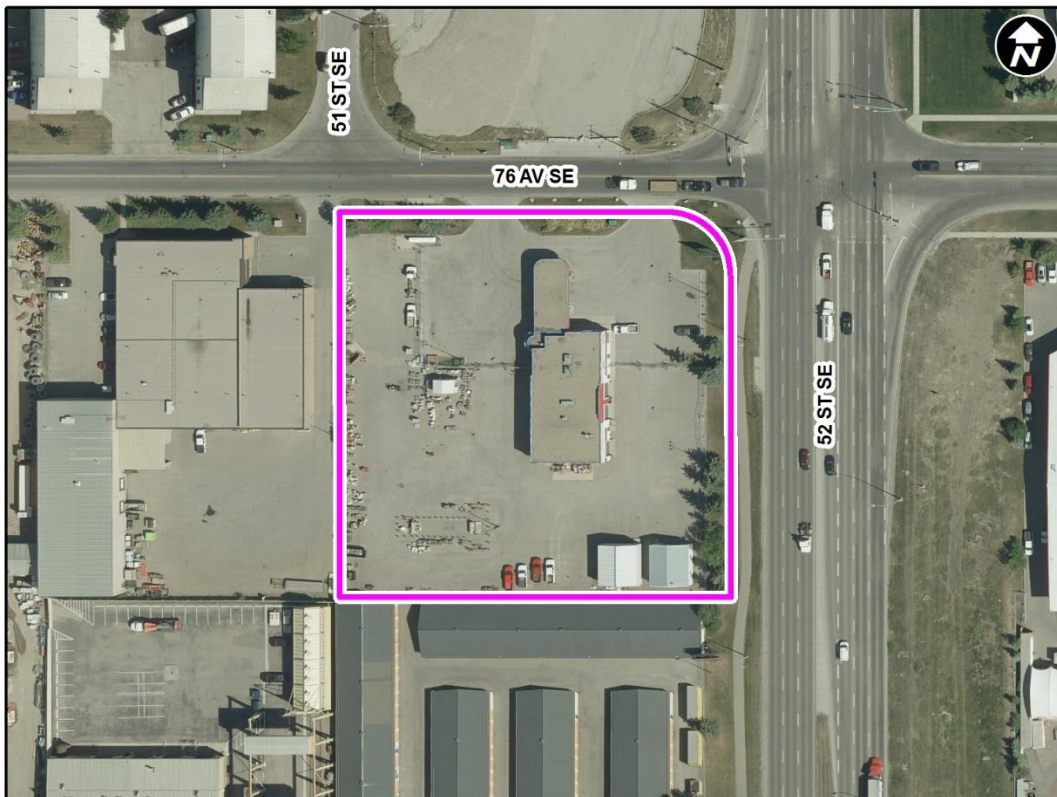
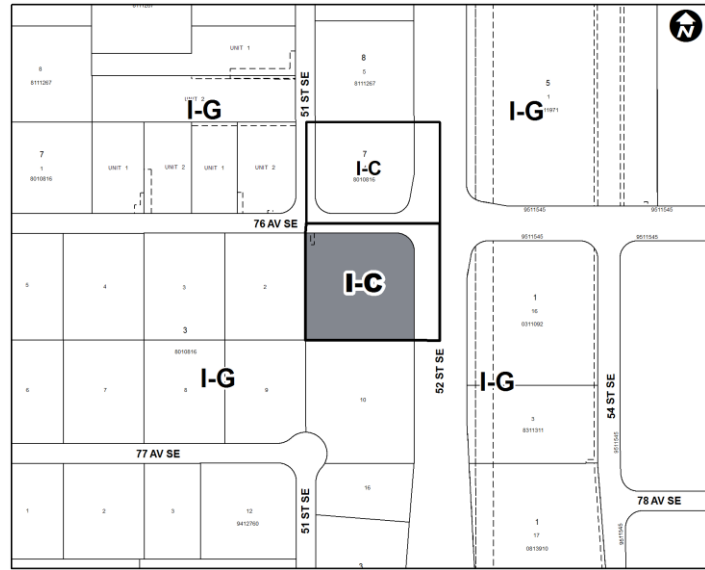
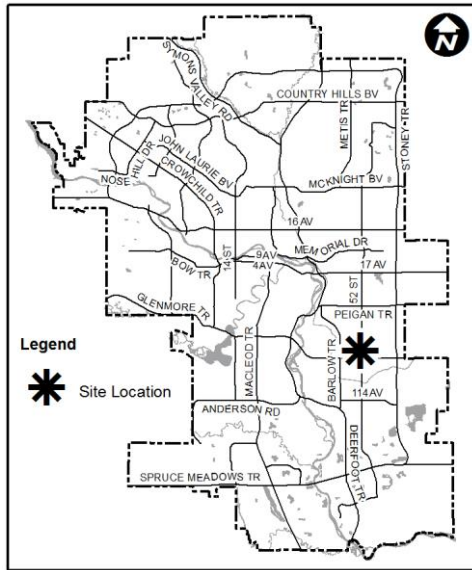
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Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
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Land Use Amendment in Foothills (Ward 9) at 5205 - 76 Avenue SE, LOC2018-0220

