



## AGENDA

### CALGARY PLANNING COMMISSION

June 20, 2019, 1:00 PM  
IN THE COUNCIL CHAMBER  
Members Present

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, 2019 June 06
5. CONSENT AGENDA
  - 5.1 Land Use Amendment in Tuscany (Ward 1) at 185 Tusselewood Drive NW, LOC2019-0055, CPC2019-0758
  - 5.2 Land Use Amendment in Bowness (Ward 1) at 8347 – 47 Avenue NW, LOC2019-0048, CPC2019-0736
  - 5.3 Policy Amendment – Banff Trail Area Redevelopment Plan (Ward 7), CPC2019-0733

- 5.4 Proposed Community and Street Names in Residual Sub-Area 13D (Ward 13), SN2019-0007, CPC2019-0766

6. POSTPONED REPORTS  
*(including related/ supplemental reports)*

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

- 7.1.1 Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680, CPC2019-0610

7.2 PLANNING ITEMS

- 7.2.1 Airport Trail Interchanges, CPC2019-0749
- 7.2.2 Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036, CPC2019-0682
- 7.2.3 Policy Amendment and Land Use Amendment in Beltline (Ward 11) at 1520 – 4 Street SW, LOC2019-0045, CPC2019-0756
- 7.2.4 Land Use Amendment in Walden (Ward 14) at multiple addresses, LOC2018-0273, CPC2019-0786
- 7.2.5 Land Use Amendment in Dover (Ward 9) at 2903 - 28 Street SE, LOC2019-0042, CPC2019-0757
- 7.2.6 Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at 3604 Parkhill Street SW, LOC2019-0035, CPC2019-0584
- 7.2.7 Land Use Amendment in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261, CPC2019-0761
- 7.2.8 Outline Plan in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261(OP), CPC2019-0784
- 7.2.9 Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044 , CPC2019-0760
- 7.2.10 Land Use Amendment in Capitol Hill (Ward 7) at 1309 and 1313 – 20 Avenue NW, LOC2019-0006, CPC2019-0759
- 7.2.11 Land Use Amendment in Carrington (Ward 3) at 15000 – 14 Street NW, LOC2019-0028, CPC2019-0740



- 7.2.12 Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311, CPC2019-0771
- 7.2.13 Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311(OP), CPC2019-0772
- 7.2.14 Land Use Amendment in Sage Hill (Ward 2) at 251 Sage Hill Boulevard NW, LOC2018-0157, CPC2019-0714
- 7.2.15 Outline Plan in Sage Hill (Ward 2) at 251 Sage Hill Boulevard NW, LOC2018-0157(OP), CPC2019-0713
- 7.2.16 Land Use Amendment in Carrington (Ward 3) at multiple addresses, LOC2018-0244, CPC2019-0616

7.3 MISCELLANEOUS ITEMS  
None

8. URGENT BUSINESS

9. ADJOURNMENT

Members of Council may participate remotely, if required





## **AGENDA**

### **CALGARY PLANNING COMMISSION**

**TO BE HELD 2019 JUNE 20 AT 1:00 PM  
IN COUNCIL CHAMBERS**

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**

Courtney Stengel

**COMMUNITY:**

Tuscany (Ward 1)

**FILE NUMBER:**

LOC2019-0055 (CPC2019-0758)

**PROPOSED REDESIGNATION:**

From: DC Direct Control District

To: Residential – Contextual One Dwelling (R-C1s)  
District

**MUNICIPAL ADDRESS:**

185 Tusslewood Drive NW

**APPLICANT:**

Naomi Gropp

**OWNER:**

Naomi Gropp  
Gerald Gropp  
Lydia Gropp

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 5.2**

Rayner D'Souza

**COMMUNITY:**

Bowness (Ward 1)

**FILE NUMBER:**

LOC2019-0048 (CPC2019-0736)

**PROPOSED REDESIGNATION:**

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

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

**MUNICIPAL ADDRESS:**

8347 – 47 Avenue NW

**APPLICANT:**

MKL Design Studio

**OWNER:**

Cody Sorensen  
Christopher Spring

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

**ITEM NO.: 5.3**

Steve Jones

**COMMUNITY:**

Banff Trail (Ward 7)

**FILE NUMBER:**

CPC2019-0733

**PROPOSED POLICY AMENDMENTS:**

Amendments to the Banff Trail Area Redevelopment Plan

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 5.4**

Sharon Jensen

**COMMUNITY:**

Residual Sub-Area 13D (Ward 13)

**FILE NUMBER:**

SN2019-0007 (CPC2019-0766)

**PROPOSED COMMUNITY NAME:**

Alpine Park

**PROPOSED STREET NAMES:**

Alpine Park  
Bighorn  
Bluerock  
Treeline

**APPLICANT:**

Stantec Consulting

**OWNER:**

Dream Development

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

## DEVELOPMENT ITEMS

<b>ITEM NO.:</b>	<b>7.1.1</b>	Madeleine Krizan
<b>COMMUNITY:</b>		Hillhurst (Ward 7)
<b>FILE NUMBER:</b>		DP2019-0680 (CPC2019-0610)
<b>PROPOSED DEVELOPMENT:</b>		New: Multi-Residential Development (1 building)
<b>MUNICIPAL ADDRESS:</b>		1116, 1122, 1124, and 1128 – 5 Avenue NW
<b>APPLICANT:</b>		Casola Koppe
<b>OWNER:</b>		John R. Eresman Eric Adametz Bradley D. Shyba Bernard Alberta Neckler
<b>ADMINISTRATION RECOMMENDATION:</b>		<b>APPROVAL</b>

## PLANNING ITEMS

**ITEM NO.: 7.2.1** Sigmund Undheim  
**COMMUNITY:** City Wide  
**FILE NUMBER:** CPC2019-0749  
**PROPOSED:** Airport Trail Interchanges  
**ADMINISTRATION RECOMMENDATION:** **RECEIVE FOR INFORMATION**

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**ITEM NO.: 7.2.2** Jyde Heaven  
**COMMUNITY:** Richmond (Ward 8)  
**FILE NUMBER:** LOC2019-0036 (CPC2019-0682)  
**PROPOSED POLICY AMENDMENTS:** Amendments to the Richmond Area Redevelopment Plan  
**PROPOSED REDESIGNATION:** From: Multi-Residential – Contextual Low Profile (M-C1) District  
To: Mixed Use - General Frontage (MU-1f3.3h19)  
**MUNICIPAL ADDRESS:** 2813 – 24A Street SW  
**APPLICANT:** CivicWorks Planning + Design  
**OWNER:** Eagle Crest Homes LTD  
**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

**ITEM NO.: 7.2.3**

Adam Sheahan

**COMMUNITY:**

Beltline (Ward 11)

**FILE NUMBER:**

LOC2019-0045 (CPC2019-0756)

**PROPOSED POLICY AMENDMENTS:**

Amendments to the Beltline Area Redevelopment Plan

**PROPOSED REDESIGNATION:**

From: DC Direct Control District

To: DC Direct Control District to accommodate a  
new 11-storey office building

**MUNICIPAL ADDRESS:**

1520 – 4 Street SW

**APPLICANT:**

Stantec Architecture

**OWNER:**

Grosvenor Canada Limited c/o Suncor Energy Centre

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 7.2.4**

Stuart Gipton

**COMMUNITY:**

Walden (Ward 14)

**FILE NUMBER:**

LOC2018-0273 (CPC2019-0786)

**PROPOSED REDESIGNATION:**

From: Multi-Residential – At Grade Housing (M-Gd60)  
District

To: DC Direct Control District to accommodate the  
additional use of Child Care Service

**MUNICIPAL ADDRESS:**

175, 179, 183, 187, 191, and 195 Walcrest Way SE

**APPLICANT:**

Situated Consulting Co

**OWNER:**

Genstar Titleco #3 Limited

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**



**ITEM NO.: 7.2.5**

Chris Wolfe

**COMMUNITY:**

Dover (Ward 9)

**FILE NUMBER:**

LOC2019-0042 (CPC2019-0757)

**PROPOSED REDESIGNATION:**

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

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

**MUNICIPAL ADDRESS:**

2903 – 28 Street SE

**APPLICANT:**

Allure Fine Homes Inc c/o Max Tayefi

**OWNER:**

Allure Fine Homes Inc

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 7.2.6**

Chris Wolfe

**COMMUNITY:**

Parkhill (Ward 11)

**FILE NUMBER:**

LOC2019-0035 (CPC2019-0584)

**PROPOSED POLICY AMENDMENTS:**

Amendments to the Parkhill / Stanley Park Area  
Redevelopment Plan

**PROPOSED REDESIGNATION:**

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

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

**MUNICIPAL ADDRESS:**

3604 Parkhill Street SW

**APPLICANT:**

Kyle Letby

**OWNER:**

Christine Letby  
Kyle Letby

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

**ITEM NO.: 7.2.7**

Ezra Wasser  
(related to Item 7.2.8)

**COMMUNITY:**

Forest Lawn Industrial (Ward 9)

**FILE NUMBER:**

LOC2018-0261 (CPC2019-0761)

**PROPOSED REDESIGNATION:**

From: Industrial –Edge (I-E) District, and Industrial –  
General (I-G) District

To: Industrial – Commercial (I-C) District

**MUNICIPAL ADDRESS:**

2601 – 52 Street SE

**APPLICANT:**

Form 3 Design 2004

**OWNER:**

Tribune Developments Inc

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 7.2.8**

Ezra Wasser  
(related to Item 7.2.7)

**COMMUNITY:**

Forest Lawn Industrial (Ward 9)

**FILE NUMBER:**

LOC2018-0261(OP) (CPC2019-0784)

**PROPOSED OUTLINE PLAN:**

Subdivision of 16.76 hectares  $\pm$  (41.42 acres  $\pm$ )

**MUNICIPAL ADDRESS:**

2601 – 52 Street SE

**APPLICANT:**

Form 3 Design 2004

**OWNER:**

Tribune Developments Inc

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

**ITEM NO.: 7.2.9**

Angelique Dean

**COMMUNITY:**

Seton (Ward 12)

**FILE NUMBER:**

LOC2019-0044 (CPC2019-0760)

**PROPOSED REDESIGNATION:**

From: Special Purpose – Future Urban Development (S-FUD) District and Multi-Residential – Low Profile (M-1) District

To: Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Low Profile Support Commercial (M-X1) District, Special Purpose – School, Park and Community Reserve (S- SPR) District, and Special Purpose – City and Regional Infrastructure (S-CRI) District

**MUNICIPAL ADDRESS:**

19600 and 20606 – 56 Street SE  
20707 – 72 Street SE  
6599 Seton Drive SE

**APPLICANT:**

Urban Systems

**OWNER:**

South Seton GP Inc

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 7.2.10**

Courtney Stengel

**COMMUNITY:**

Capitol Hill (Ward 7)

**FILE NUMBER:**

LOC2019-0006 (CPC2019-0759)

**PROPOSED REDESIGNATION:**

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

To: DC Direct Control District to accommodate eight dwellings facing the street and in the rear

**MUNICIPAL ADDRESS:**

1309 and 1313 – 20 Avenue NW

**APPLICANT:**

CivicWorks Planning + Design

**OWNER:**

Kuljinder Bhela  
Konstantinos Margaritis

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

**ITEM NO.: 7.2.11**

Madeleine Krizan

**COMMUNITY:**

Carrington (Ward 3)

**FILE NUMBER:**

LOC2019-0028 (CPC2019-0740)

**PROPOSED REDESIGNATION:**

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

To: Residential – Low Density Mixed Housing (R-G) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate low density residential uses

**MUNICIPAL ADDRESS:**

15000 – 14 Street NW

**APPLICANT:**

Urban Systems

**OWNER:**

Mattamy (Aberdeen Heights) Limited

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 7.2.12**

Coleen Auld  
(related to Item 7.2.13)

**COMMUNITY:**

Residual Sub-Area 02L (Ward 2)

**FILE NUMBER:**

LOC2017-0311 (CPC2019-0771)

**PROPOSED REDESIGNATION:**

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

To: Multi-Residential – Low Profile (M-1) District, Multi-Residential – Low Profile Support Commercial (M-X1) District, Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District

**MUNICIPAL ADDRESS:**

2000 – 144 Avenue NW

**APPLICANT:**

Stantec Architecture

**OWNER:**

Evans Land Development Corp

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

**ITEM NO.: 7.2.13**

Coleen Auld  
(related to Item 7.2.12)

**COMMUNITY:** Residual Ward 2 - Sub Area 02L

**FILE NUMBER:** LOC2017-0311(OP) (CPC2019-0772)

**PROPOSED OUTLINE PLAN:** Subdivision of 64.81 hectares  $\pm$  (160.15 acres  $\pm$ )

**MUNICIPAL ADDRESS:** 2000 – 144 Avenue NW

**APPLICANT:** Stantec Architecture

**OWNER:** Evans Land Development Corp

**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

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**ITEM NO.: 7.2.14**

Hugo Haley  
(related to Item 7.2.15)

**COMMUNITY:** Sage Hill (Ward 2)

**FILE NUMBER:** LOC2018-0157 (CPC2019-0714)

**PROPOSED REDESIGNATION:** From: DC Direct Control District

To: DC Direct Control District to accommodate integrated civic and mixed use development

**MUNICIPAL ADDRESS:** 251 Sage Hill Boulevard NW

**APPLICANT:** B&A Planning Group

**OWNER:** The City of Calgary

**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

**ITEM NO.: 7.2.15**

Hugo Haley  
(related to Item 7.2.14)

**COMMUNITY:**

Sage Hill (Ward 2)

**FILE NUMBER:**

LOC2018-0157(OP) (CPC2019-0713)

**PROPOSED OUTLINE PLAN:**

Subdivision of 2.82 hectares  $\pm$  (6.97 acres  $\pm$ )

**MUNICIPAL ADDRESS:**

251 Sage Hill Boulevard NW

**APPLICANT:**

B&A Planning Group

**OWNER:**

The City of Calgary

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 7.2.16**

Martin Beck

**COMMUNITY:**

Carrington (Ward 3)

**FILE NUMBER:**

LOC2018-0244 (CPC2019-0616)

**PROPOSED REDESIGNATION:**

From: Commercial Community – 2 f1.0h10  
(C-C2f1.0h10) District, Multi-Residential –  
Medium Profile (M-2) District, and DC Direct  
Control District; and

Multi-Residential – Medium Profile (M-2) District  
and DC Direct Control District

To: DC Direct Control District to accommodate  
mixed-used development; and

DC Direct Control District to accommodate multi-  
residential development

**MUNICIPAL ADDRESS:**

14120, 14400, 15000 – 14 Street NW, and 77 Carrington  
Plaza NW

**APPLICANT:**

Urban Systems

**OWNER:**

Mattamy (Aberdeen Heights Limited)  
Royop (Carrington) Development LTD

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**



## MINUTES

### CALGARY PLANNING COMMISSION

**June 6, 2019, 1:00 PM  
IN THE COUNCIL CHAMBER**

**PRESENT:** Director M. Tita, Chair  
Director D. Morgan  
Councillor G. Chahal  
Councillor E. Woolley  
Commissioner P. Gedye  
Commissioner L. Juan  
Commissioner J. Scott

**ALSO PRESENT:** Acting Principal Planner K. Wishlow  
Acting CPC Secretary G. Chaudhary  
Legislative Advisor 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** Councillor Woolley

That the Agenda for the 2019 June 06 Regular Meeting of the Calgary Planning Commission be confirmed, **as amended, by bringing forward Item 7.2.10, Report CPC2019-0712, to be heard immediately following the recess and by bringing forward Item 7.2.16, Report CPC2019-0717 and Item 7.2.17, Report CPC2019-0718 to be heard immediately following Item 7.1.1, Report CPC2019-0735.**

**MOTION CARRIED**

4. **CONFIRMATION OF MINUTES**

4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2019 May 16

**Moved by** Commissioner Scott

That the Minutes of the 2019 May 16 Regular Meeting of the Calgary Planning Commission be confirmed.

**MOTION CARRIED**

5. CONSENT AGENDA

**Moved by** Commissioner Juan

That the Administration Recommendations contained in the following reports be approved in an omnibus motion:

- 5.1 Land Use Amendment in Parkdale (Ward 7) at 3120 – Parkdale Boulevard NW, LOC2019-0032, CPC2019-0608
- 5.2 Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2201 - 28 Avenue SW, LOC2019-0037, CPC2019-0697
- 5.3 Road Closure and Land Use Amendment in Bridgeland/Riverside (Ward 9) between 816 and 824 McDougall Road NE, LOC2019-0023, CPC2019-0500

**MOTION CARRIED**

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICER, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

- 7.1.1 Development Permit in Legacy (Ward 14) at 1411 and 1555 – 210 Avenue SE, DP2018-2164, CPC2019-0735

Additional pages ES1, ES2 and ES3 of Attachment 1 were distributed for the public and for the Corporate Record with respect to Report CPC2019-0735.

**Moved by** Commissioner Scott

That with respect to Report CPC2019-0735, the following be approved, **as amended**:

That Calgary Planning Commission APPROVE the proposed development permit application DP2018-2164 for a New: Supermarket, Retail and Consumer Service, Restaurant: Food Service Only - Medium, Liquor Store, Financial Institution, Drive Through, Cannabis Store (3 buildings) at 1411 and 1555 – 210 Avenue SE (Plan 1611206, Block 38, Lot 1 and Plan 1413264, Block 13, Lot 2), with conditions (**Amended Attachment 2**), **as amended by adding an additional Prior to Release Condition as follows**:

**Amend plans to provide integrated outdoor lighting on the art piece on the West elevation / Building Q-01 of the building façade.**

7.2 PLANNING ITEMS

- 7.2.1 Policy Amendment and Land Use Amendment in Lincoln Park (Ward 8) at 5116 Richard Road SW, LOC2018-0277, CPC2019-0544



The following items were distributed with respect to Report CPC2019-0544:

- A revised Attachment 3 and revised Attachment 4 were distributed with respect to Report CPC2019-0544, and
- a document outlining clerical corrections.

The following clerical corrections were noted with respect to Report CPC2019-0544:

- Correction to Administration Recommendation 1. to reference Attachment 4 instead of Attachment 3;
- Correction to Administration Recommendation 2. to reference Attachment 3 instead of Attachment 2;
- Correction to Administration Recommendation 3. to add a "d" to "propose"; and
- Correction under Page 5, Land Use section, Paragraph 3, First bullet to replace "1.55" with "1.6".

**Moved by** Commissioner Juan

That with respect to **Corrected** Report CPC2019-0544, the following be approved:

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

1. ADOPT, by resolution, the proposed amendments to the Currie Barracks CFB West Master Plan (**Revised Attachment 4**);
2. ADOPT, by bylaw the proposed redesignation of 5.39 hectares  $\pm$  (13.32  $\pm$  acres) located at 5116 Richard Road SW (Plan 1410343, Block 1, Lot 9) from Industrial – Business f0.63h32 (I-B f0.63h32) District and DC Direct Control District to DC Direct Control District to accommodate a comprehensive mixed-use development, with guidelines (**Revised Attachment 3**); and
3. Give three readings to the proposed bylaw.

**MOTION CARRIED**

**7.2.2 Road Closure and Land Use Amendment in Springbank Hill (Ward 6) at multiple addresses, LOC2018-0226, CPC2019-0636**

A letter from the Springbank Hill Community Association, dated June 03, 2019, was distributed with respect to Report CPC2019-0636.

A clerical correction was noted in Attachment 3 by removing the "Draft" watermark.

**Moved by** Councillor Chahal

That with respect to Report CPC2019-0636, the following be approved:

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

1. ADOPT, by bylaw the proposed closure of 0.004 hectares  $\pm$  (0.009 acres  $\pm$ ) of road (Plan 1911053, Area 'A' and Area 'B'), adjacent to 85 Street SW with conditions (**Corrected** Attachment 3); and
2. Give three readings to the proposed closure bylaw.
3. ADOPT, by bylaw the proposed redesignation of 5.24 hectares  $\pm$  (12.94 acres  $\pm$ ) located at 2938, 3028 and 3118 – 85 Street SW and the closed road (Plan 3530AK; Block D, Lot 13, portion of Lot 11 and portion of Lot 12; Plan 1911053, Area 'A' and Area 'B') from Direct Control District and Undesignated Road Right-of-Way to Residential – Low Density Mixed Housing (R-G) District, Residential – One Dwelling (R-1s) District, Special Purpose – Urban Mature (S-UN) District, and Special Purpose – School, Park and Community Reserve (S-SPR) District; and
4. Give three readings to the proposed bylaw.

**And further, that the letter distributed with respect to Report CPC2019-0636 be added as a new page within Attachment 6 prior to being forwarded to Council.**

**MOTION CARRIED**

- 7.2.3 Outline Plan in Springbank Hill (Ward 6) at multiple addresses, LOC2018-0226 (OP), CPC2019-0681

A letter from the Springbank Hill Community Association, dated June 03, 2019, was distributed with respect to Report CPC2019-0681.

A clerical correction was noted in Attachment 1 by removing the "Draft" watermark.

**Moved by** Councillor Chahal

That with respect to Report CPC2019-0681, the following be approved:

That Calgary Planning Commission APPROVE the proposed outline plan, located at 2938, 3028 and 3118 – 85 Street SW (Plan 3530AK; Block D, Lots 11 and 13, and a portion of Lot 12) to subdivide 5.45 hectares  $\pm$  (13.47 acres  $\pm$ ), with conditions (**Corrected** Attachment 1).

**MOTION CARRIED**

- 7.2.4 Policy Amendment and Land Use Amendment in West Springs (Ward 6) at multiple addresses, LOC2018-0237, CPC2019-0702

A revised Attachment 3 was distributed with respect to Report CPC2019-0702.

**Moved by** Commissioner Scott

That with respect to Report CPC2019-0702, the following be approved:

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

1. ADOPT, by bylaw, the proposed amendment to the West Springs Area Structure Plan (**Revised** Attachment 3); and
2. Give three readings to the proposed bylaw.
3. ADOPT, by bylaw, the proposed redesignation of 3.01 hectares  $\pm$  (7.44 acres  $\pm$ ) located at 7233, 7373 and 7385 – 11 Avenue SW, (Plan 4587S; Blocks 3 and 4; Plan 0611171; Block 4, Lot 1) from DC Direct Control District to Residential – Low Density Mixed Housing (R-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District to accommodate residential development; and
4. Give three readings to the proposed bylaw.