Location Maps



Land Use Amendment in Foothills (Ward 9) at 5205 - 76 Avenue SE, LOC2018-0220

Site Context

The subject site is an approximately 0.86 hectares (2.13 acres) parcel in Foothills Industrial that is currently developed with a sales centre. The site is located at the southwest corner of the intersection of 52 Street SE and 76 Avenue SE with frontages along 52 Street SE to the east and 76 Avenue SE to the north. A two (2) storey warehouse building with ancillary offices exists immediately to the west of the site and there is a storage facility to the south. A bulk fuel sales depot (propane gas sales) formerly operated on the subject site, with this use closing in 2017.

The surrounding industrial area is comprised predominantly by light industrial uses and developments on Industrial – General (I-G) District lands. Some smaller scale commercial sites with food service and local convenience retail uses exist to the north of the site along 52 Street SE on Industrial – Commercial (I-C) District and Commercial – Neighbourhood 2 (C-N2) District lands.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment will facilitate the redevelopment of the subject site at a greater intensity of use. This will contribute to the growth of the established area of Calgary, as envisioned by the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The site's existing I-G District allows for a wide variety of general light and medium industrial uses and a limited number of support commercial uses. I-G parcels are typically located in internal locations within industrial areas and the district contains specific limits on sales and office activities to preserve a diverse industrial land base. The I-G District allows for maximum floor area of 1.0 and maximum building height of 16.0 metres.

The proposed I-C District allows for light industrial uses and small scale commercial uses that are intended to be compatible with industrial uses and areas. I-C parcels are intended to be located along or within 200 metres from major streets or expressways (as is the subject site). Accordingly, the I-C District contains provisions to ensure that developments provide an appropriate transition between other land use districts and the I-G District. These provisions include setback, screening, landscaping and building design controls that are intended to address the aesthetics of more visible locations. The I-C District allows for a maximum floor area of 1.0 and a maximum building height of 12.0 metres.

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Beyond maximum building height and a slightly different suite of allowable uses, key differences between the I-C and I-G District are that there are no use area restrictions for office and that retail and consumer service uses (with maximum use area limits) are allowed in the I-C District. This is in contrast to the I-G District where retail sales activities and office uses are restricted by rules to ensure that these uses may only exist as ancillary components of the principal I-G uses (e.g. a manufacturing facility which also contains a small retail sales area and/or administrative offices).

The applicant's intent is to redevelop the subject site as a used car sales and service lot by re-using the existing building.

Transportation Networks

A Transportation Impact Assessment (TIA) or parking study was not required in support of this land use application. A TIA and/or parking study may be required at the development permit stage dependent upon the use(s) proposed.

The site is located at the northwest corner of 52 Street SE and 76 Avenue SE. In this area, 52 Street SE is a six (6) lane divided street classified as an Industrial Arterial Street and is part of the *Municipal Development Plan's* Primary Transit Network. A regional pathway is located adjacent to the site which provides a north/south connection in the area along the west side of 52 Street SE.

The site is located adjacent to the southbound transit stop (Route 23) on 52 Street SE, and approximately 150 metres west of the northbound transit stop (Routes 23 and 148) on 52 Street SE. Future development on-site should be oriented towards 52 Street SE and/or 76 Avenue SE to interface effectively and take advantage of adjacent public transit facilities.

Seventy-sixth Avenue SE, which bounds the site to the north, provides east/west connections in the area and is classified as an industrial street. A public transit bus stop for eastbound Route 23 is located adjacent to the site on 76 Avenue SE. Currently there is no sidewalk along 76 Avenue SE or direct pedestrian connection to the site. At the development permit stage sidewalks will be required to provide pedestrian connection to the bus stops on 76 Avenue and connecting to the 52 Street network.

Due to operational and safety concerns associated with the existing eastern vehicular access onto 76 Avenue SE and its proximity to the intersection of 52 Street SE, at the development permit stage vehicular access to 76 Avenue SE will be reviewed for potential relocation or closure.

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Land Use Amendment in Foothills (Ward 9) at 5205 - 76 Avenue SE, LOC2018-0220

Utilities and Servicing

The site was previously developed with water, sanitary, and storm service connections, and there is adequate capacity to support the proposed land use amendment. Should the site redevelop and/or intensify in the future, any potential upgrades to the existing service connections will be determined at the development permit stage and will be at the developer's expense.