**MOTION CARRIED**

- 7.2.5 Outline Plan in West Springs (Ward 6) at multiple addresses, LOC2018-0237 (OP), CPC2019-0703

**Moved by** Commissioner Scott

That with respect to Report CPC2019-0703, the following be approved:

That Calgary Planning Commission APPROVE the proposed outline plan located at 7233, 7373, and 7385 - 11 Avenue SW (Plan 0611171, Block 4, Lot 1; Plan 4587S, Blocks 3 and 4) to subdivide 3.01 hectares  $\pm$  (7.44 acres  $\pm$ ), with conditions (Attachment 1).

**MOTION CARRIED**

- 7.2.6 Policy Amendment and Land Use Amendment in Shepard Industrial (Ward 12) at 11488 – 24 Street SE, LOC2018-0153, CPC2019-0689

**Moved by** Councillor Woolley

That with respect to Report CPC2019-0689, the following be approved:

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

1. ADOPT, by bylaw, the proposed amendments to the Southeast Industrial Area Structure Plan (Attachment 4);
2. Give three readings to the proposed bylaw;
3. ADOPT, by bylaw, the proposed redesignation of 1.82 hectares  $\pm$  (4.49 acres  $\pm$ ) located at 11488 – 24 Street SE (Plan 0112636, Block

18, Lot 1) from DC Direct Control District to Commercial – Corridor 2 (C-COR2 f0.22h12) District; and

4. Give three readings to the proposed bylaw.

**MOTION CARRIED**

- 7.2.7 Land Use Amendment in Manchester Industrial (Ward 9) at 4415 – 1 Street SE, LOC2019-0033, CPC2019-0673

**Moved by** Councillor Chahal

That with respect to Report CPC2019-0673, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 0.41 hectares  $\pm$  (1.02 acres  $\pm$ ) located at 4415 – 1 Street SE (Plan 7703GH, Lots A and 17) from Industrial – General (I-G) District to Industrial – Commercial (I-C) District; and
2. Give three readings to the proposed bylaw.

**MOTION CARRIED**

- 7.2.8 Land Use Amendment in Kingsland (Ward 11) at 7103 – 7 Street SW, LOC2019-0043, CPC2019-0676

A clerical correction was noted on the Cover Report on page 6, Under Local Area Plan section, first paragraph, by replacing the word "Kingsland" with "Kingsland" in the first and second sentences.

**Moved by** Commissioner Juan

That with respect to **Corrected** Report CPC2019-0676, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 0.06 hectares  $\pm$  (0.15 acres  $\pm$ ) located at 7103 – 7 Street SW (Plan 3215HG, Block 6, Lot 1) from Residential – Contextual One Dwelling (R-C1) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District; and
2. Give three readings to the proposed bylaw.

Against: Councillor Woolley

**MOTION CARRIED**

- 7.2.9 Policy Amendment and Land Use Amendment in Bridgeland/Riverside (Ward 9) at 65 and 69 - 7A Street NE, LOC2019-0047, CPC2019-0690

**Moved by** Councillor Woolley

That with respect to Report CPC2019-0690, the following be approved:

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

1. ADOPT, by bylaw the proposed amendment to the Bridgeland-Riverside Area Structure Plan (Attachment 2); and
2. Give three reading to the proposed bylaw.
3. ADOPT, by bylaw the proposed redesignation of 0.12 hectares  $\pm$  (0.29 acres  $\pm$ ) located at 65 and 69 - 7A Street NE (Plan 4301R, Block 7, Lots 30 to 33) from Multi-Residential – Contextual Low Profile (M-C1d110) District to Mixed Use - General (MU-1h11) District; and
4. Give three reading to the proposed bylaw.

**MOTION CARRIED**

7.2.10 Land Use Amendment in Hillhurst (Ward 7) at 628 – 15 Street NW, LOC2018-0048, CPC2019-0712

**Moved by** Commissioner Juan

That with respect to Report CPC2019-0712, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 0.03 hectares  $\pm$  (0.09 acres  $\pm$ ) located at 628 - 15 Street NW (Plan 6219, Block 2, Lots 82 and 83) from Residential – Contextual One / Two Dwelling (R-C2) District to Commercial – Neighbourhood 1 (C-N1) District; and
2. Give three readings to the proposed bylaw.

**MOTION CARRIED**

7.2.11 Policy Amendment and Land Use Amendment in Capitol Hill (Ward 7) at 1418 - 19 Avenue NW, LOC2018-0174, CPC2019-0720

**Moved by** Commissioner Scott

That with respect to Report CPC2019-0720, the following be approved:

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

1. ADOPT, by bylaw, the proposed amendment to the North Hill Area Redevelopment Plan (Attachment 3); and
2. Give three readings to the proposed bylaw.

3. ADOPT, by bylaw, the proposed redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 1418 - 19 Avenue NW (Plan 3150P, Block 16, Lots 8 and 9) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District; and
4. Give three readings to the proposed bylaw.

**MOTION CARRIED**

7.2.12 Policy Amendment and Land Use Amendment in Capitol Hill (Ward 7) at 1516 – 21 Avenue NW, LOC2019-0002, CPC2019-0704

A clerical correction was noted with Respect to Report CPC2019-0704 on the Cover Report, on page 8, under the list of attachments, to add the words "4. Community Association Letter".

The following items were distributed with respect to Report CPC2019-0704:

- A revised Attachment 3 and revised Attachment 4 were distributed with respect to Report CPC2019-0704; and
- A Corrected page 8 of Cover Report CPC2019-0704.

**Moved by** Commissioner Scott

That with respect to **Corrected** Report CPC2019-0704, the following be approved:

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

1. ADOPT, by bylaw, the proposed amendment to the North Hill Area Redevelopment Plan (**Revised** Attachment 3); and
2. Give three readings to the proposed bylaw.
3. ADOPT, by bylaw, the proposed redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 1516 – 21 Avenue NW (Plan 2864AF, Block 6, Lots 7 and 8) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District; and
4. Give three readings to the proposed bylaw.

**MOTION CARRIED**

7.2.13 Land Use Amendment in Residual Sub-Area 02K (Ward 2) at 15001 - 69 Street NW, LOC2019-0008, CPC2019-0716

**Moved by** Commissioner Scott

That with respect to Report CPC2019-0716, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 15.66 hectares  $\pm$  (38.68 acres  $\pm$ ) located at 15001 69 Street NW (Plan 9012020 Block 1) from Special Purpose – Future Urban Development (S-FUD) District to DC Direct Control District to accommodate an existing School – Private and proposed Child Care Service (Attachment 2).
2. Give three readings to the proposed bylaw.

**MOTION CARRIED**

**Moved by** Commissioner Scott

That Commission recess, at 2:48 p.m., to reconvene at the Call of the Chair.

**MOTION CARRIED**

Commission reconvened at 3:10 p.m. with Director Tita in the Chair.

- 7.2.14 Land Use Amendment in West Hillhurst (Ward 7) at multiple addresses, LOC2019-0015, CPC2019-0709

**Moved by** Councillor Chahal

That with respect to Report CPC2019-0709, the following be approved:

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

1. ADOPT by bylaw the proposed redesignation of 0.23 hectares  $\pm$  (0.56 acres  $\pm$ ) located at 218, 222, 226 and 230 - 19 Street NW (Plan 8942GB, Block 19, Lots 1 to 4) from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use – General (MU-1f3.3h19) District; and
2. Give three readings to the proposed bylaw.

**MOTION CARRIED**

- 7.2.15 Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 3216 Centre Street NE, LOC2019-0001, CPC2019-0705

**Moved by** Commissioner Scott

That with respect to Report CPC2019-0705, the following be approved:

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

1. ADOPT, by bylaw, the proposed amendments to the North Hill Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.

3. ADOPT, by bylaw, the proposed redesignation of 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) located at 3216 Centre Street NE (Plan 2617AG, Block 65, Lots 23 and 24) from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use - General (MU-1f4.0h23) District; and
4. Give three readings to the proposed bylaw.

**MOTION CARRIED**

7.2.16 Land Use Amendment in Keystone Hills (Ward 3) at 13818 and 13920 - 15 Street NE, LOC2014-0107, CPC2019-0717

A revised page 2 and 3 of Cover Report CPC2019-0717 was distributed.

**Moved by** Commissioner Juan

That with respect to **Revised** Report CPC2019-0717, the following be approved:

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

1. ADOPT, by bylaw, the proposed designation of 38.27 hectares  $\pm$  (94.57 acres  $\pm$ ) located at 13818 and 13920 – 15 Street NE (NW1/4, Section 36, Township 25, Range 1, Meridian 5; Plan 6268FT, OT) from Special Purpose – Future Urban Development (S-FUD) District to Industrial – Commercial (I-C) District, Industrial – Business f0.5h20 (I-B f0.5h20) District, Industrial – General (I-G) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – Urban Nature (S-UN) District, and Special Purpose – School, Park and Community Reserve (S-SPR) District; and
2. Give three readings to the proposed bylaw.

**MOTION CARRIED**

7.2.17 Outline Plan in Keystone Hills (Ward 3) at 13818 and 13920 – 15 Street NE, LOC2014-0107, CPC2019-0718

The following items were distributed with respect to Report CPC2019-0718:

- A revised page 1 and 2 of Report CPC2019-0718; and
- A revised Attachment 4.

**Moved by** Commissioner Juan

That with respect to **Revised** Report CPC2019-0718, the following be approved:

That Calgary Planning Commission APPROVE the proposed outline plan, located at 13818 and 13920 - 15 Street NE (NW1/4, Section 36, Township 25, Range 1, Meridian 5; Plan 6268FT, OT) to subdivide the 38.27 hectares  $\pm$  (94.57 acres  $\pm$ ) with conditions (**Amended** Attachment



1), as amended by including the following words in Condition 15. h)  
“as shown in the 15<sup>th</sup> Street NE alignment to the TUC boundary”.

**MOTION CARRIED**

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

9. ADJOURNMENT

**Moved by** Director D. Morgan

That this Meeting adjourn at 3:48 p.m.

**MOTION CARRIED**

THE FOLLOWING ITEMS HAVE BEEN FORWARDED TO THE 2019 JULY 22  
COMBINED MEETING OF COUNCIL:

**PLANNING MATTERS FOR PUBLIC HEARING:**

- Land Use Amendment in Parkdale (Ward 7) at 3120 – Parkdale Boulevard NW, LOC2019-0032, CPC2019-0608
- Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2201 - 28 Avenue SW, LOC2019-0037, CPC2019-0697
- Road Closure and Land Use Amendment in Bridgeland/Riverside (Ward 9) between 816 and 824 McDougall Road NE, LOC2019-0023, CPC2019-0500
- Policy Amendment and Land Use Amendment in Lincoln Park (Ward 8) at 5116 Richard Road SW, LOC2018-0277, CPC2019-0544
- Road Closure and Land Use Amendment in Springbank Hill (Ward 6) at multiple addresses, LOC2018-0226, CPC2019-0636
- Policy Amendment and Land Use Amendment in West Springs (Ward 6) at multiple addresses, LOC2018-0237, CPC2019-0702
- Policy Amendment and Land Use Amendment in Shepard Industrial (Ward 12) at 11488 – 24 Street SE, LOC2018-0153, CPC2019-0689
- Land Use Amendment in Manchester Industrial (Ward 9) at 4415 – 1 Street SE, LOC2019-0033, CPC2019-0673
- Land Use Amendment in Kingsland (Ward 11) at 7103 – 7 Street SW, LOC2019-0043, CPC2019-0676
- Policy Amendment and Land Use Amendment in Bridgeland/Riverside (Ward 9) at 65 and 69 - 7A Street NE, LOC2019-0047, CPC2019-0690
- Land Use Amendment in Hillhurst (Ward 7) at 628 – 15 Street NW, LOC2018-0048, CPC2019-0712

- Policy Amendment and Land Use Amendment in Capitol Hill (Ward 7) at 1418 - 19 Avenue NW, LOC2018-0174, CPC2019-0720
- Policy Amendment and Land Use Amendment in Capitol Hill (Ward 7) at 1516 – 21 Avenue NW, LOC2019-0002, CPC2019-0704
- Land Use Amendment in Residual Sub-Area 02K (Ward 2) at 15001 - 69 Street NW, LOC2019-0008, CPC2019-0716
- Land Use Amendment in West Hillhurst (Ward 7) at multiple addresses, LOC2019-0015, CPC2019-0709
- Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 3216 Centre Street NE, LOC2019-0001, CPC2019-0705
- Land Use Amendment in Keystone Hills (Ward 3) at 13818 and 13920 - 15 Street NE, LOC2014-0107, CPC2019-0717

The next Regular Meeting of the Calgary Planning Commission is scheduled to be held on 2019 June 20.

CONFIRMED BY COMMISSION ON

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CHAIR

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ACTING CPC SECRETARY

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0758

## Land Use Amendment in Tuscany (Ward 1) at 185 Tusslewood Drive NW, LOC2019-0055

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### EXECUTIVE SUMMARY

This land use amendment application was submitted by the landowner, Naomi Gropp, and the two other landowners, Gerald and Lydia Gropp, on 2019 April 25. This application proposes to change the designation of this property from DC Direct Control District to Residential – Contextual One Dwelling (R-C1s) District to allow for:

- a single detached dwelling that may have a secondary suite (e.g. basement suite), or backyard suite (e.g. carriage house, garage suite);
- a maximum building height of 10 metres (the same as the current maximum of 10 metres);
- a maximum of one dwelling unit and one suite (either a secondary suite or a backyard suite, not both); and
- the uses listed in the proposed R-C1s District.

The proposed land use amendment to R-C1s is supported by Administration as it aligns with the applicable policies of the *Municipal Development Plan* and the *Revised West Scenic Acres Area Structure 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 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) located at 185 Tusslewood Drive NW (Plan 0310519, Block 27, Lot 38) from DC Direct Control District **to** Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

### PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council added the discretionary uses of Secondary Suite, and Backyard Suite to the R-C1, R-1, and R-C1L districts. Council also amended the purpose statements of the R-C1s, R-1s, and R-C1s to highlight that these districts are intended to accommodate a Secondary Suite as a permitted use on parcels developed with single detached dwellings.

On 2018 March 12, Council reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This is intended to encourage the development of legal and safe suites throughout the city.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0758

**Land Use Amendment in Tuscany (Ward 1) at 185 Tusslewood Drive NW,  
LOC2019-0055**

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**BACKGROUND**

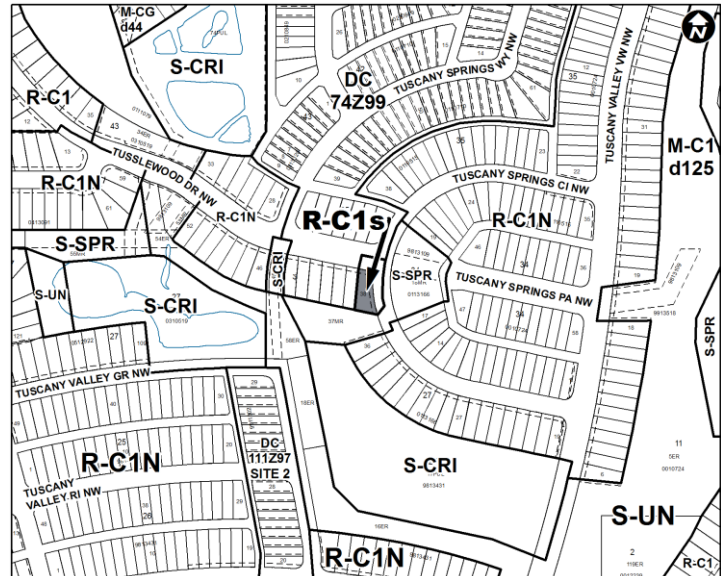
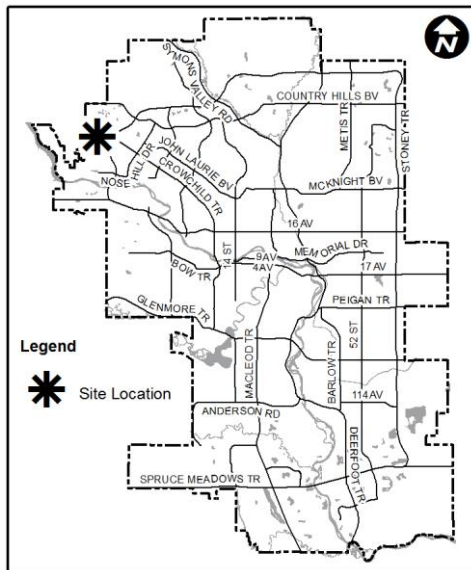
This land use amendment application was submitted by the landowner, Naomi Gropp, and the two other landowners, Gerald and Lydia Gropp, on 2019 April 25. To Administration's knowledge, there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint. The Applicant's Submission indicated their desire to apply for a secondary suite (Attachment 1). No development permit application has been submitted at this time.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
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LOC2019-0055

Location Maps



**Land Use Amendment in Tuscany (Ward 1) at 185 Tusslewood Drive NW,  
LOC2019-0055**

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**Site Context**

The subject site is located in the northwest community of Tuscany at the southwest corner of Tusslewood Drive NW and Tuscany Springs Circle NW. The site is approximately 0.05 hectares in size and is a corner lot with no rear lane. The site is approximately 14 metres wide and 35 metres long and is currently developed with a two-storey single detached dwelling with an attached front double-car garage accessed from Tusslewood Drive NW. Adjoining the parcel in the rear is a City park that includes a public pathway that runs throughout the neighbourhood. The park continues across Tuscany Springs Circle NW to the east, creating a pedestrian connection to Tuscany Springs Park NW and additional roads and pathways.

Surrounding development is characterized by primarily single detached dwellings. Parcels to the north are also part of the same DC Direct Control (74Z99) as the subject parcel, which does not allow for suites. The surrounding parcels to the east, west, and south are designated as Residential – Contextual Narrow Parcel One Dwelling (R-C1N) District, which does allow for both secondary suites and backyard suites.

As identified in *Figure 1*, the community of Tuscany reached peak population in 2015.

*Figure 1: Community Peak Population*

<b>Tuscany</b>	
Peak Population Year	2015
Peak Population	19,737
2018 Population	19,723
Difference in Population (Number)	-14
Difference in Population (Percent)	-0.07%

Source: *The City of Calgary 2018 Civic Census*

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

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

**Planning Considerations**

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

**Land Use**

The existing DC Direct Control District (Bylaw 74Z99) is based on the R-1A Residential Narrow Lot Single-detached District of Land Use Bylaw 2P80. The DC Direct Control District includes specific rules regarding the maximum allowable lot coverage, building height, and lot width, in addition to requiring development design guidelines for the area. The uses of Secondary Suite and Backyard Suite are not included within Land Use Bylaw 2P80, and so are not part of the DC District.

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**Land Use Amendment in Tuscany (Ward 1) at 185 Tusslewood Drive NW,  
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The proposed R-C1s District is intended to accommodate contextually sensitive residential developments in the Developed Area and would allow for either a Secondary Suite or Backyard Suite on a parcel. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules. The existing home conforms to the rules of the proposed R-C1s District.

***Development and Site Design***

The rules of the proposed Residential – Contextual One Dwelling (R-C1s) District will provide basic guidance for the future site redevelopment including building massing and height, landscaping and parking in addition to allowing for either a Secondary Suite or Backyard Suite. The current attached front drive garage allows for two parking stalls, which satisfies the parking requirements for the primary dwelling and a secondary suite.

***Environmental***

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

***Transportation***

Pedestrian access to the site is available from existing sidewalks along both Tuscany Springs Circle NW and Tusslewood Drive NW. Vehicular access is provided from an existing front driveway on Tusslewood Drive NW. Street parking is available on both streets. There is no rear lane.

The site is serviced by Calgary Transit with bus stops located approximately 500 metres west of the site on Tuscany Springs Hill and 500 metres north on Tuscany Springs Boulevard. The Tuscany LRT Station is approximately one kilometre northeast.

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

***Utilities and Servicing***

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to onsite servicing may be required if a Backyard Suite is proposed at the development permit stage.

**Stakeholder Engagement, Research and Communication**

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

As part of the submission package, Administration received a letter of support from the Tuscany Community Association (Attachment 2). No comments were received from the public.

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**Land Use Amendment in Tuscany (Ward 1) at 185 Tusslewood Drive NW,  
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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 (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.

***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The subject site is located within the Developing Residential Area and more specifically the Planned Greenfield with Area Structure Plan (ASP), 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 MDP policies for Developing Residential Areas (e.g., neighbourhood infill and redevelopment, and housing diversity and choice) as it accommodates a variety of housing options, including suites.

***Revised West Scenic Acres Area Structure Plan (Statutory – 1993)***

This parcel falls under the *Revised West Scenic Acres ASP*. The ASP policies identify the area as appropriate for residential development, with no specifically relevant policies related to this site.

**Social, Environmental, Economic (External)**

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.



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**Land Use Amendment in Tuscany (Ward 1) at 185 Tusslewood Drive NW,  
LOC2019-0055**

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**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 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):**

This proposal is keeping with applicable policies including the *Municipal Development Plan*, and the *Revised West Scenic Acres Area Structure Plan*. The proposed R-C1s District is compatible with and complementary to the established character of the community. The proposal allows for additional opportunities of housing on this property, which can better accommodate the needs of different age groups, lifestyles and demographics.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Tuscany Community Association Letter



### **Applicant's Submission**

2019 May 30

I am applying to change the Land Use Designation on my lot so that I can have a secondary suite.

Having a secondary suite will benefit us by providing additional eyes on my and my neighbors properties decreasing opportunities for crime, and will provide the opportunity for extra income or legal nanny living quarters. Having a walk-out basement allows easy access for crime, an extra person in the basement acts as a deterrent. The community will benefit by having additional density, affordable housing, and another safe and compliant suite.

I contacted the Tuscan Community Association (TCA) prior to applying. They reviewed my house location and did not have any concerns with the re-designation to allow a suite, and provided a letter of support. My neighbor hasn't raised any concerns.

We have a two-car garage and a two-car driveway. We live on a corner and next to the house there are 4-5 spots for parking on the street. Across the street is a park, also with ample parking. When we have friends or family visit there is always lots of parking available.

There are no negative impacts of this development that I am aware of.



## Tuscany Community Association Letter



April 4, 2019

### **Land Use Redesignation (Secondary Suite) (185 Tusslewood Drive NW) PE2019-00607**

The Tuscany Community Association (TCA) respectfully offers the following comments regarding this application for Land Use Redesignation of an existing Secondary Suite.

After review of exiting property and a conversation with home owner Naomi for redesignation of an existing suite. The homeowner has meet with the neighbors on one side and the Planning & Development committee as request when applicant requested a land use redesignation.

The home is situated on a corner lot with plenty of parking around the side of the home and a two-car parking space in front plus a double car garage. Having only one direct neighbor on one side. The homes in front have a main street with a divider between them does not seem to be a concern. The main road ends in a "T-intersection" with a large green space and playground across its way. Behind the home is a green way with a pathway and no direct neighbors behind.

The applicant has cooperated with the TCA, and I do not have any concerns.  
The TCA supports this application.

Regards,

Luciano Raho  
Chair, Planning & Development Committee

Ward Sutherland, Ward 1 Councilor  
bc: TCA Board of Directors

GROWING A SAFE, HEALTHY AND ENJOYABLE COMMUNITY

Tuscany Community Association  
P.O. Box 27054, Tuscany RPO  
Calgary AB T3L 2Y1  
[www.tuscanyca.org](http://www.tuscanyca.org)



Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0736

**Land Use Amendment in Bowness (Ward 1) at 8347 – 47 Avenue NW,  
LOC2019-0048**

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**EXECUTIVE SUMMARY**

This application was submitted by MKL Design Studio on 2019 April 10 on behalf of landowners Cody Sorensen and Christopher Spring. 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 building types already allowed (e.g. single detached homes, semi-detached, and duplex homes and suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 4 dwelling units (an increase from the current maximum of 2 dwelling units); and
- the uses listed in the R-CG District.

The proposal is in keeping with applicable municipal policies including the *Municipal Development Plan (MDP)*.

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  $\pm$  (0.13 acres  $\pm$ ) located at 8347 – 47 Avenue NW (Plan 2660AP, Block 9, Lot 1) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District.
2. Give three readings to the proposed bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

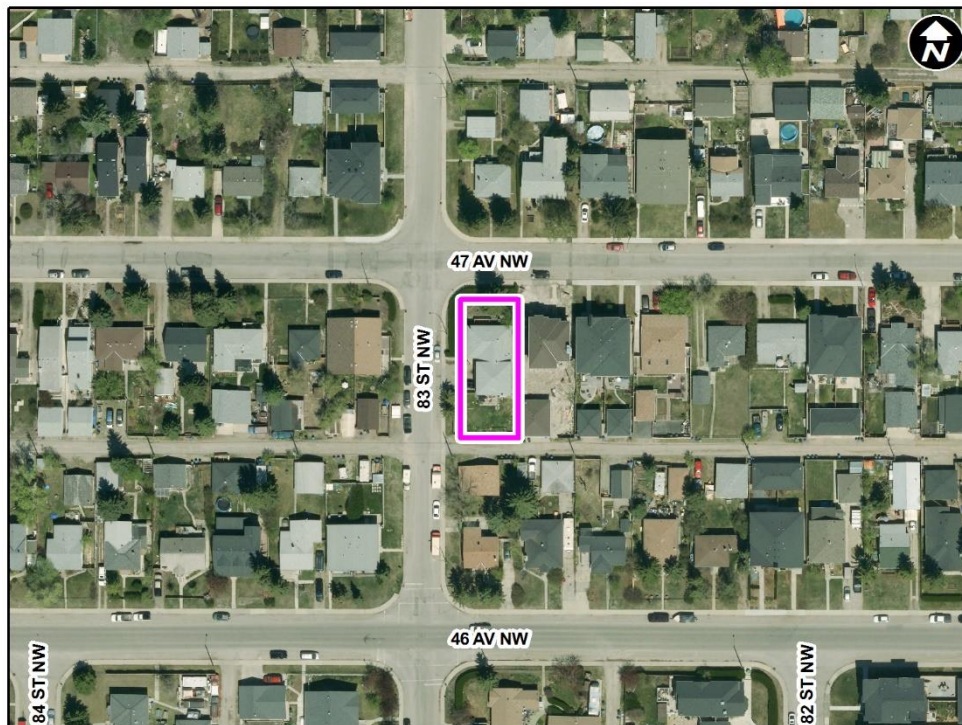
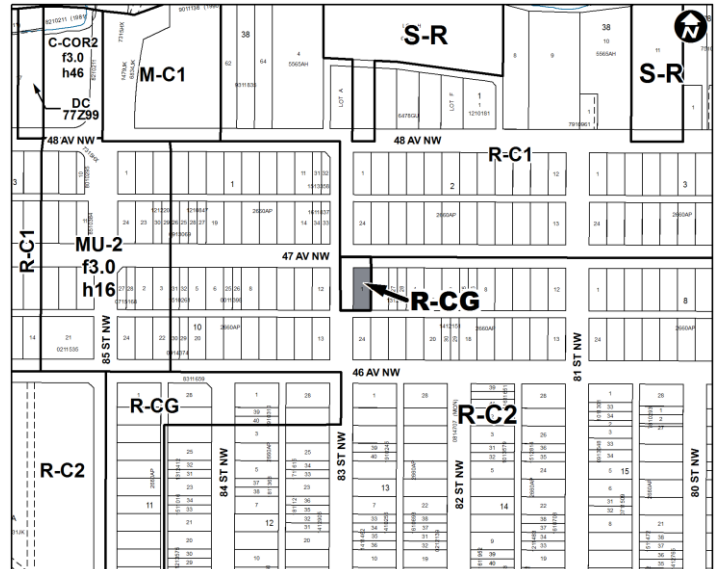
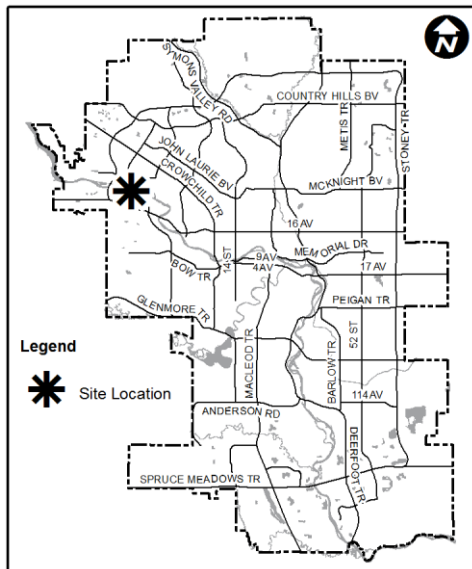
This land use redesignation application was submitted by MKL Design Studio on behalf of the landowners, Cody Sorensen and Christopher Spring on 2019 April 10. No development permit has been submitted at this time. As indicated in the Applicant Submission (Attachment 1), the applicant intends to pursue a four-unit rowhouse development on this site.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0736

Land Use Amendment in Bowness (Ward 1) at 8347 – 47 Avenue NW,  
LOC2019-0048

Location Maps





**Land Use Amendment in Bowness (Ward 1) at 8347 – 47 Avenue NW,  
LOC2019-0048**

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**Site Context**

The subject parcel is located in the community of Bowness, on the southeast corner of 47 Avenue NW and 83 Street NW. The existing R-C2 District allows for a maximum of two dwelling units on the site. Surrounding development consists of low density residential dwellings with a mix of single and semi-detached homes. The predominant land use to the west, east and south of the parcel is designated Residential – Contextual One / Two Dwelling (R-C2) District. Parcels located to the north of the subject site are designated Residential – Contextual One Dwelling (R-C1) District. The corner parcel across 83 Street NW is an older stock semi-detached dwelling.

The parcel is approximately 0.06 hectares in size with dimensions of 15 metres by 37 metres and is currently developed with a single detached dwelling with an attached garage accessed from 83 Street NW. The parcel also benefits from a rear lane.

As identified in *Figure 1*, the community of Bowness has seen the population generally decline since the population reached its peak in 1982.

*Figure 1: Community Peak Population*

<b>Bowness</b>	
Peak Population Year	1982
Peak Population	13,134
2018 Current Population	11,065
Difference in Population (Number)	-2,069
Difference in Population (Percent)	-16%

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Bowness](#) 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. The proposal generally 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 Amendment in Bowness (Ward 1) at 8347 – 47 Avenue NW,  
LOC2019-0048**

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***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 dwellings. Single detached dwellings 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 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 parcel. Also, the R-CG District 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 guidance for future site development including appropriate uses, building massing, height, 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 the frontages of both public streets, 83 Street NW and 47 Avenue NW;
- improving pedestrian connections along 83 Street NW by ensuring vehicle access to the site is off the lane;
- mitigation of overlooking and privacy concerns; and
- retaining as much of the existing mature vegetation as possible.

***Environmental***

An Environmental Site Assessment was not required as part of this application. There are no environmental concerns associated with the site or this proposal.

***Transportation***

Pedestrian access to the site is available from the existing sidewalks along 83 Street NW and 47 Avenue NW. Vehicular access is currently provided from an existing driveway on 83 Street NW; however, upon redevelopment vehicular access will be directed to the rear lane. On-street parking is available on both 83 Street NW and 47 Avenue NW.

The site is serviced by Calgary Transit with local bus stops located approximately 300 metres (four-minute walk) from both Northbound and Southbound Route 1 Bowness/Forest Lawn bus stops. The Northbound route ends up at a bus loop at the intersection of 48 Avenue NW and 89 Street NW. The Southbound bus provides service through Bowness, Montgomery, Parkdale, Westmount to the downtown core / LRT routes. A Transportation Impact Assessment was not required as part of this application.

**Land Use Amendment in Bowness (Ward 1) at 8347 – 47 Avenue NW,  
LOC2019-0048**

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***Utilities and Servicing***

Water and sanitary mains are available and can accommodate 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 as part of a development permit.

**Stakeholder Engagement, Research and Communication**

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

The Bowness Community Association was circulated as part of this application and a letter was received on 2019 May 02. The community association indicates support for this type of densification when it is done in a thoughtful manner and in context with the surrounding development and does not have allowance for secondary suites. No comments or concerns from residents were received by the community association.

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

- increased traffic and parking concerns;
- increase in density;
- potential provisions for secondary suites; and
- setting precedence in the community as this would be the first standalone R-CG redesignation in Bowness.

The applicant met with the Ward Councillor and engaged with the community through several different methods as highlighted below.

The landowners engaged with the community through door-to-door knocking and have indicated that numerous letters of support were acquired. The landowners have indicated that outreach would be an ongoing process through the duration of the application.

An applicant-led open house was held on 2019 January 30 from 6:30pm to 8:30pm at Angel's Drive-In. Further, the proposal was presented at the Bowness Community Association on 2019 February 06 with the following concerns arising from the meeting:

- concern for available street parking;
- the impact on the green space of the existing lot; and
- privacy concerns for the adjacent neighbour.

Planning & Development Report to  
Calgary Planning Commission  
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ISC: UNRESTRICTED  
CPC2019-0736

**Land Use Amendment in Bowness (Ward 1) at 8347 – 47 Avenue NW,  
LOC2019-0048**

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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 (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.

***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The subject parcel is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

The proposal is in keeping with relevant MDP policies as the R-CG District provides for a modest increase in density in a form that can be sensitive to existing residential development in terms of height, scale and massing.

***Bowness Area Redevelopment Plan (Statutory – 2019)***

The subject parcel is located within the Residential: Low Density, Conservation & Infill typology as identified on Map 2: Land Use Policy Areas. This typology supports sensitive infill development that contributes to the continued renewal and vitality of the community. The proposed R-CG District is considered low density residential therefore no amendments to the *Bowness ARP* are required.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
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**Land Use Amendment in Bowness (Ward 1) at 8347 – 47 Avenue NW,  
LOC2019-0048**

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**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. Further, the ability to develop up to four rowhouse units will make more efficient use of existing infrastructure and services.

**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.

**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *Bowness 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 allows for a range of building types that have the ability to be compatible with the established building forms that exist in the neighbourhood and can better accommodate the housing needs of different age groups, lifestyles and demographics.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Community Association Letter



## Applicant's Submission

The property situated on the corner lot at 8347 47th Ave NW is owned by and Olympic Bobsledder and a former Olympic Bobsledder. The intention is to have this property rezoned from R-C2 to R-CG so that they can build a 4 unit row house on this property.

Although we are not running a concurrent DP a full design for this 4 unit project has already been completed as well as a full rendering.

This property is perfect for this type of zoning to increase density slightly while maintaining or even increasing property values in some cases. This properties proximity to schools also makes it perfect for this zoning as it is only 2 ½ blocks from Bowness High School and 5 blocks from Belvedere Parkway Elementary School. Its also one block in two directions to public transportation and less than a five minute walk to one of Calgary's most beautiful parks and pathway systems. A map with this information is attached below.

In the design these units we took careful though of privacy and natural sunlight of adjacent neighbours into account. We kept them as far from the side property line as possible to give more distance than what a new neighbouring home might provide, allowing for more privacy and sunlight in the adjacent yard. We also pulled the garage a bit further than required, off the back lane to provide for a bit more space for green, recycling and waste bins on collection days.

It was recommended that community engagement at every level be taken into account and below is a list of what has already been done with comments and responses provided.

### Ongoing – Community Canvassing

The owners of this property have taken it upon themselves to door knock on the homes immediately surrounding the property in question as well as engage other community members to provide support for this type of re-zoning in the community. They have numerous letters of support and a few that won't sign in support but aren't opposed. To date there have been no full opposition however not all neighbours have yet to be contacted. This process is still ongoing.

### Tuesday Nov 20, 2019 – Ward Sutherland Meeting

In meeting with Ward Sutherland the design comments he provided were as follows with our comments, if there were any, on how we addressed issues, below.

- Add a front porch to give it a more community feel.

Although there is not enough room to add a full front porch, we did widen the front steps and add some brackets details to the roof above to give it more of a 'porch' feel. Both our plans and renderings were updated with these details added.

- They liked the multiple floor plans

- we need to make it very clear that there will be NO secondary suite in the design plan.

There are no doors directly to the lower floor and although we are not doing a concurrent DP application, the full design for the project and garage, with a rendering have been completed.

### Wednesday, Jan 30, 2019 – Community Engagement

An open house was held on Wednesday, Jan. 30th from 6:30pm to 8:30pm at Angel's Drive-In. Although attendance was poor, the people that showed up were all in support of the proposed development. One being a neighbour two doors down.

### Wednesday, Feb 6, 2019 – CA Meeting

In presenting at the very well attended Bowness Community Association meeting on Wednesday, February 6th at 7:15pm a couple of concerns were mentioned. Our responses given at the time of the meeting are listed below and sent back to the CA in email format

## Applicant's Submission

for their records seemed to satisfy all.

- There was concern for available street parking at the indicated address if the current residence was to be re-zoned and built as a 4 unit row house.

We understand that there is little we can do to further street parking issues beyond providing the required parking for this new zoning within our lot. We also explained that being on a corner lot, helped to alleviate this issue as there is enough parking out front on both roads to accommodate additional vehicles.

- The impact the 4 unit row house would have on the green space of the existing lot.

Regarding green space, there are currently two trees on the city property, both look like they can for sure be preserved, as they seem to be far enough from where the building will go, if this helps in gaining CA approval. There is also one tree on the front property of this lot that the client is hoping to preserve as well.

- Concern for amount of privacy the neighbours next to the new 4 unit row house will have, however these neighbours were not in attendance.

We have taken privacy into account in our design by obscuring the windows in the upper floor rooms facing the neighbours. The neighbours windows are however not obscure so will be looking into the rear yards of the 4 unit row house.

We hope that the above actions are met with a positive outcome to have this property rezoned to R-CG as requested.

8347 47 AVENUE NW - MAP





## Community Association Letter



Thu 5/2/2019 10:13 AM

Planning & Development BCA <planning@mybowness.com>

[EXT] LOC2019-0048 8347 47 Ave NW

To  Dsouza, Rayner S.



Hello Rayner

The Bowness Community Planning and development Committee met on Wed, May 1 to discuss this file.

This is a new typology and there has been some push back in the community for this type of development with the one previous application received in the community.

The developer held an information session for the community and they attended a Planning and Development Committee meeting earlier in the year and it is our understanding that they were personally contacting all adjacent neighbours. To date we have not received any comments or concerns from any residents.

We do support this form of densification when it is done in a thoughtful manner and in context with the surrounding development and does not have allowance for secondary suites.

Thank you for the opportunity to respond,

Sydney Empson

Planning and development Coordinator

Bowness Community Association



Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0733

## **Policy Amendment – Banff Trail Area Redevelopment Plan (Ward 7)**

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### **EXECUTIVE SUMMARY**

This report recommends two minor policy amendments to the *Banff Trail Area Redevelopment Plan* (ARP) in response to Council direction.

The first amendment will remove the 'Special Study Area' from the ARP. The *Banff Trail ARP* currently contains Special Study Area policy to preserve a number of blocks of land adjacent to the Crowchild Trail and 24 Avenue NW intersection for potential future improvements to Crowchild Trail. The Crowchild Trail Study has now been completed and, as such, Council directed Administration to update affected ARPs.

The second amendment will add text to the ARP that acknowledges the existence of a restrictive legal caveat and confirms The City's support of the vision of the ARP. This amendment was prepared as directed by Council and will add language to the ARP intended to inform readers on the presence of the caveat and make clear that there are conflicts between the caveat and ARP direction.

### **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.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

At its meeting on 2017 May 08, Council adopted the recommendations in the Crowchild Trail Study – Final Report, TT2017-0329, including the following recommendation:

4. Direct Administration to bring updates to affected Area Redevelopment Plans (ARPs) to align with the Crowchild Trail Study;

At its meeting on 2019 May 27, Council adopted Administration's recommendations, PUD2018-0819, that Council:

2. Direct Administration to amend the Banff Trail Area Redevelopment Plan to include policy that acknowledges the existence of a restrictive legal caveat affecting parcels within Banff Trail, and that addresses the misalignment between the caveat and the objectives of the Area Redevelopment Plan.

## Policy Amendment - Banff Trail Area Redevelopment Plan (Ward 7)

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### BACKGROUND

On 2016 October 05, Council approved amendments to the *Banff Trail Area Redevelopment Plan* to identify areas which would be appropriate for modest redevelopment and to update relevant ARP policy to allow for this redevelopment. The amendments also included the provision of a Special Study Area that was intended to recognize the work that was being undertaken as part of the Crowchild Trail Study and defer changes to land use within this area until the completion of the Study.

On 2017 May 08, Council approved the recommendations of the Crowchild Trail Study Final Report (TT2017-0329). These recommendations included direction for Administration to bring updates to affected Area Redevelopment Plans so that they would align with the results of the Study.

Administration has reviewed all the affected ARPs and determined that only the *Banff Trail ARP* requires amendments at this time in order to ensure alignment with the results of the Crowchild Trail Study.

On 2019 May 27, Council directed Administration (PUD2018-0819) to include policy in the *Banff Trail ARP* to acknowledge the existence of a caveat which is registered on many parcels in the community. That direction was provided to assist property owners in discharging the caveat, allowing for the implementation of City policies and the current vision of growth for Banff Trail.

### Site Context

The community of Banff Trail is located in the northwest quadrant of the City, just east of the LRT right-of-way and Crowchild Trail NW and north of 16 Avenue NW. The Special Study Area is focused around the intersection of Crowchild Trail NW and 24 Avenue NW as this area had the potential to be impacted by infrastructure improvements.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed amendments will respond to two separate Council directions and allow for redevelopment to take place in alignment with the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

The first amendment focuses on the Crowchild Trail Study, which provided recommendations for short, medium, and long-term changes and upgrades to Crowchild Trail, from 17 Avenue SW to 24 Avenue NW. The recommendations for changes and upgrades to Crowchild Trail are a well-balanced plan that meets City Corridor Study Policy key objectives to maintain and enhance bordering communities, improve travel along the corridor, and improve mobility across the corridor. The medium-term plan recommended an interchange at 24 Avenue NW, removing the signals from Crowchild Trail. The Study determined that the land within the Special Study Area was not required in support of the medium-term plan, however there would be impacts to vehicular access for those lands near to Crowchild Trail. As a result, Administration is proposing to amend the *Banff Trail ARP* to remove the Special Study Area and allow for development to proceed within the area.

## **Policy Amendment - Banff Trail Area Redevelopment Plan (Ward 7)**

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The second amendment (Attachment 1) focuses on adding language to the ARP to address a caveat which conflicts with the policy vision for the community. During an investigation of potential City-initiated land use redesignations in Banff Trail Administration discovered that a caveat was registered on many parcels in the community. The caveat (Attachment 2), which is disclosed on title, restricts development to one and two-unit dwellings per parcel and conflicts with the policies of the *Banff Trail ARP*. Similar caveats are registered throughout Calgary in many older, established neighbourhoods. This specific caveat was established in 1952 and was implemented to provide additional development guidance to the area and includes regulations regarding footprint, use, and height. The full extent of the area covered under the caveat is estimated that it would be applied to hundreds of parcels in Banff Trail.

Through PUD2018-0819, Administration established that the provisions of the caveat are outdated and no longer conform to the long-term planning vision of Banff Trail as contained in the ARP. Many of the parcels where the caveat is currently registered have now been identified for higher intensity residential uses through the ARP, however, there is currently no language or guidance contained to support and address the caveat and its restrictive impact on development.

### **Stakeholder Engagement, Research and Communication**

Administration notified the Banff Trail Community Association of the proposed amendments. No comments were provided on the amendments.

During the investigation for TT2017-0329 and PUD2018-0819 Administration undertook robust engagement with the local communities, including online and in person communication. A summary of that engagement was prepared and presented to Council as part of the directing reports.