Stakeholder Engagement, Research and Communication

Consistent with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online. No public meetings were held by the applicant or Administration in association with this application.

No community association exists for this area.

No comments were received from the public by the Calgary Planning Commission report submission date.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP) which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Municipal Development Plan (Statutory, 2009)

The site is located within the Industrial – Employee Intensive area of the *Municipal Development Plan* (MDP), as identified on MDP Map 1: Urban Structure. These areas are intended for manufacturing, warehousing as well as mixed industrial and office developments that have high labour concentrations and require access to the Primary Transit Network.

MDP land use policies identify that a minimum intensity threshold of 100 jobs per gross developable hectare should be achieved in areas with predominantly industrial uses. There are uses within the proposed I-C District that are likely to generate high employment intensities, including office, retail and consumer uses. The I-C District does generally have a higher intensity of development than the I-G District. The I-C District averages 25 to 35 jobs per hectare, while I-G District averages about 20 to 30 jobs per hectare. While this redesignation proposal does not fully implement the MDP targets, the area as a whole must be considered

Planning & Development Report to
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2018 December 13

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Land Use Amendment in Foothills (Ward 9) at 5205 - 76 Avenue SE, LOC2018-0220

when implementing those targets and this proposal does represent an intensification of the site's use.

The MDP also defers to the local area plan for more specific guidance. Local area plans in existence prior to approval of the MDP are recognized by the MDP as policies providing specific direction relative to the local context. In areas where an approved local area plan is in effect, the specific policies and design guidelines of that plan continue to provide direction. As discussed below, this application is supported by a local area plan.

This proposal aligns with the policies of the MDP.

Southeast Industrial Area Structure Plan (ASP) (Statutory, 1996)

The site is located within an area in the ASP identified as an 'Existing I-2 General Light Industrial District' on Map 2 - Land use and Transportation Plan. The ASP identifies that the purpose of the general light industrial area is to allow for a range of light industrial and associated uses that are compatible with each other and that do not adversely affect surrounding non-industrial uses.

High quality light industrial uses are intended to be provided within the plan area, particularly along the boundary roadways that separate the area from any adjacent residential communities. The ASP recognizes capacity to allow for uses other than general light industrial so long as they are compatible with the overall intent of the light industrial area.

The ASP recommends that general light industrial development in the Southeast Industrial Area be in accordance with the I-2 General Light Industrial District rules included in Calgary's *Land Use Bylaw 2P80*. The Industrial – Commercial (I-C) District corresponds to the I-2 District under *Land Use Bylaw 2P80*. This application is supported by the policies of the Southeast Industrial ASP.

Social, Environmental, Economic (External)

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budget at this time.

Current and Future Capital Budget:

The proposed land use amendment does not trigger capital infrastructure investment, and therefore there are no growth management concerns at this time.

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Land Use Amendment in Foothills (Ward 9) at 5205 - 76 Avenue SE, LOC2018-0220

Risk Assessment

There are no significant risks associated with this proposal and operational and/or land use risks will be managed at the time of development permit or subdivision application.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable municipal policies and guidelines including the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*. The parcel's location and the area context is appropriate for the proposed I-C District which will allow for a range of light industrial oriented uses and industrially oriented commercial uses that are intended to be compatible with and serve the surrounding industrial area.

ATTACHMENT(S)

1. Applicant's Submission

Applicant's Submission

On behalf of the property owners, PJS Holdings Ltd., Target Realty Corp. is submitting a proposal for the re-designation of the land parcel at 5205 – 76 Ave SE from Industrial-General (I-G) to Industrial Commercial (I-C) to accommodate the use of the property for the sale and service of automotive vehicles.

The owners of the property are a subsidiary of the Hyatt Investment Group, which owns over one million square feet of industrial and commercial property in Calgary including eight automotive dealerships.

The intent of the property is for the sales, light service, detailing and storage of used vehicles

The current property for the past 25 plus years was used as a gasoline and propane refueling station. The new owners will substantially upgrade the exterior appearance with new siding and paint, removal of the canopy and shed-like propane bottle fueling station. In addition, upgrades to the landscape and parking lot will take place.

The property is well located on 52nd St SE and 76th Ave SE, providing the owners with the exposure they are seeking. Having said that, while they will have a number of vehicles parked on the property, used vehicles sales are more internet driven today, and the use of the property for vehicle sales will not increase the impact to the existing traffic at that intersection.

On behalf of the owners, I trust that this information is useful for your consideration. We look forward to your favourable response to our request for re-designation. Should you have any questions, please do not hesitate to contact me.