Following Calgary Planning Commission, notification for the date of the Public Hearing will be advertised.

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (2014)***

This area 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 area, the amendments are consistent with policies on Land Use Patterns.

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

The community of Banff Trail is largely located within the Developed Residential – Inner City Area as identified on Map 1: Urban Structure, of the *Municipal Development Plan* (MDP).

The proposed amendments to the ARP are in keeping with MDP policies.

## **Policy Amendment - Banff Trail Area Redevelopment Plan (Ward 7)**

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### ***Banff Trail Area Redevelopment Plan (Statutory – 1986)***

The *Banff Trail Area Redevelopment Plan* (ARP) was adopted in 1986 and has been amended over the years including the Council directed amendments in 2016. The purpose of the 2016 amendments were to identify areas which would be appropriate for modest redevelopment and to update relevant ARP policy to allow for this redevelopment. As part of the same amendments a Special Study Area was identified around the intersection of 24 Avenue NW and Crowchild Trail NW to recognize the work that was being undertaken at the time as part of the Crowchild Trail Study. While the ARP amendments supported more intensive development around this intersection, it was recognized that the Crowchild Trail Study could impact roads and adjacent properties in the area. The Special Study Area policy recommended that no changes to land use take place within this area until the completion of the Crowchild Trail Study.

The Crowchild Trail Study has now been completed and Administration is aware of the potential impacts to the adjacent properties. As these impacts can now be dealt with through the land use amendment and development permit process, it was determined that the Special Study Area could be removed.

The *Banff Trail ARP* currently does not contain information on the caveat and its implications on redevelopment. To assist property owners who wish to remove the caveat, and to support the vision and implementation of the current City policies, it is recommended that specific policy language (Attachment 2) be included in the *Banff Trail ARP* that acknowledges the restrictive legal caveats and the misalignment of the caveat with the vision and objectives of growth for these areas. This additional language will provide clarity to landowners where there is inconsistency between the caveat and the ARP policy direction for increased density, that The City will support the policy. Further, this would provide supportive language from The City for any court applications for the removal of the caveat on an individual basis, thus having the result of encouraging the ARP policies.

### **Social, Environmental, Economic (External)**

The proposed amendments would allow more intensive redevelopment for those parcels affected by the Special Study Area and as such, this area may better accommodate the housing needs of different age groups, lifestyles and demographics within walking distance of an LRT Station.

The additional information on the caveat will support implementation of the vision of *the Banff Trail ARP* which provides for land use that offers a broad range of housing choice and supports a diverse population in this area. The availability of all housing types will help increase inclusivity and promote equitable access to housing regardless of age, income, culture, or physical ability.

## **Policy Amendment - Banff Trail Area Redevelopment Plan (Ward 7)**

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### **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.

#### **REASON(S) FOR RECOMMENDATION(S):**

The proposed amendments to the *Banff Trail Area Redevelopment Plan* remove the Special Study Area that is no longer required, as per the Crowchild Trail Study, and will add information on a caveat which is registered against many parcels in the community.

The removal of the Special Study Area will allow for development of the affected lands in alignment with the Area Redevelopment Plan policies and the *Municipal Development Plan*. The addition of language addressing the existing restrictive caveat will provide support for the long-term redevelopment vision of the policy and will assist property owners in discharging the caveat.

#### **ATTACHMENT(S)**

1. Proposed Amendments to the Banff Trail ARP
2. Copy of Caveat





### **Proposed Amendments to the Banff Trail ARP**

1. The Banff Trail Area Redevelopment Plan attached to and forming part of Bylaw 7P86, as amended, is hereby further amended as follows:
  - (a) Under Section 2.1.2 Context, after the last paragraph add the following:

“Many parcels in Banff Trail have a caveat registered against the certificate of title which may restrict development. These restrictions include, but are not limited to, restricting development to one or two-unit dwellings. In some cases this caveat is not in alignment with the goals and objectives of this Plan and where such conflicts occur, The City of Calgary supports the direction of this Plan. However, it is the responsibility of landowners to have the caveat discharged from their land title certificate. Certificates of title and any corresponding caveat can be obtained through any Alberta Registry.”
  - (b) Amend Figure 2 entitled ‘Land Use Plan’, by removing the ‘Special Study Area’ from the map and the legend.
  - (c) Under Section 2.1.3 Land Use, delete the subsection entitled ‘Special Study Area’ in its entirety.



**Copy of Caveat**

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# Copy of Caveat

## CAVEAT

### FORBIDDING REGISTRATION

TO THE REGISTRAR OF THE SOUTH ALBERTA LAND REGISTRATION DISTRICT:

TAKE NOTICE that THE CITY OF CALGARY claims an interest in the hereinafter described lands by virtue of a building scheme which shall apply to the hereinafter described lands, as follows:

1. (a) Only one Single Family dwelling house and a private garage attached or unattached to such dwelling house may be erected on any one lot as shown in Schedule "A" hereunder:
- (b) Each such Single Family dwelling house on any one lot in Schedule "A" shall occupy a ground floor plan area of at least:
  - (i) 600 square feet when of single storey construction
  - (ii) 800 square feet when of one and one half or two storey construction.

### SCHEDULE "A"

LOTS	BLOCK	PLAN
A and B	48	Capitol Hill Calgary 9110-G.I.
> 1 to 13 inclusive	1	"
> 1 to 27 "	2	"
> 1 to 16 "	3	"
> 1 to 20 "	4	"
> 1 to 11 "	7	"
> 1 to 10 "	8	"

2. (a) Only one Single or Two Family dwelling house and a private garage attached or unattached to such dwelling house may be erected on any one lot as shown in "Schedule "B" hereunder.
- (b) Each such Single or Two Family dwelling house on any one lot in Schedule "B" shall occupy a ground floor plan area of at least:
  - (i) 800 square feet when of single storey construction
  - (ii) 750 square feet when of one and one-half or two storey construction.

### SCHEDULE "B"

LOTS	BLOCK	PLAN
> 17 to 32 inclusive	3	Capitol Hill Calgary 9110-G.I.
> 21 to 38 inclusive	4	"
> 1 to 32 "	5	"
> 1 to 32 "	6	"
> 12 to 20 "	7	"
> 11 to 18 "	8	"
> 1 to 16 "	9	"
> 17 to 32 "	10	"
> 1 to 26 "	11	"
> 1 to 19 "	12	"
> 4 to 16 "	13	"
> 1 to 23 "	14	"

The following conditions are applicable to all lots in both Schedule "A" and Schedule "B" herein:

3. The dimensions of any garage (attached or unattached), porch, verandah, sun-room or other appurtenant structure shall be excluded in computing the minimum ground floor plan area required for any dwelling house.

Copy of Caveat

-2-

4. No lot or any building erected thereon shall be used for any trade or business or otherwise than for private residential purposes.

5. The area shown on the said Plan Capitol Hill Calgary 9110-G.I. shall be deemed to be a building scheme and the covenants and conditions herein shall be deemed to be covenants running with the land and shall be binding on and enure to the benefit of all lots and owners of lots in the said Plan of Subdivision or in such subsequent Plans of Subdivision of the same area as may be hereafter filed and such covenants and conditions by the owner of any such lot.

6. If any dispute or difference arises over the interpretation of Sections numbered 1 (b), 2 (b) or 3 herein, such dispute or difference shall be referred to the City Engineer of the City of Calgary whose decision shall be final.

7. Failure to enforce any covenant or condition herein shall not constitute a waiver of such covenant or condition and any covenant or condition herein may be enforced as soon as a breach of such covenant or condition occurs.

The above described lands in Schedule "A" and Schedule "B" stand in the register in the name of The City of Calgary; and it forbids the registration of any person as transferee or owner of, or of any instrument affecting the said estate or interest unless such instrument be expressed to be subject to its claim. It appoints the office of the City Solicitor, City Hall, CALGARY, Alberta, as the place at which notice and proceedings relating hereto may be served.

DATED this 24 day of APRIL, A.D. 1952.

THE CITY OF CALGARY (SEAL)

By

Mayor

City Clerk.

CANADA }  
PROVINCE OF ALBERTA }  
To Wit:

I, JOHN MORTON MILLER, of the City of Calgary,  
in the Province of Alberta, City Clerk, make  
oath and say:

- (1) That I am the agent for the above named Caveator
- (2) That I believe that the said Caveator has a good and valid claim upon the said lands and I say that this Caveat is not being filed for the purpose of delaying or embarrassing any person interested in or proposing to deal therewith.

SWORN at the City of Calgary, )  
in the Province of Alberta, )  
this 24 day of APRIL, )  
A.D. 1952, BEFORE ME

A COMMISSIONER FOR OATHS  
in and for the Province of  
Alberta.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0766

## Proposed Community and Street Names in Residual Sub-Area 13D (Ward 13), SN2019-0007

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### EXECUTIVE SUMMARY

This street name application was submitted by Stantec Consulting on behalf of landowner Dream Development on 2019 April 23.

Proposed community name of Alpine Park, and the proposed street names were chosen to represent mountainous features, parks, and trails from Alberta in connection to the community name. The proposed street names include Alpine, Bighorn, Bluerock, and Treeline. The street names will be used along with existing numbered streets that include 37 Street SW, 45 Street SW, and 154 Avenue SW.

#### ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

1. **ADOPT**, by Resolution, the proposed community name of “Alpine Park”; and
2. **ADOPT**, by Resolution, the proposed street names of “Alpine”, “Bighorn”, “Bluerock”, and “Treeline”.

### PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 July 30, Council approved the removal of the Growth Management Overlay for a portion of the *Providence ASP* area, which included the subject site. This is the first community and street name application within the *Providence ASP* area.

### BACKGROUND

A land use amendment and outline plan application, LOC2017-0308, is located within “Community A”, in the *Providence Area Structure Plan (ASP)*.

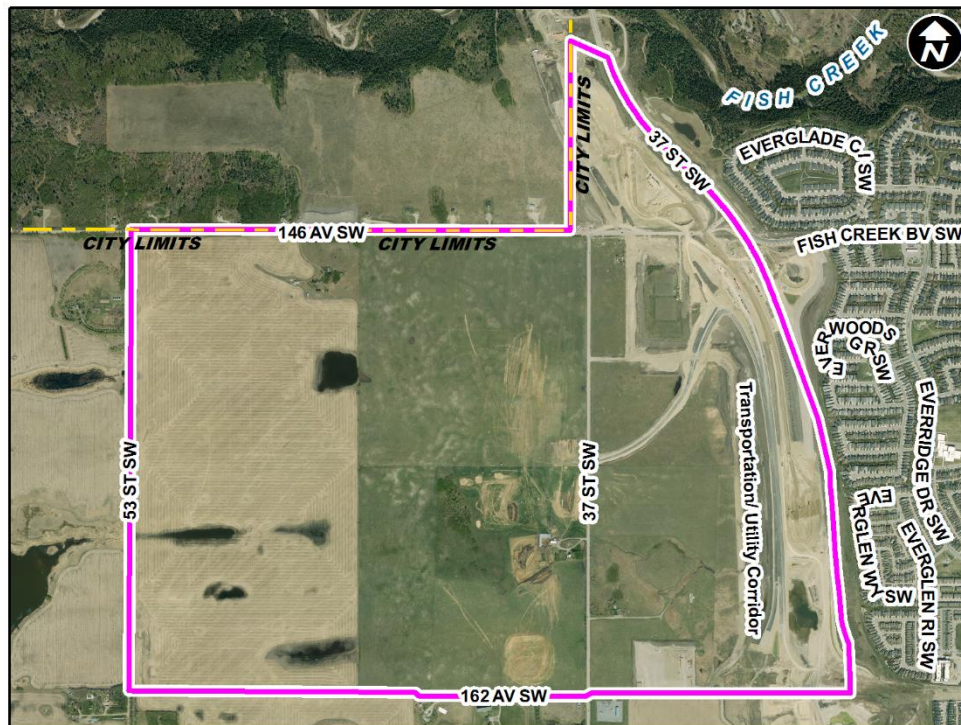
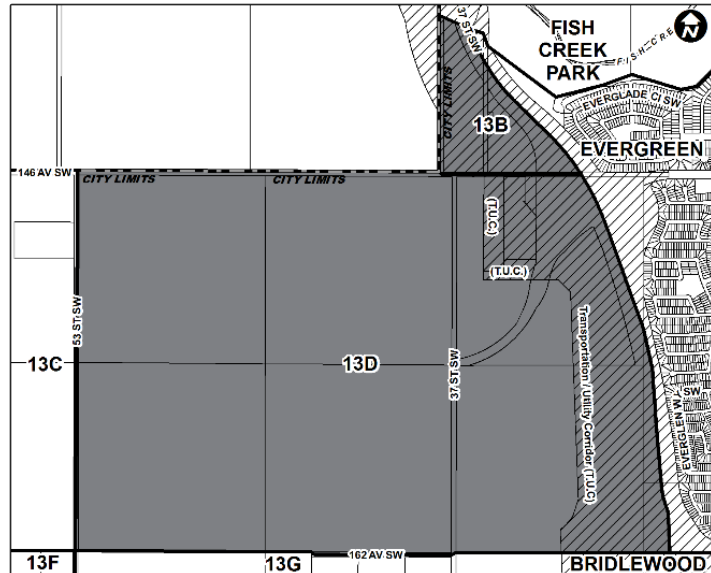
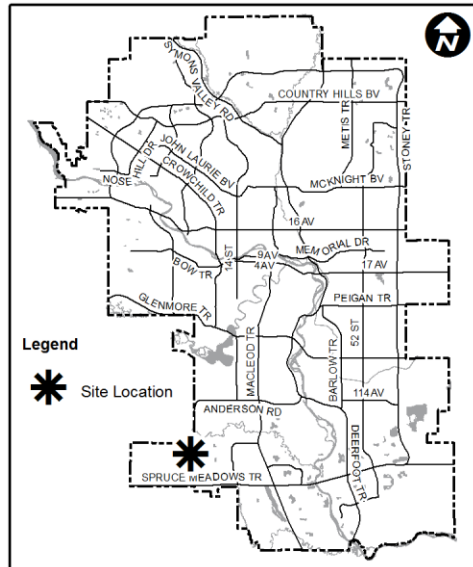
Community Planning issued the following notice to stakeholders regarding the ASP. The ASP, approved by Council in 2015, was quashed by the Court of Queen’s Bench on 2019 February 22 and is no longer in force. The ASP will be revised and reintroduced to Council upon completion of the Providence Master Drainage Plan which is anticipated in the first quarter of 2020.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0766

Proposed Community and Street Names in Residual Sub-Area 13D (Ward 13),  
SN2019-0007

Location Maps





## **Proposed Community and Street Names in Residual Sub-Area 13D (Ward 13), SN2019-0007**

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### **Site Context**

The site is located in the southwest quadrant of the city in Residual Sub-Area 13D. The land is bounded by 37 Street SW to the east and 146 Avenue SW to the north. Within close proximity are Tsuut'ina First Nation to the north across 146 Avenue SW, and the Southwest Ring Road (under construction) to the east. On the east side of the SW Ring Road, the closest community is Evergreen.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

"Providence" was submitted and approved at Council on 2012 January 09 as a street name change along 146 Avenue SW and east of Bannister Road in the community of Midnapore. The proposed community name of "Alpine" is the first application received since the adoption of the *Providence Area Structure Plan*.

The community has been defined by the applicant in relation to the Rocky Mountains. The intent is to complement and support the overall vision of the community, which will reinforce the alpine theme as an authentic expression of west Calgary.

The name is meant to evoke the sense of the west without directly referencing the word "west". The use of "Park" in the community name reflects the connections to Fish Creek Provincial Park and proximity to Kananaskis Provincial Park.

Each proposed street name represents mountainous features, parks, and trails from Alberta in connection to the Alpine Park community name.

### **Stakeholder Engagement, Research and Communication**

The subject application for the proposed community and street names was circulated to various City of Calgary business units and other agencies for review. No objections were received during circulation of the proposed names.

### **Strategic Alignment**

City Council and Calgary Planning Commission approved land use redesignation and outline plan (LOC2017-0308), for an area contained within Community A, *Providence Area Structure Plan*, on 2019 February 04 as Bylaw 31D2019.

### **Social, Environmental, Economic (External)**

The proposal provides an appropriate street naming fabric to ensure appropriate emergency response and navigation can occur in this area. The named streets will be used where available along with the proposed street names for the larger area road network.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0766

**Proposed Community and Street Names in Residual Sub-Area 13D (Ward 13),  
SN2019-0007**

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**Financial Capacity**

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

***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.

**REASON(S) FOR RECOMMENDATION(S):**

Administration recommends approval as there were no objections received during circulation of the proposed community name of “Alpine Park”, and the proposed street names of “Alpine”, “Bighorn”, “Bluerock”, and “Treeline”.

Historical reference to Alberta place names has been used as a strategy to name streets within City boundaries.

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

**ATTACHMENT(S)**

1. Applicant Submission

## Applicant Submission



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

April 22, 2019  
File: 116500475.235

Attention: Brendyn Seymour  
Planner II  
City of Calgary  
P.O. Box 2100, Postal Station M  
800 Macleod Trail SE  
Calgary, AB T2P 2M5

Dear Mr. Seymour,

**Reference: Providence Outline Plan, Community & Street Naming Proposal (LOC2017-0308)**

On behalf of Dream Development ('Dream'), Stantec Consulting Ltd. ('Stantec') is proposing the name "Alpine Park" be considered as the community name for Community A of the Providence Area Structure Plan ('ASP'), as illustrated in **Figure 1.0**.

The name Alpine Park has been chosen to emphasize the term "alpine" (relating to high mountains) given the proximity of the site to the Rocky Mountains. The intent of the name is to complement and support the overall vision of the community, which will reinforce the alpine theme as an authentic expression of west Calgary. This theme will be reflected through the community's architecture, landscape architecture, and overall lifestyle.

The Alpine environment has an omnipresence not only visually throughout the city, but also in the lifestyle and identity of many Calgarians. As one of the few remaining tracts of developable land on the west end of the city, the name is meant to evoke the sense of westerliness without directly referencing the word "west". Further, the use of "Park" in the community name reflects both the expansive open space system fundamental to the structure of the community, as well as the direct connections to Fish Creek Provincial Park and proximity to Kananaskis Provincial Park. "Park" is a common element of placemaking throughout Calgary and will be supplemented with naming opportunities of the community's trail and park networks and other interface features with Tsuut'ina Nation, referenced in collaboration with Nation Elders and members.

Each proposed street name in the community has been chosen to represent mountainous features, parks, and trails from Alberta, furthering the connection to the Alpine Park community name. The four street prefix names proposed include the following:

Prefix	Rationale	Proposed Street Types
Alpine	To be used for the larger/longer connector roads throughout Alpine Park in order to provide a sense of placemaking and wayfinding for the larger community.	Avenue, Boulevard, Drive, Green

Design with community in mind

## Applicant Submission

April 22, 2019  
Brendyn Seymour  
Page 2 of 2

Reference: Providence Outline Plan, Community & Street Naming Proposal (LOC2017-0308)

Prefix	Rationale	Proposed Street Types
<b>Bighorn</b>	Bighorn Wildland is located west of Calgary, cherished for its cool, clean water, open valleys, and unique mountain ranges.	Avenue, Crescent
<b>Bluerock</b>	Bluerock Wildland Provincial Park is located south west of the subject lands.	Avenue, Hill, Street, Terrace, Way
<b>Treeline</b>	A feature synonymous with the foothills of mountainous regions, and reflective of the community's overall connection to both alpine ranges and significant park features of the west.	Avenue, Manor, Passage, View

Additional roads within the Outline Plan are proposed to continue existing City numbered street names which includes 37 Street SW, 45 Street SW, and 154 Avenue SW. Orientation and configuration of proposed street names noted above are illustrated in **Figure 2.0**.

The name Alpine Park as well as the proposed street names above are unique in the Calgary context, and are not presently used for any other residential communities or streets to the best of our knowledge. The thematic association of Alberta mountainous trails, mountain range peaks and features, and associated characteristics are intended to aid in the overall wayfinding and placemaking for the community.

We trust that you will find this naming proposal in order. Should you have any questions, please do not hesitate to contact the undersigned.

Regards,

**Stantec Consulting Ltd.**



**Tara Steell** M.P.L., RPP, MCIP  
Sector Lead - Community Development  
Senior Associate - Planning  
Phone: 403.750.2434  
Fax: 403.716.8099  
tara.steell@stantec.com

Attachment: Figure 1.0 Community A  
Figure 2.0 Proposed Street Names

c. Trevor Dickie, Dream Development  
Josh White, Dream Development  
Jim Grandan, Dream Development  
Greg Chamberlain, Stantec Consulting Ltd.

an v:\11651\active\116500475\200\_planning\300\_outline plan\05\_assessment\_dtr\naming\comm\_naming\_application\_letter\_dft.docx

Design with community in mind

## Applicant Submission

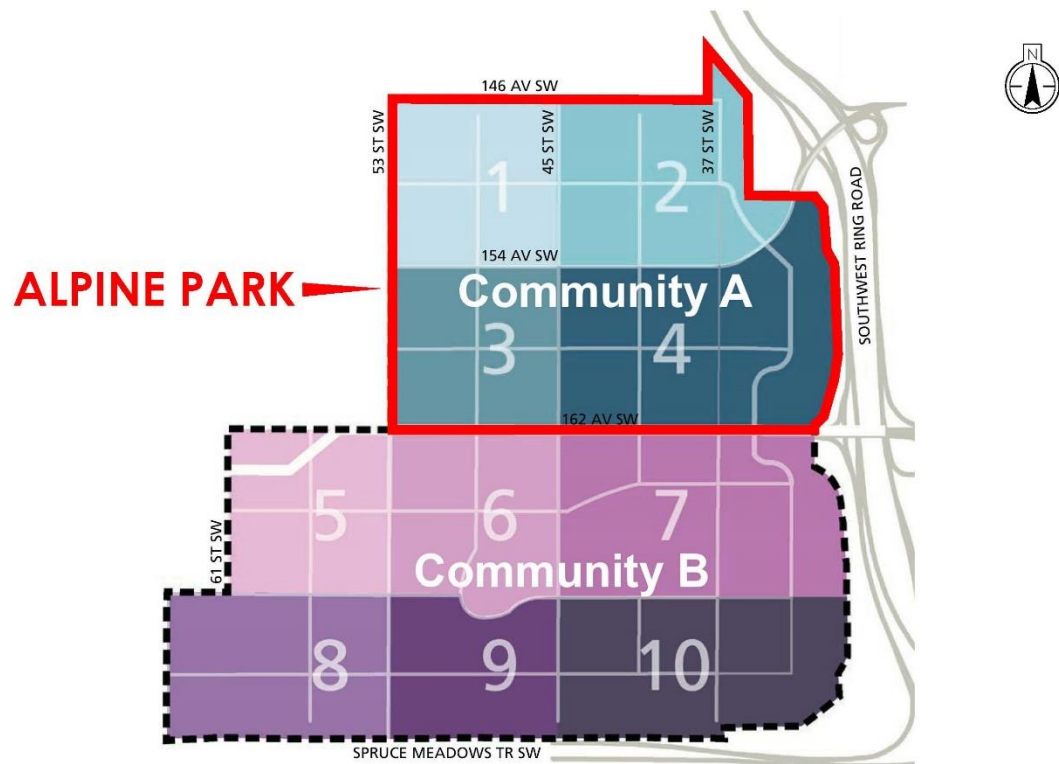


FIGURE 1.0 | PROVIDENCE

### Community Naming Alpine Park



**dream**   
CONCEPT ONLY

THIS DRAWING IS AN ARTISTIC REPRESENTATION OF  
DESIGNS PREPARED BY STANTEC CONSULTING LTD.  
IT IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE.  
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Apr 2019

116500475



Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0610

## **Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680**

### **EXECUTIVE SUMMARY**

This development permit application was submitted by Casola Koppe on 2019 February 12 on behalf of the landowners John Eresman, Eric Adametz, Bradley Shyba and Bernard Necker. This application proposes a new multi-residential development including:

- 6 storeys (20 metres in height);
- a total of 79 residential units (35 one-bedroom, 40 two-bedroom and 4 three-bedroom units);
- a total of 72 parking stalls: 64 residential stalls, 8 visitor stalls; and
- a financial contribution to the local improvement fund in keeping with the bonusing provisions identified in the *Hillhurst / Sunnyside Area Redevelopment Plan* (ARP).

The proposed development is consistent with the *Municipal Development Plan* (MDP) and the *Hillhurst / Sunnyside ARP*.

#### **ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission **APPROVE** the proposed development permit application DP2019-0680 for a New: Multi-Residential Development (1 building) at 1116, 1122, 1124, and 1128 – 5 Avenue NW (Plan 5609J, Block T, Lots 8 to 14), with conditions (Attachment 1).

### **PREVIOUS COUNCIL DIRECTION / POLICY**

None.

### **BACKGROUND**

This development permit application (Attachment 2) was submitted to The City of Calgary on 2019 February 12 by Casola Koppe on behalf of the landowners John Eresman, Eric Adametz, Bradley Shyba and Bernard Necker to develop a multi-residential building.

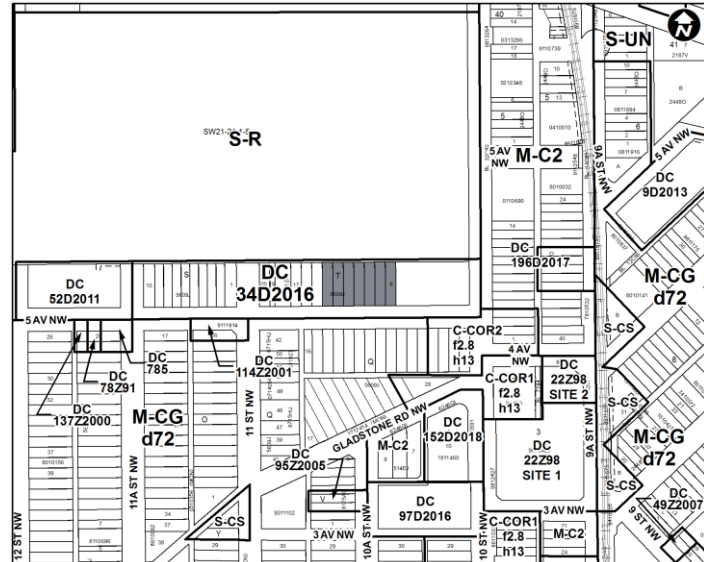
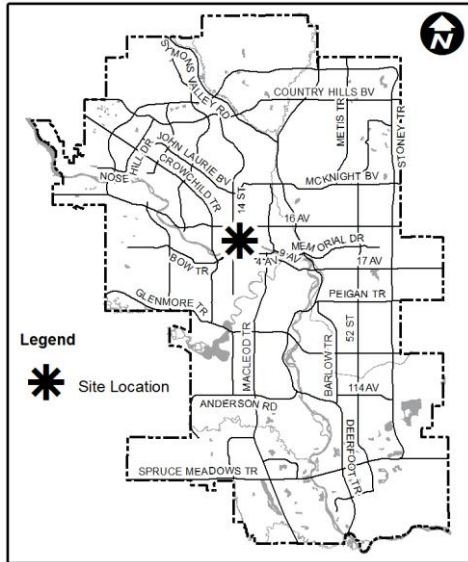


Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0610

Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680

Location Maps





## **Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680**

### **Site Context**

The proposal is located in the community of Hillhurst, north of 5 Avenue NW and west of 10 Street NW. The subject site consists of four separate parcels, and totals approximately 0.24 hectares (0.59 acres) in size with approximate dimensions of 64 metres by 38 metres. A rear lane exists along the north side of the site between the subject parcels and Riley Park. The eastern most parcel is developed with a single detached dwelling, and the remaining parcels to the west are developed with three, two and one-storey multi-residential buildings.

Surrounding development is characterized by a mix of single detached homes and multi-residential development, with Riley Park immediately north of the lane abutting the site. Single detached dwellings are immediately to the west and south, and townhouses attached to a four-storey apartment are located immediately to the east. Approximately 175 metres to the west (on the corner of 5 Avenue NW and 12 Street NW), an eight-storey multi-residential development consisting of two buildings and 100 units has been recently completed. The neighbourhood main street and commercial centre of 10 Street NW, providing local commercial and services, is 75 metres east of the site. The Sunnyside LRT Station is approximately 200 metres southeast of the site, and the Southern Alberta Institute of Technology and the Alberta University of the Arts are located to the north.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

#### **Land Use and Bylaw Relaxations**

The subject site is designated DC Direct Control District (Bylaw 34D2016, Attachment 6) which is based on the Multi-Residential – High Density Low Rise (M-H1) District and allows for multi-residential development with a limited range of support commercial uses.

The DC District allows for a maximum height of 20.0 metres and a maximum floor area ratio of 4.0. The DC District also includes a rule for implementation of the bonus density provisions of the *Hillhurst / Sunnyside Area Redevelopment Plan* (ARP).

The proposed development generally complies with the land use bylaw with the exception of the relaxation noted below. This bylaw relaxation is supported by Administration as the development is a street-oriented multi-residential development which still meets the intent of the rules, and relaxation of the rule has minimal impact on adjacent developments.

<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
558 Parking stalls	(1)(c)(i) 0.9 stalls per unit	Plans indicate 64 (-8) residential stalls provided.

## **Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680**

### **Application Review**

The initial design was presented to the Urban Design Review Panel (UDRP) on 2019 March 20 as part of the review of the development permit application. On 2019 March 28, a detailed team review of the development permit was sent to the applicant. Initial concerns with the proposed development included the interface with the rear lane, consideration of the public realm along 5 Avenue NW, potential shadowing of Riley Park, site lighting and perception of building massing.

On 2019 April 15, the applicant submitted revised drawings in response to comments received from the community, Administration and UDRP. While several items are still outstanding and need to be resolved prior to the release of the development permit (Attachment 1), the applicant addressed the majority of comments provided by UDRP and amended the plans to the satisfaction of Administration.

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

The proposed development was reviewed by the City Wide Urban Design team throughout the Corporate Planning Applications Group process. A number of revisions were requested with regard to enriching the pedestrian experience and landscaping, creating an appropriate transition to the back lane and Riley Park, improving the visual and material transition on the east elevation to the existing townhomes, site lighting and sun protection for south facing top floor units.

Through submission of amended plans, the applicant was able to address the comments raised by City Wide Urban Design. Front patios and plantings were reworked to further enhance the residential quality along 5 Avenue NW, patios in the rear were extended and provided with additional soft landscaping and the side elevations were enhanced with the addition of brick and windows.

### ***Urban Design Review Panel***

The application was presented to UDRP on 2019 March 20. UDRP's comments focused on perceived building massing along 5 Avenue NW and street presence.

Key comments from UDRP include:

- revisit building massing along 5 Avenue NW, specifically stepping back the upper two floors and a change in materials to emphasize separation;
- provide more varied use of colours already within the project palette;
- review treatment of the main entrance to provide variance and street presence, such as heightened entrance doors; and
- give further consideration of the outdoor area towards the rear lane.

UDRP comments are contained in their entirety in Attachment 3 together with the applicant's response. The applicant's rationale and the resulting additional revisions were deemed appropriate and sufficient.

## **Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680**

### ***Site and Building Design***

The resulting application proposes a six-storey multi-residential development with a total of 79 units. Of the 79 residential units, 35 are one-bedroom, 40 are two-bedroom and 4 are three-bedroom. The common entrance lobby fronts onto 5 Avenue NW and is defined by granite block and a steel canopy with wood grain soffit. A continuous street wall, with private patios and individual unit entries that provide consistent door openings and windows, helps establish a human-scale rhythm at street level. Private patios and individual unit entries are also provided along the rear of the building. Parking is provided underground, with access to the parkade from the rear lane, minimizing any vehicular disruptions to the public realm and pedestrian movement.

The building utilizes a variety of materials in a neutral colour palette, including white brick on the lower half of the building, metal siding in a dark grey for the lower and middle portions, and white architectural panel, glazing and navy spandrel panel on the upper floors. White architectural panel is used to lighten recessed portions of the façade in concert with wood grain soffits above the recessed balconies to provide warmth and a bit of colour. The selective use of navy blue spandrel adds an additional touch of colour throughout the building.

The south, east and west elevations of the building are stepped back at the fourth and sixth storeys, creating a sensitive transition to the buildings on either side, and reducing the overall bulk and massing of the building. In addition, the sixth floor incorporates glazing to further reduce the perceived massing by increasing transparency.

### ***Landscaping and Public Realm***

White brick planters containing a mix of shrubs, ornamental grasses, and mayday, lilac and pin cherry trees, alongside wrought iron fencing, delineate private patio space from the public realm. This offers a delicate balance between privacy for the residents and activation of 5 Avenue NW. Private patios are also provided at the back of the building with similar plantings. Enmax power poles located along the rear lane prevent tree planting abutting the northern edge of the property, as a 4.5 metre setback is required to avoid potential conflicts. A mix of shrubs and soft landscaping has been proposed in the 4.5 metre setback to soften the transition to the rear lane and provide private amenity spaces for ground floor units, in addition to a common amenity space at grade.

A roof top patio has also been proposed as part of the development. This provides for additional common amenity space for the residents and will have the ability to host larger groups or building functions. This amenity space will include several planters as well as a number of seating options and outdoor fireplace table.

### ***Site Access and Parking***

Vehicular access is provided from the lane, which will be paved in part (from the west property line to 10 Street NW) in conjunction with the development. Parking is provided for in an underground parkade, accommodating 64 residential stalls and 8 visitor stalls. There is sufficient provision of visitor stalls, but there is a shortfall of eight resident stalls based on land

### **Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680**

use bylaw requirements. The parking deficiency is supportable based on the parking study provided by the applicant; the provision of bicycle stalls above the land use bylaw minimum; and the proximity of the site to the Sunnyside LRT Station (200 metres), multiple bus routes, local employment, services and amenities.

The development provides 80 Class 1 bicycle parking stalls, 40 stalls above the minimum bylaw requirement, and 12 Class 2 stalls. Class 1 bicycle stalls are located on the parkade level, in proximity to the down ramp, and Class 2 stalls are provided for near the front entrance along 5 Avenue NW, as well as at the rear of the development. A bike repair / maintenance room is provided on the main floor with access directly from the outside of the building, as well as via an internal corridor.

#### ***Environmental***

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

#### ***Transportation***

The area is well served by Calgary Transit with Sunnyside LRT Station approximately 200 metres walking distance and bus stops (Routes 4, 5, and 104) located nearby on 5 Avenue NW and 10 Street NW providing service to the downtown and the University of Calgary.

There is no on-street parking on the north side of 5 Avenue NW, immediately adjacent to the site. Eastbound and westbound bike lanes are included on 5 Avenue NW.

#### ***Utilities and Servicing***

Water, and sanitary mains are available on 5 Avenue NW. A storm sewer main extension is required to service the site. A water main upgrade from 150 mm to 250 mm is required to support the development. All infrastructure upgrades are at the developer's expense. A Sanitary Service Study was submitted and reviewed by Water Resources with no upgrades required.

#### **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 decision made by the Development Authority will be advertised in accordance with the *Municipal Government Act*. As this development permit is for a discretionary use, an appeal may be filed based on the decision on the entire permit, the decision to grant a relaxation, or any of the conditions placed on an approval.

Applicant led engagement for the development proposal occurred prior to the formal submission of this development permit application and included a dedicated project website (launched September 2018), flyer and letter deliveries on multiple occasions, a pop-up booth (October 2018, and January and February 2019), and an open house (held in November 2018). The

### **Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680**

applicant's community engagement synopsis is included in Attachment 4. Key themes that emerged from engagement included increased traffic and parking concerns, use of materiality, height, massing and site lighting. More information on what the applicant heard, and what they did can be found at [www.fiveeleven.ca](http://www.fiveeleven.ca).

Comments from the Hillhurst Sunnyside Community Association in response to the original submission that was circulated 19 February 2019 are included in Attachment 5. Comments provided were generally positive, noting that purpose-built rental is a welcomed addition to the community. Key suggestions included using a warmer colour of brick / stone, reducing the vertical appearance of the building, reducing the height on the west side of the building and giving greater consideration to the public realm and laneway interface.

Administration received six letters generally in opposition to the application. Reasons for opposition are summarized below:

- existing buildings are rental properties that are in good shape and should be kept;
- building height and shadowing / loss of light for adjacent properties and Riley Park;
- overlooking and loss of privacy;
- increase in traffic and lack of parking in the area; and
- increase in noise, general disturbance, and strain on existing infrastructure.

Administration considered the relevant planning issues specific to the proposed development and has determined the proposal to be appropriate. The building conforms to the requirements of the DC Direct Control District, including height and floor area ratio and is in general alignment with the ARP. The building is stepped back at the fourth and sixth floors to minimize overlooking, shadowing and perceived building massing. The location of the site is in proximity to transit and local commercial, which supports reduced parking requirements. Infrastructure upgrades required to support the development have been identified and will be at the expense of the developer.

#### **Strategic Alignment**

This development permit proposal was evaluated based on its conformance to the applicable policy documents, summarized in the following sections.

##### ***South Saskatchewan Regional Plan (2014)***

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

##### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed development builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

## **Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680**

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

The subject site is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment of inner city communities that is similar in scale and built form to existing development, including a mix of multi-residential housing such as townhouses and apartments. The MDP also 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 development provides for greater housing mix and choice within the community, higher densities in proximity to primary transit and optimal use of existing infrastructure

### ***Hillhurst / Sunnyside Area Redevelopment Plan (Statutory – 1988)***

The subject site falls within the Transit Oriented Development Area of the *Hillhurst / Sunnyside Area Redevelopment Plan* (ARP), and is subject to the policies contained within Part II of the plan, which was added as an amendment by Council in 2009. The subject site is located within the Medium-Density Mid-Rise area as identified on Map 3.1: Land Use Policy Areas. The intent of the Medium-Density Mid-Rise area is to allow for higher density development in a street-oriented mid-rise format.

### **Density Bonusing**

In 2012 November, Council approved an amendment to the ARP to include density bonus provisions which allow for a density increase to the maximum floor area ratio specified in the ARP. The density increase is subject to either a contribution to the Hillhurst / Sunnyside Community Amenity Fund or the construction of an urban design initiative. In this case, the applicant has chosen to contribute to the fund.

Map 3.2: Maximum Densities identifies the site in Area B and allows for an increase in the base density from a floor area ratio of 2.0 to a maximum of 4.0 through the density bonus provisions. The applicant proposes a floor area ratio of 3.0, which results in a required contribution of \$42,244.98 to the Hillhurst / Sunnyside Community Amenity Fund for the bonusing of 1.0 floor area ratio.

### **Social, Environmental, Economic (External)**

Development enabled by this application has the potential to allow more Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure and in close proximity to services and transit.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0610

**Development Permit in Hillhurst (Ward 7) at multiple addresses, DP2019-0680**

**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 development 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 application.

**REASON(S) FOR RECOMMENDATION(S):**

The proposal is in alignment with applicable policies of the *Municipal Development Plan* and the *Hillhurst / Sunnyside Area Redevelopment Plan*. The proposed development has the potential to allow more Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure and in close proximity to services and employment.

**ATTACHMENT(S)**

1. Conditions of Approval
2. Development Permit Plans
3. Urban Design Review Panel Comments
4. Applicant Engagement Synopsis
5. Community Association Letter
6. DC Direct Control District Bylaw 34D2016





## Conditions of Approval

### Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

#### Planning:

1. Submit a total of seven (7) complete sets of Amended Plans (file folded and collated) to the Planning Generalist that comprehensively address the Prior To Release conditions of all Departments as specified below.

In order to expedite the review of the Amended Plans, please include the following in your submission:

- a. Four (4) of the plan set(s) shall highlight all of the amendments.
- b. Four (4) detailed written response(s) to the Conditions of Approval document that provides a point by point explanation as to how each of the Prior to Release conditions were addressed and / or resolved.

Please ensure that all plans affected by the revisions are amended accordingly.

2. The applicant has indicated that a cash contribution will be used for bonusing. The cash contribution rate for 2019 is \$18.14 per square meter over an FAR of 2.0.

Remit payment (certified cheque, bank draft) to The City of Calgary for contribution to the Hillhurst / Sunnyside Community Amenity Fund as per DC Direct Control District (Bylaw 34D2016).

Payment is based on the following:

\$18.14 per square metre x 2328.83 square metres = **\$42,244.98**

#### Development Engineering:

3. Consolidate the subject parcels. Submit a copy of the registered plan and certificate of title, confirming the consolidation of subject parcels onto a single titled parcel, to the Development Engineering Generalist.
4. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact [developmentservicing2@calgary.ca](mailto:developmentservicing2@calgary.ca) for additional details.

For further information, refer to the following:

#### Design Guidelines for Development Site Servicing Plans

[http://www.calgary.ca/PDA/pd/Documents/urban\\_development/publications/DSSP2015.pdf](http://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP2015.pdf)

#### Development Site Servicing Plans CARL (requirement list)

## Conditions of Approval

<http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicing-plan.pdf>

5. The proposal to construct public infrastructure **storm sewers, watermains, and service connections** within City rights-of-way requires the **developer** to execute an Indemnification Agreement to the satisfaction of the Manager, Urban Development.

To initiate circulation and approval of the Work that will form part of the Indemnification Agreement, submit construction drawings online using your existing VISTA account at [calgary.ca/vista](http://calgary.ca/vista). At the time of submission of the construction drawings, the following items shall also be submitted:

- a. An 8 1/2" x 11" site plan indicating the construction boundaries.
  - b. Indicate who will be party to the agreement, provide contact information and a certificate of title for adjacent lands associated with the construction of the infrastructure.
  - c. A detailed description of the Work that will form part of the Indemnification Agreement (cubic metres of asphalt and / or concrete, pipe diameters for sanitary, storm and watermains and their respective lengths in linear metres) within the City right-of-way.
  - d. A detailed cost estimate for the scope of Work including GST prepared by the contractor.
6. **After the Development Permit is approved but prior to its release**, the landowner shall execute an Off-Site Levy Agreement for the payment of off-site levies pursuant to Bylaw 2M2016.

**Should payment be made prior to release of the development permit, an Off-Site Levy Agreement will not be required.**

To obtain the off-site levy agreement, contact the Calgary Approvals Coordination, Infrastructure Strategist at 403-268- 3509 or email [kyle.ross@calgary.ca](mailto:kyle.ross@calgary.ca) or [offsitelevy@calgary.ca](mailto:offsitelevy@calgary.ca).

### Transportation:

7. Submit Construction Drawings for review and approval of the lane pavement requirement:
- The grading plan along the lane must follow the profile of the lane. The current development plans indicate elevations at the same measurement along the entire lane property line.
  - The lane may need to be paved in concrete.
8. Amend the plans to provide a parkade ramp cross section to the satisfaction of Transportation:
- Amend the cross section to indicate elevations, transition lengths, and resulting grades per specification 454.1010.003
  - Ensure the cross section illustrates all transitions including the trench drain and the parkade floor.

## Conditions of Approval

9. Amend the plans to ensure that all cross sections include transition lengths for each segment of the section (distances between grade changes).
10. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

### Roads

- a. Construction of new concrete or asphalt lane paving, per Construction Drawings approval.
  - b. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel,
11. Remit payment (certified cheque, bank draft) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Units. The amount is calculated by the respective Business Unit and is based on 100% of the estimated cost of construction.

The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

### Roads

- a. Street lighting upgrading adjacent to the site.

### **Parks:**

No comments.

## Permanent Conditions

The following permanent conditions shall apply:

### **Planning:**

12. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
13. No changes to the approved plans shall take place unless authorized by the Development Authority.
14. A Development Completion Permit shall be issued for the development; **before the use is commenced or the development occupied**. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5311 to request a site inspection for the Development Completion Permit.

### Conditions of Approval

15. Upon completion of the main floor of the building proof of the geodetic elevation of the constructed main floor must be submitted to and approved by the Development Authority prior to any further construction proceeding. Email confirmation to [geodetic.review@calgary.ca](mailto:geodetic.review@calgary.ca).
16. The walls, pillars and ceiling of the underground parkade shall be painted white or a comparable light colour.
17. The light fixtures in the parkade shall be positioned over the parking stalls (not the drive aisles).
18. All stairwell doors and elevator access areas shall be installed with a transparent panel for visibility.
19. All roof top mechanical equipment shall be screened as shown on the approved plans.
20. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system as identified on the approved plans.
21. Retaining wall(s) that are 1.2m or greater in height shall be located and constructed as shown on the approved plans released with this permit.
22. Barrier-free parking stall(s) shall be clearly designated, signed and located close to the entrance of the building with barrier-free accessibility.
23. Loading and delivery shall take place in the designated loading stall as shown on the approved plans and shall, at no time, impede the safety of pedestrian movements and use of the parking lot.
24. The waste and recycling area shall be kept in a good state of repair at all times and the doors shall be kept closed while the enclosures are not actively in use for delivery or removal of refuse.

### Development Engineering:

25. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
  - a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).
  - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
26. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

## Conditions of Approval

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: [www.calgary.ca/ud](http://www.calgary.ca/ud) (under publications).

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

27. Contact the Erosion Control Inspector, Water Resources, with at least two business days' notice, to set up a pre-construction meeting prior to commencement of stripping and grading. Locations north of 17 Avenue S should contact 403-268-5271. Sites south of 17 Avenue S should contact 403-268-1847.
28. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual" all to the satisfaction of the Director of Water Resources.
29. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.
30. Pursuant to Bylaw 2M2016, off-site levies are applicable.
31. **Prior to issuance of a Development Completion Permit or any occupancy of the building**, payment shall be made for off-site levies pursuant to Bylaw 2M2016.

### Transportation:

32. All residential and commercial loading shall take place from the rear lane only. No loading, unloading or related activity shall take place on 5 AV NW.
33. The developer shall be responsible for the cost of public work and any damage during construction in City road rights-of-way, as required by the Manager, Transportation Planning. All work performed on public property shall be done in accordance with City standards.

### Conditions of Approval

34. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Transportation Planning, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.

#### **Parks:**

35. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector. Contact 311 for an inspection.
36. Public trees located on the park adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
37. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit [www.calgary.ca](http://www.calgary.ca) or call 311 for more information.
38. There shall be no construction access through the adjacent park lands.
39. Stormwater or other drainage from the development site onto the adjacent municipal reserve parcel is not permitted. Any drainage from private lots onto the adjacent municipal reserve upon development completion of the subject site must be resolved to the satisfaction of the Director, Parks and any damage resulting from unauthorized drainage will require restoration at the developer's expense. Resolution of drainage issues must be approved by the Parks Development Inspector. Contact the Development Inspector at 403-268-5325 for an inspection.

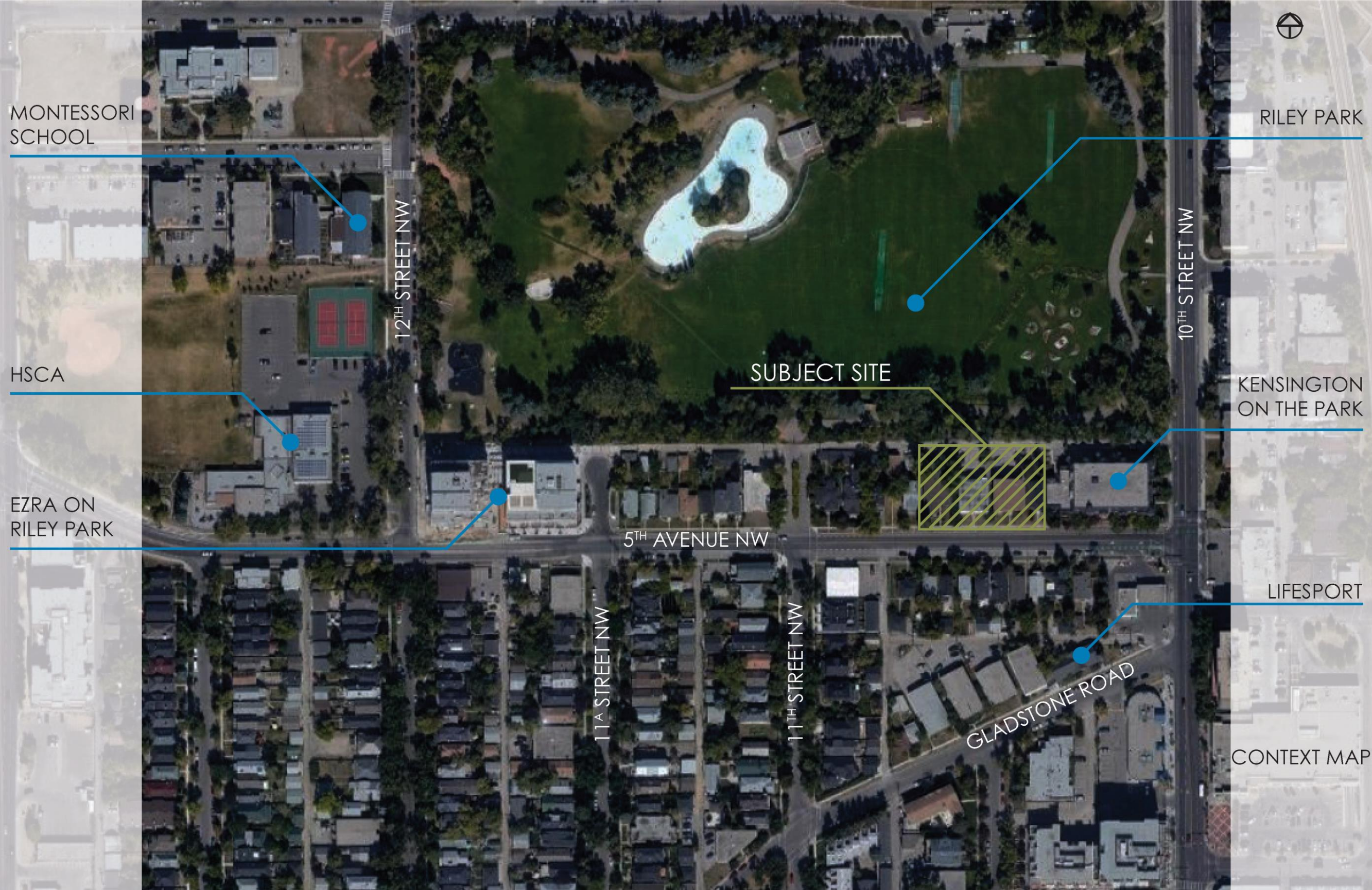


Development Permit Plans



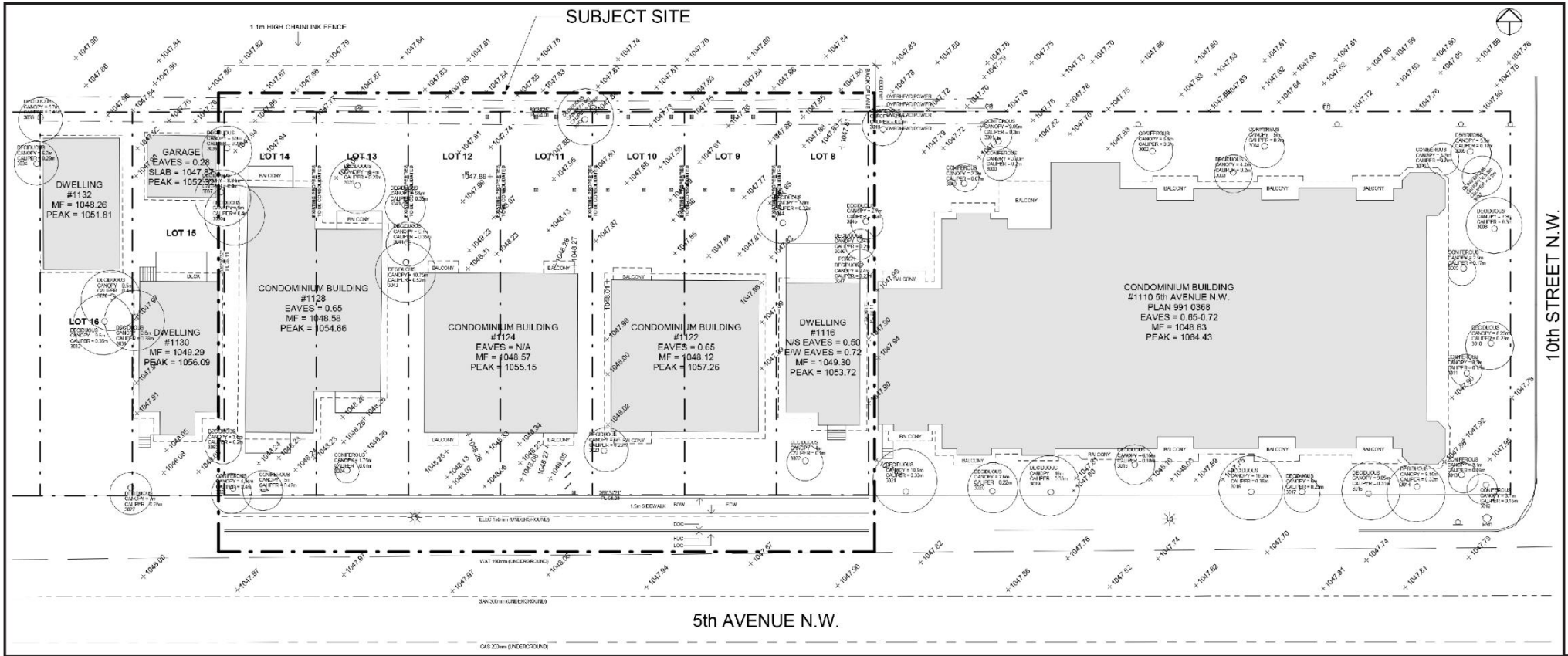


Development Permit Plans

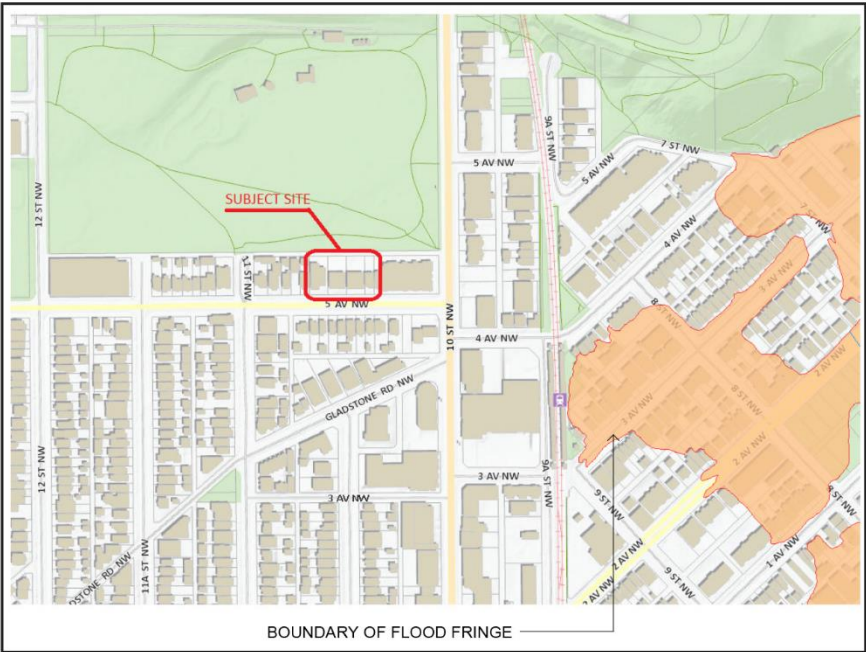




Development Permit Plans



EXISTING SITE



FLOOD MAP

Development Permit Plans



<b>ZONING:</b>	DC: M-H1 LOC2014-0140
<b>BUILDING HEIGHT:</b>	19.8M
<b>MF:</b>	1048.10
<b>PEAK:</b>	1067.51
<b>FAR:</b>	2.95
<b>GFA:</b>	7203M <sup>2</sup>
<b>FIRST:</b>	1322M <sup>2</sup>
<b>SECOND:</b>	1308M <sup>2</sup>
<b>THIRD:</b>	1282M <sup>2</sup>
<b>FOURTH:</b>	1185M <sup>2</sup>
<b>FIFTH:</b>	1174M <sup>2</sup>
<b>SIXTH</b>	932M <sup>2</sup>
<b>FLOORS:</b>	6
<b>UNITS:</b>	79
<b>FIRST FLOOR:</b>	11
<b>SECOND FLOOR:</b>	15
<b>THIRD FLOOR:</b>	15
<b>FOURTH FLOOR:</b>	15
<b>FIFTH FLOOR:</b>	15
<b>SIXTH FLOOR:</b>	8
<b>UNIT MIX</b>	
<b>1 BED:</b>	35
<b>2 BED:</b>	40
<b>3 BED:</b>	4
<b>VISITOR PARKING:</b>	8
<b>RESIDENT PARKING:</b>	64
<b>BIKE CLASS 1:</b>	80
<b>BIKE CLASS 2:</b>	12

PROPOSED SITE PLAN



Development Permit Plans



8 AM



10 AM



12 PM



2 PM



4 PM



7 PM

FALL EQUINOX  
SEPTEMBER 23, 2019  
SUNSET: 7:32PM



Development Permit Plans



8 AM



10 AM



12 PM



2 PM



4 PM



7 PM

SPRING EQUINOX  
MARCH 19, 2019  
SUNSET: 7:47PM



Development Permit Plans



8 AM



10 AM



12 PM



4 PM



6 PM



9 PM

SUMMER SOLSTICE  
JUNE 20, 2019  
SUNSET: 9:54PM



Development Permit Plans



8:30 AM



10 AM



12 PM



1 PM



3 PM



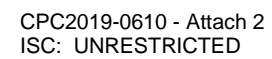
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WINTER EQUINOX  
DECEMBER 21, 2019  
SUNSET: 4:31 PM



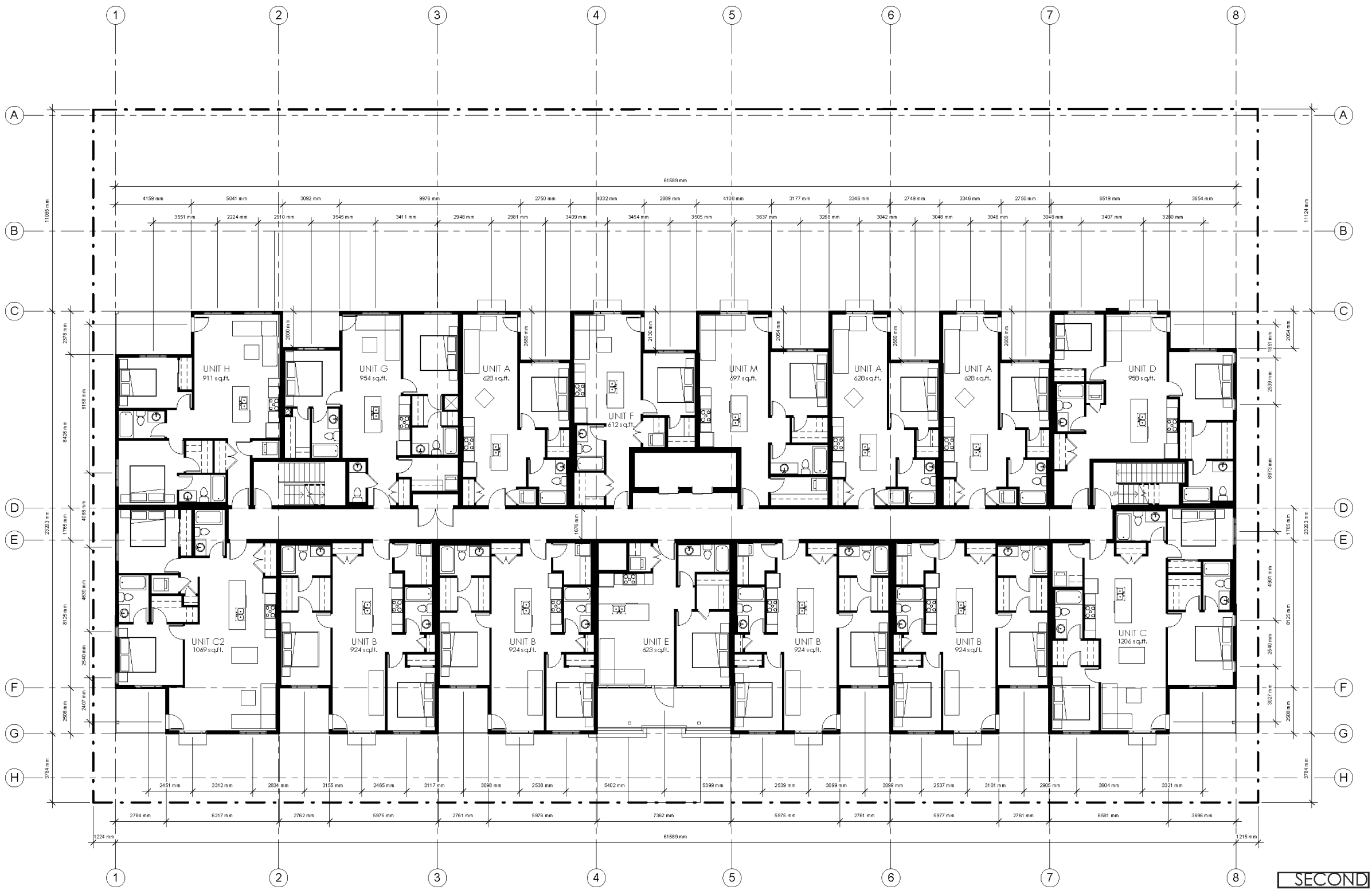


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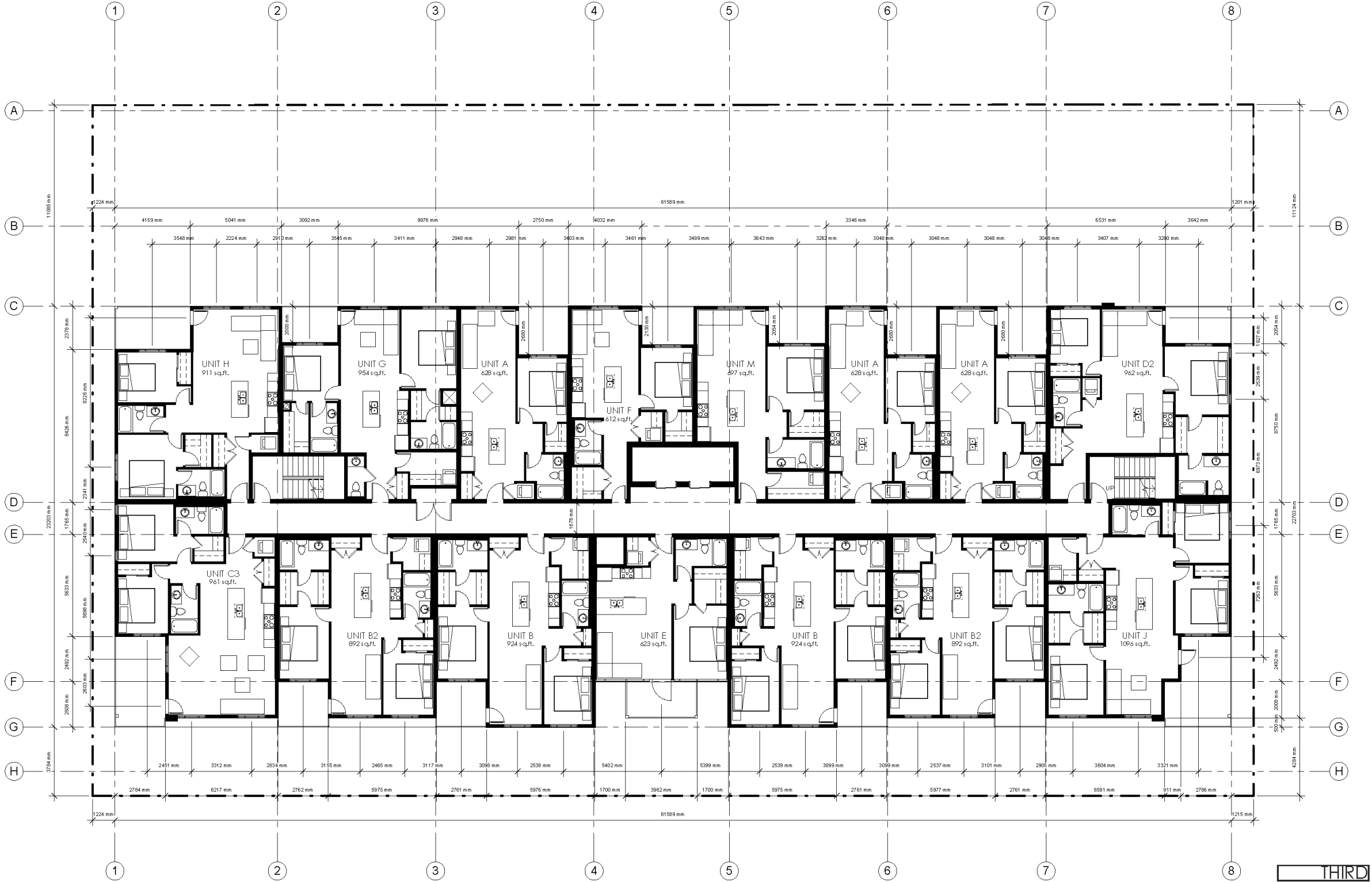




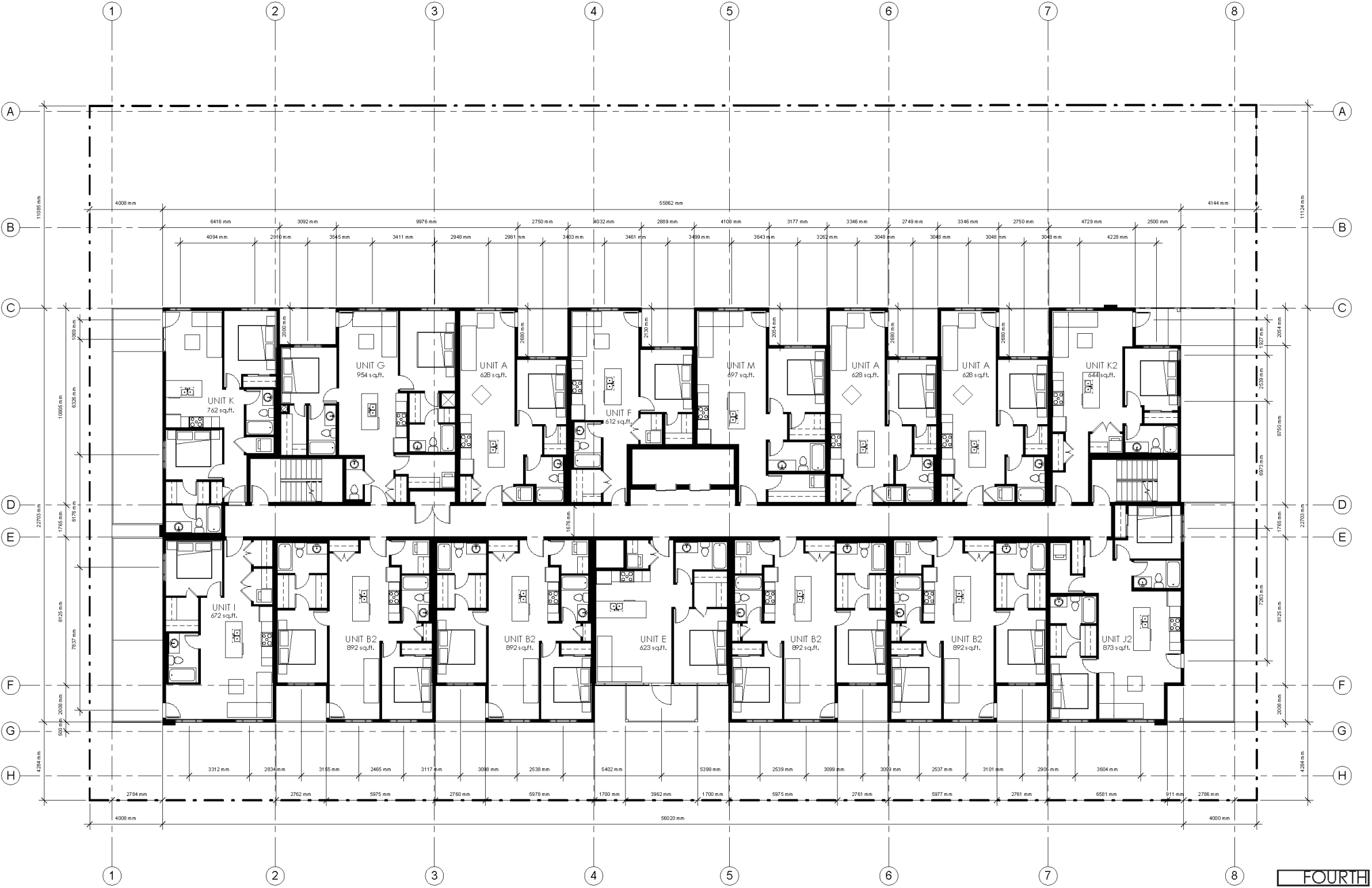
Development Permit Plans



Development Permit Plans

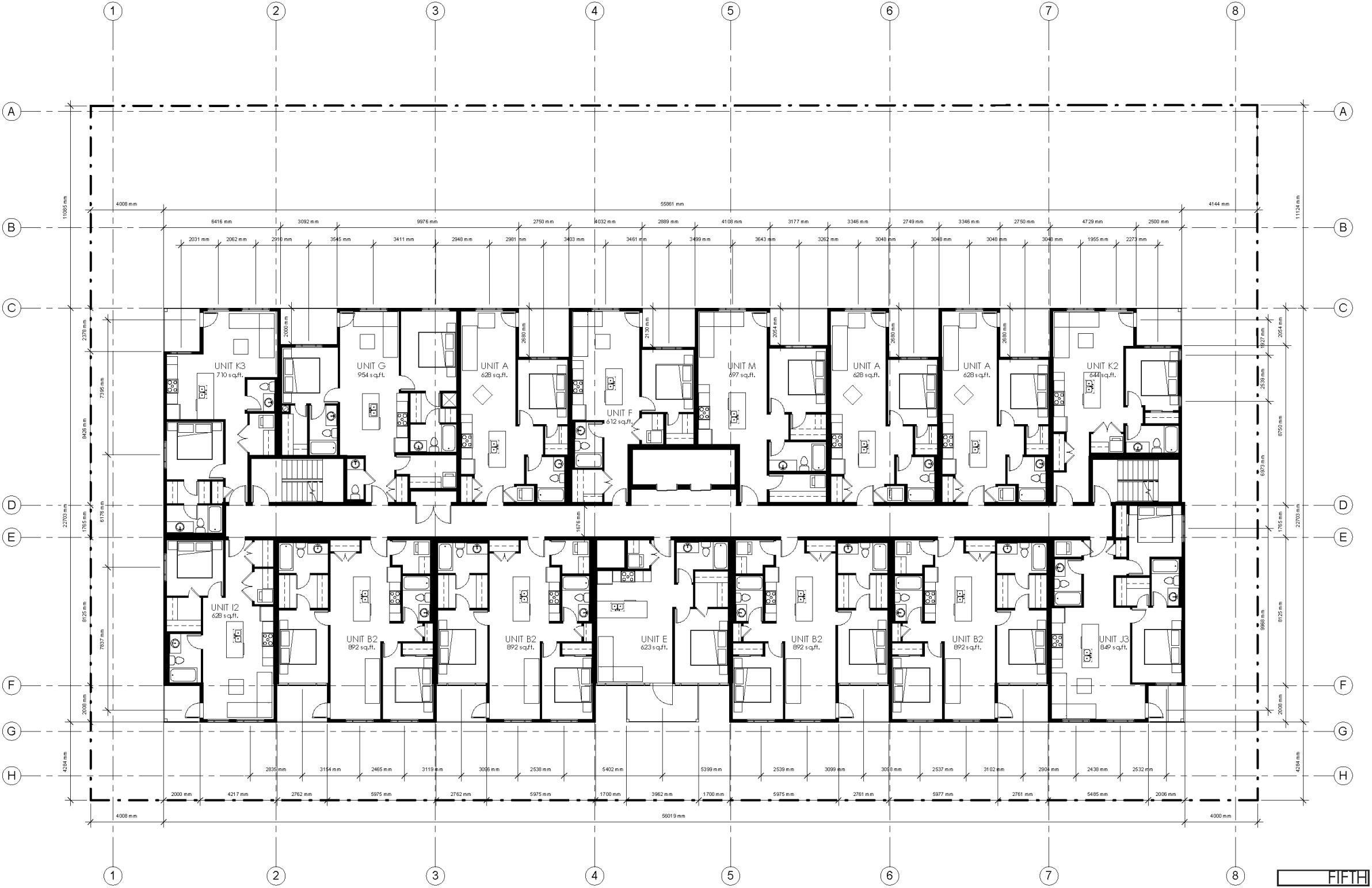


Development Permit Plans

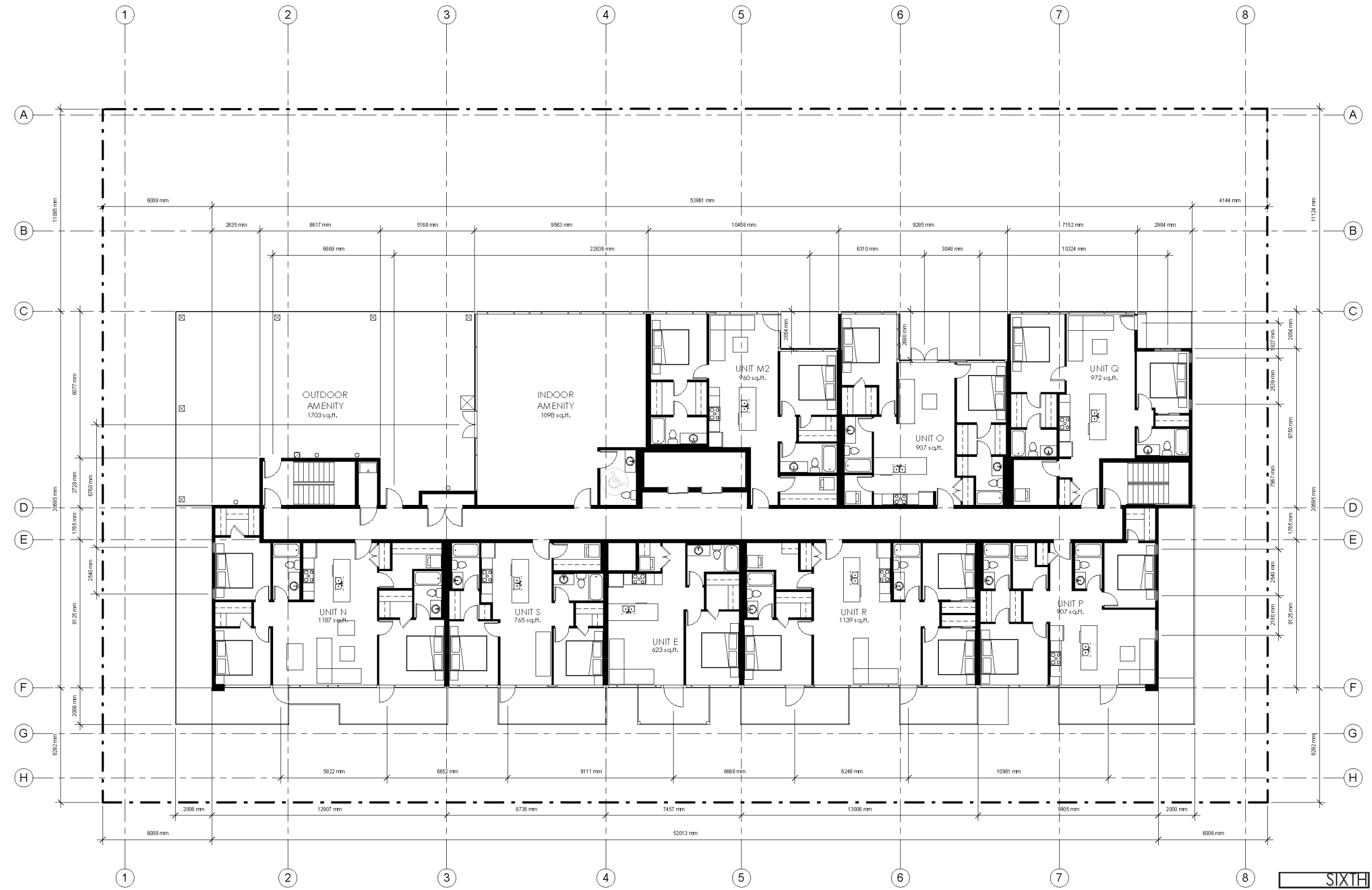


FOURTH

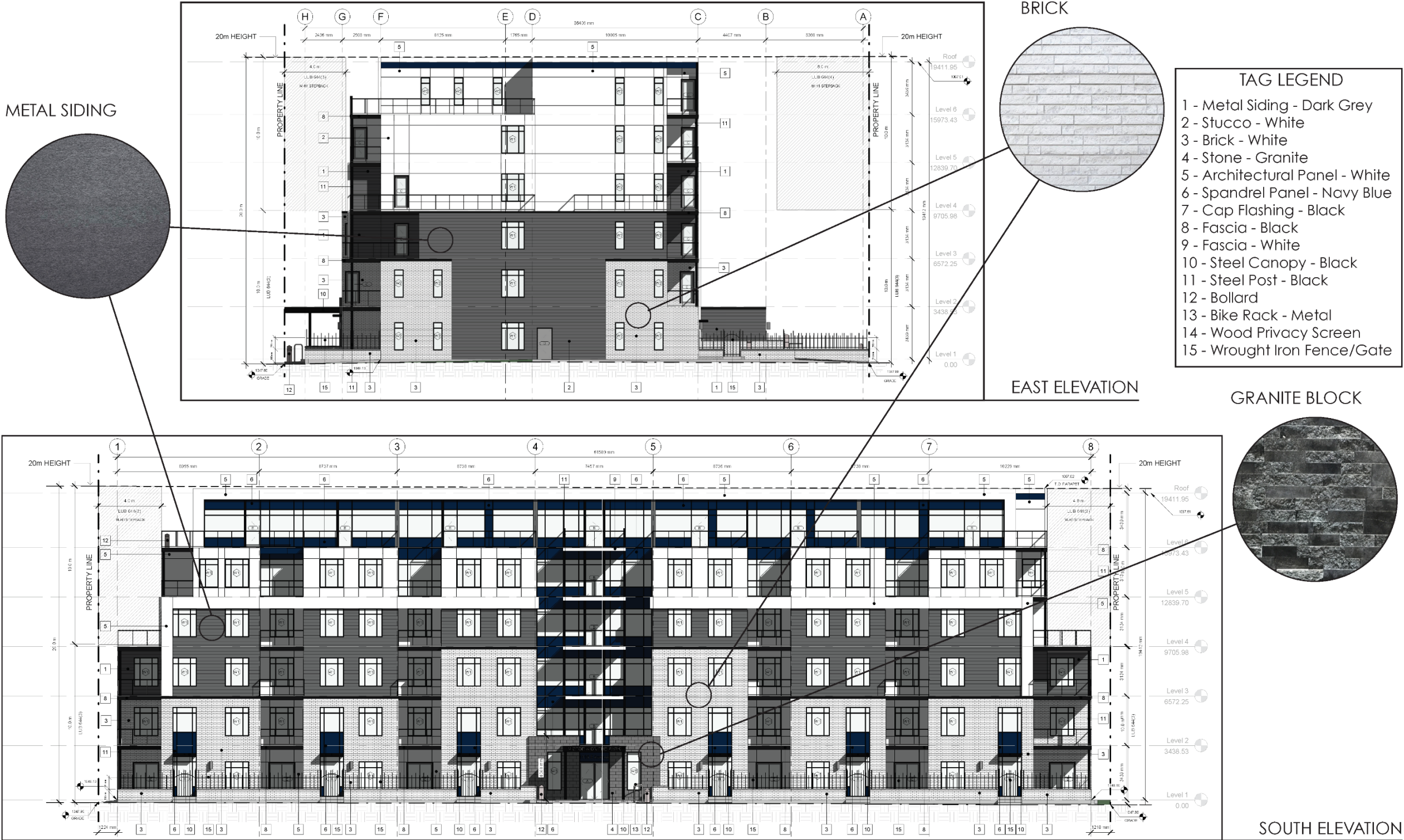
Development Permit Plans



Development Permit Plans

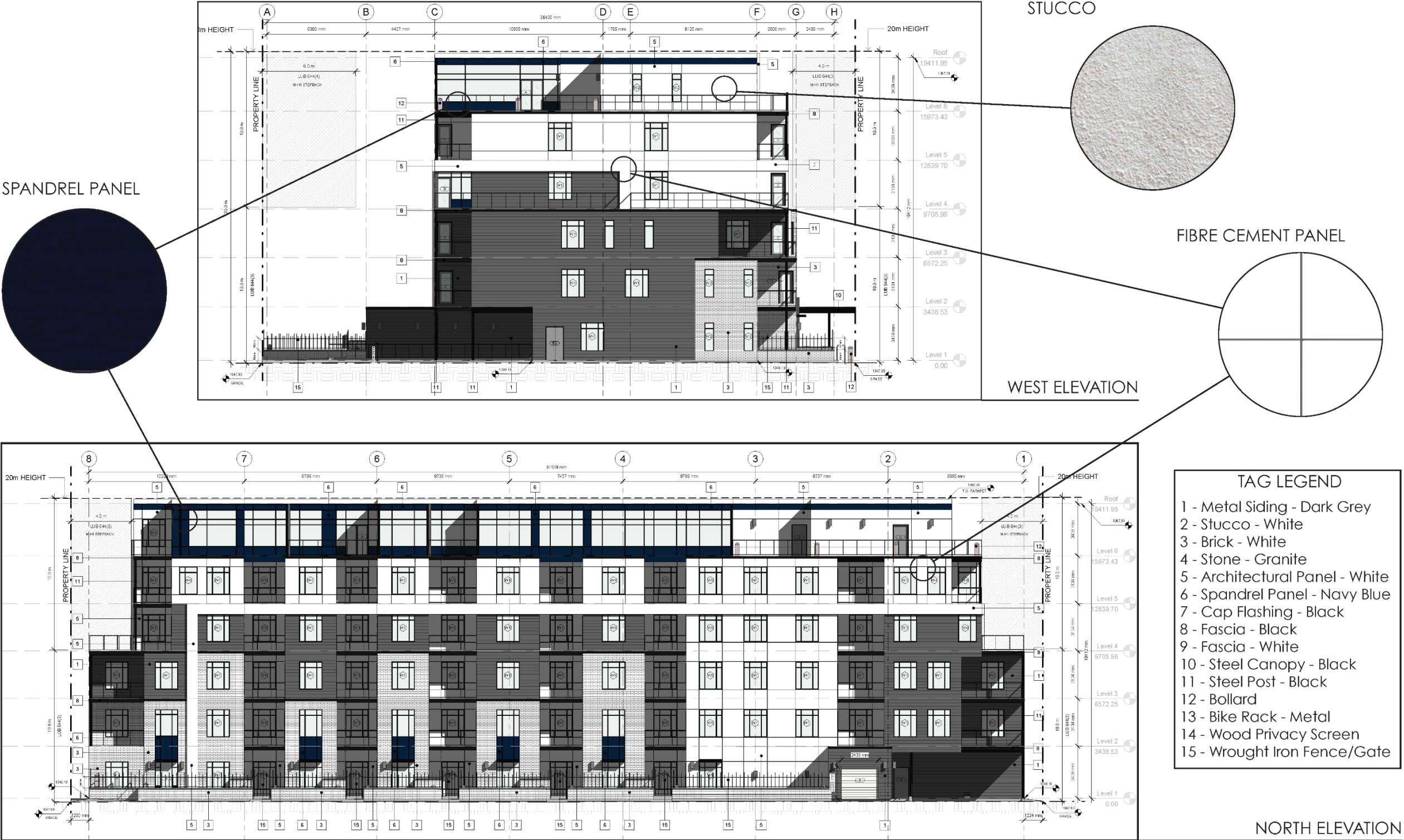


Development Permit Plans



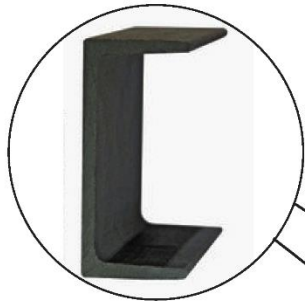


Development Permit Plans



Development Permit Plans

STEEL C CHANNEL & COLUMNS



CONCRETE TOPPING



METAL SOFFIT



BUILDING ENTRANCE



Development Permit Plans



SOUTH-WEST PERSPECTIVE



STREET INTERFACE



Development Permit Plans

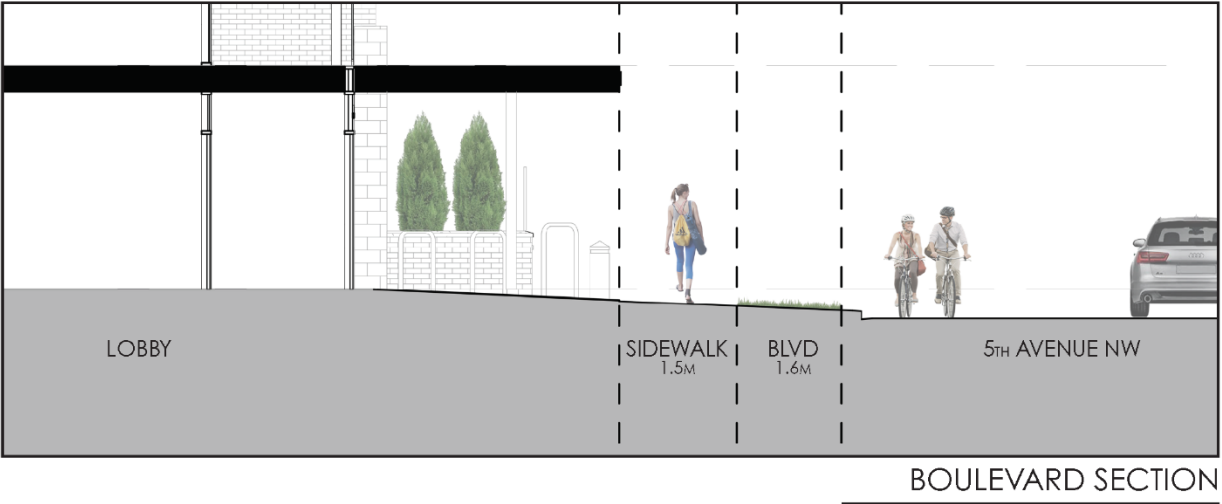
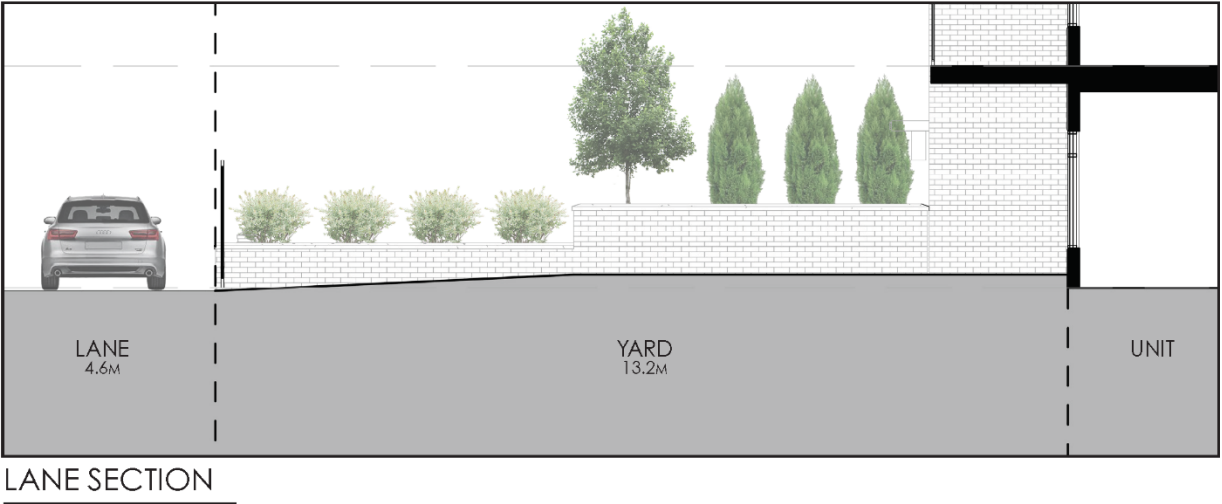
LANE PATIOS



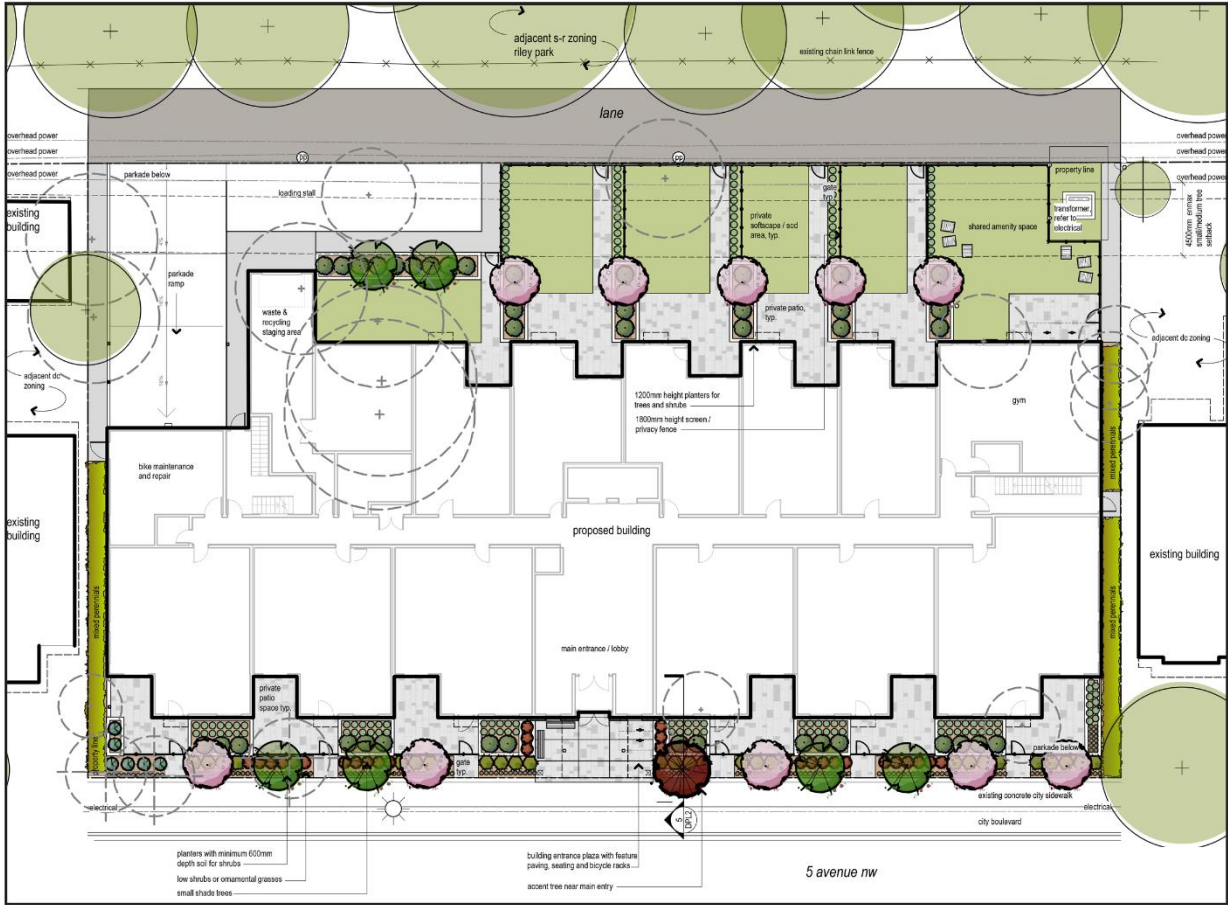
GYM YARD



Development Permit Plans



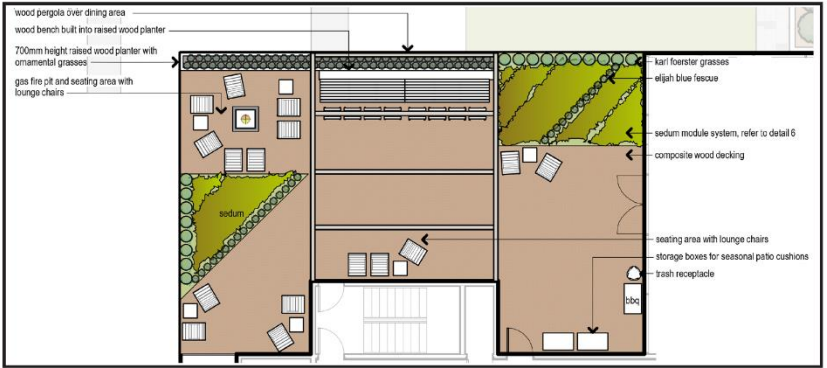
Development Permit Plans



LANDSCAPE PLAN



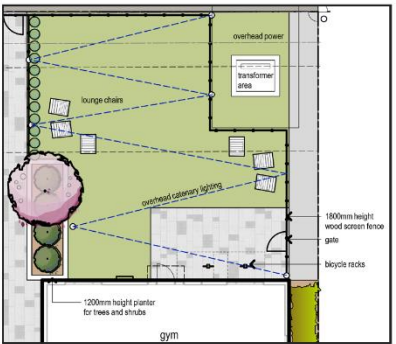
PLANTING ELEVATION



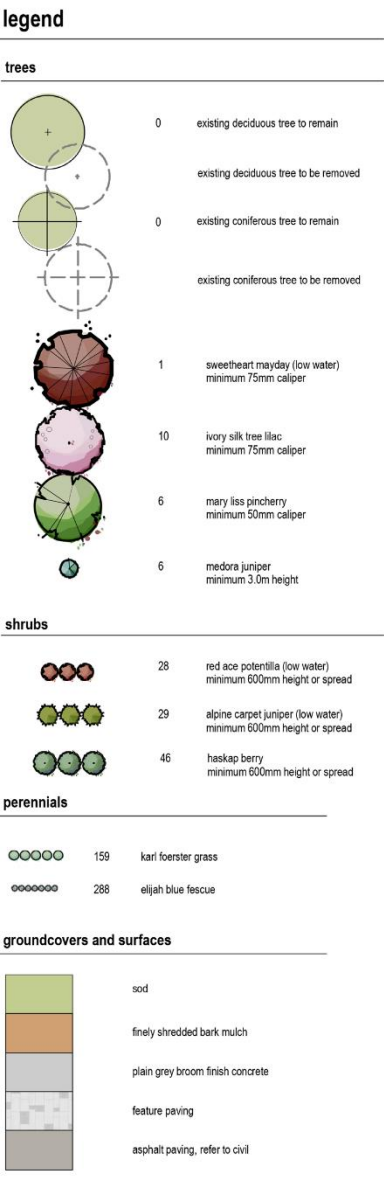
ROOFTOP PATIO CONCEPT



BUILDING ENTRANCE



GYM YARD



BRICK PLANTER/PATIO WALL



WROUGHT IRON FENCE



WOOD PRIVACY SCREEN



DECORATIVE PAVERS



LIVE ROOF PLANTERS



## Urban Design Review Panel Comments

March 20, 2019

### Summary

The project involves a 6-storey, mid-rise 80-unit multi-family residential building to be developed on 5<sup>th</sup> Avenue NW, backing onto Riley Park (separated by an existing lane, which will remain).

Comments from the panel included the following:

- The panel has concern regarding the massing of the project along 5<sup>th</sup>. The project presents a large wall to the street and would benefit from setbacks to break up the massing and to present a more human scale to the street. The panel asks that options be provided that set back the upper two floors (approximately 3m is suggested) and to change the material to emphasize the separation.
- Consideration be given to the usability, comfort and appearance of the private outdoor amenity spaces for at-grade units by adding modestly-scaled screens extending perpendicular from the building-face, typically no more than 1.2m. The street-edge relationship between landscape and building can thereby further enrich life in the private, semi-private and public domain.
- Likewise, heightened (taller) front doors for the primary street entrance adds appeal of the entry experience and would engage a heightened presence to the interfacing public realm.
- The original plans had shown angled parking for visitors in the laneway. Updated plans show laneway parking relocated to the below-grade parking structure. The Panel is unanimously supportive of this change as it provides an opportunity to create and use the space for other purposes – an amenity. The Applicant indicated that at present, this area is under review with the intention it be utilized as some form of landscaped amenity space. The Panel was supportive and noted that it may be challenging to create a space that is usable, but at the same time addresses CPTED criteria.
- There were suggestions made regarding the possibility of altering colours or materials to affect the texture of the facade. Comments were not intended to add colours or materials; rather to consider perhaps a more varied use of those already within the project palette. Additional suggestions in this regard considered the possibility of more vegetation at the 5<sup>th</sup> Street main entrance, as well as increasing the size of the front door to 3' x 8' to provide more of a grand entrance (with rationale, as previously noted).
- There were queries from some Panel members regarding the possibility of acquiring an additional opening in the Riley Park fence along the rear of the site to provide an additional Park entrance.
- The Panel noted that by moving the visitor parking into the parkade and not adding more to the parking supply, there would be a need for a variance, but that the proximity of the site to the nearby LRT station would lend itself to support for this from the City during the review process.
- The ramp clearance under the structure should be reviewed to measure the clearance perpendicular to the ramp and not to the ground so as to ensure the correct clearance height is noted.

In terms of priority points, the Panel discussion identified the following for consideration:

- Consider options to affect the massing along 5<sup>th</sup> Avenue.
- Continue exploring opportunities for the landscaped outdoor area at the rear of the building where the visitor parking was originally located.
- Review the treatment of the main entrance to provide more variance and street presence.

### Applicant Response

(date)

Please find applicant response to UDRP items on the following page in [green](#).  
UDRP response was included in our DTR1 submission on April 15, 2019.

## Urban Design Review Panel Comments

Urban Design Element	
<b>Creativity</b> <i>Encourage innovation; model best practices</i> <ul style="list-style-type: none"> <li>Overall project approach as it relates to original ideas or innovation</li> </ul>	
UDRP Commentary	
Applicant Response	
<b>Context</b> <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i> <ul style="list-style-type: none"> <li>Massing relationship to context, distribution on site, and orientation to street edges</li> <li>Shade impact on public realm and adjacent sites</li> </ul>	
UDRP Commentary	The proposal is similar in scale to new and anticipated multifamily residential for this area adjacent to Riley Park. However, the distribution of the massing against 5 <sup>th</sup> creates a large wall to the street. Setbacks at upper levels and material changes should be considered to reduce the apparent scale along the street. Shading does not appear to be an issue given the positioning of the building and presence of large trees on the edge of the adjacent park.
Applicant Response	We have reworked the materials on the top floor, as well as the transition from the 4 <sup>th</sup> floor to the 5 <sup>th</sup> floor. Darker metal siding has been replaced by white metal panel cladding. Glazing has been added to several areas on the 5 <sup>th</sup> floor that ties up into the 6 <sup>th</sup> floor. More glazing has been added all the way around the 6 <sup>th</sup> floor in order to help reduce the perceived mass.
<b>Human Scale</b> <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i> <ul style="list-style-type: none"> <li>Massing contribution to public realm at grade</li> </ul>	
UDRP Commentary	Concern about massing along 5 <sup>th</sup> Avenue (see above) and the potential to create more variance in the face above grade. As well, at grade, there may be benefit in increasing the stature/scale of the main front entrance.
Applicant Response	Principle entrance has been reworked, front door has been increased in size, more lighting elements added.
<b>Integration</b> <i>The conjunction of land-use, built form, landscaping and public realm design</i> <ul style="list-style-type: none"> <li>Parking entrances and at-grade parking areas are concealed</li> <li>Weather protection at entrances and solar exposure for outdoor public areas</li> <li>Winter city response</li> </ul>	
UDRP Commentary	The project adequately addresses these items.
Applicant Response	
<b>Connectivity</b> <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i> <ul style="list-style-type: none"> <li>Pedestrian first design, walkability, pathways through site</li> <li>Connections to LRT stations, regional pathways and cycle paths</li> <li>Pedestrian pathway materials extend across driveways and lanes</li> </ul>	
UDRP Commentary	The rear lane would benefit from an enhanced treatment, and the development of this site will result in the lane being paved and the area enhanced. It would be beneficial if an additional park access through the fence could be provided.
Applicant Response	Rear lane condition has been completely reworked. We are no longer providing any parking at grade, and have increased the landscaping back here. North facing units at ground level now have a much larger yard that extends out to the lane. Each yard is framed by brick & wrought iron fence and gate, as well as planting. Planters with trees and shrubs provide privacy between neighbouring patios. Bollards, planter lights, and pathway lights will be used to ensure this area is well lit and people feel secure walking through this area at night.
<b>Animation</b> <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i> <ul style="list-style-type: none"> <li>Building form contributes to an active pedestrian realm</li> <li>Residential units provided at-grade</li> <li>Elevations are interesting and enhance the streetscape</li> </ul>	
UDRP Commentary	Residential units are provided at grade. There could be some benefit to providing modest levels of screening between the units at grade so as to create additional privacy.

## Urban Design Review Panel Comments

Applicant Response	Screening has been added in between each ground floor unit patio. Landscaping has been reworked to create more screening in between yards. Wrought iron fence and gates has also been incorporated around patios to enhance the transition from public to private.
<b>Accessibility</b> <i>Ensure clear and simple access for all types of users</i>	
<ul style="list-style-type: none"> <li>Barrier free design</li> <li>Entry definition, legibility, and natural wayfinding</li> </ul>	
UDRP Commentary	The project adequately addresses these items.
Applicant Response	
<b>Diversity</b> <i>Promote designs accommodating a broad range of users and uses</i>	
<ul style="list-style-type: none"> <li>Retail street variety, at-grade areas, transparency into spaces</li> <li>Corner treatments and project porosity</li> </ul>	
UDRP Commentary	N/A
Applicant Response	
<b>Flexibility</b> <i>Develop planning and building concepts which allow adaptation to future uses, new technologies</i>	
<ul style="list-style-type: none"> <li>Project approach relating to market and/or context changes</li> </ul>	
UDRP Commentary	N/A
Applicant Response	
<b>Safety</b> <i>Achieve a sense of comfort and create places that provide security at all times</i>	
<ul style="list-style-type: none"> <li>Safety and security</li> <li>Night time design</li> </ul>	
UDRP Commentary	With the change in the rear lane to remove parking and create an additional landscaped area (which is excellent), there will be challenges in creating a space that is attractive and functional without also creating a space where CPTED issues may be more pronounced.
Applicant Response	Yards for each of the north facing units have been extended which will help activate this space. Bollards, planter lights, and pathway lights will be used to ensure this area is well lit and that people feel safe walking through the lane. Area in front of the gym is designed to be an active social space (weather permitting) which will further help in the presence along the lane. Direct access from the lane to the gym will enable this section of the lane to be active year round.
<b>Orientation</b> <i>Provide clear and consistent directional clues for urban navigation</i>	
<ul style="list-style-type: none"> <li>Enhance natural views and vistas</li> </ul>	
UDRP Commentary	The building can be seen from Riley Park, but not in an obtrusive manner. Quid pro quo, the upper floor units will have excellent views of the park, hillside or downtown.
Applicant Response	More glass has been introduced on the 6 <sup>th</sup> floor in order to maximize the views of the city. 6 <sup>th</sup> floor patio space has also been programmed to frame views of the park.
<b>Sustainability</b> <i>Be aware of lifecycle costs; incorporate sustainable practices and materials</i>	
<ul style="list-style-type: none"> <li>Site/solar orientation and passive heating/cooling</li> <li>Material selection and sustainable products</li> </ul>	
UDRP Commentary	N/A
Applicant Response	
<b>Durability</b> <i>Incorporate long-lasting materials and details that will provide a legacy rather than a liability</i>	
<ul style="list-style-type: none"> <li>Use of low maintenance materials and/or sustainable products</li> <li>Project detailed to avoid maintenance issues</li> </ul>	
UDRP Commentary	N/A
Applicant Response	





Applicant Engagement Synopsis



VICTORIA on  
the PARK

COMMUNITY  
ENGAGEMENT  
SUMMARY

May 2019



## Applicant Engagement Synopsis

### Prepared by



Hive Developments  
508A 815 1 Street SW  
Calgary, AB T2P 1N3  
E: [info@hivedevelopments.ca](mailto:info@hivedevelopments.ca)  
T: (403) 619-6373

### Partners



casola-koppe  
ARCHITECTS

Applicant Engagement Synopsis

ABOUT the REPORT

The following report provides an outline of our engagement process and what was heard through these activities between September 2018 and May 2019 for the proposed Victoria on the Park Development in the Hillhurst Community. Spray Group in conjunction with Hive Developments and Casola Koppe Architects has proposed a new multi-family residential development, located at the community of Hillhurst, between 11th and 10th street, along 5th Avenue NW. The proposed development will be 19.8 m high that consists of a maximum of 79 residential apartments, with a mix of 1, 2 and 3 bedroom unit.

Please note that this project was initially referred to as ‘Five Eleven’, but has now been re-branded ‘Victoria on the Park’ in acknowledging local history, where 5th Ave NW was known as Victoria Ave in the early 1900’s.

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Applicant Engagement Synopsis

THE DEVELOPMENT

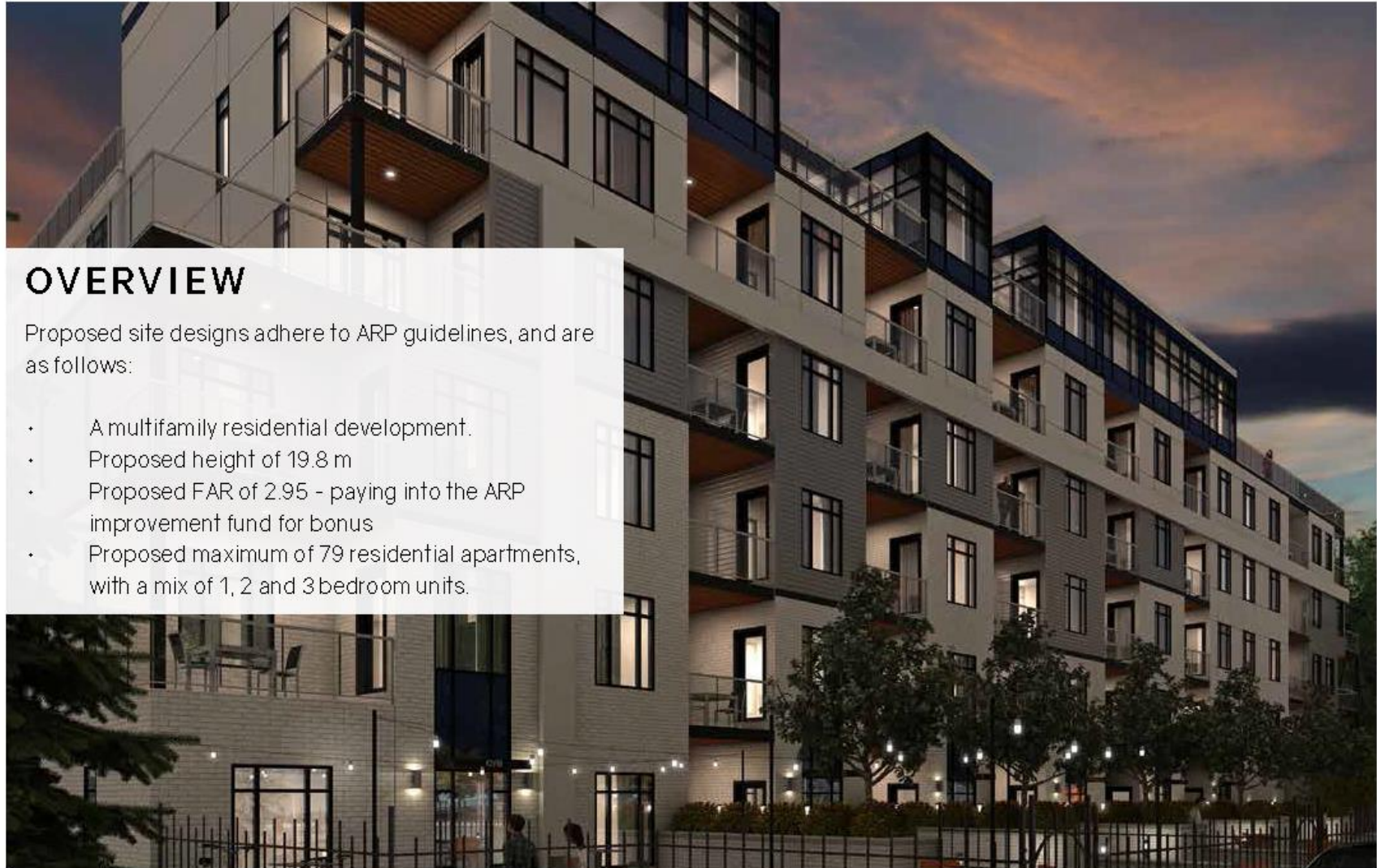
SITE CONTEXT

The proposed site for the Victoria on the Park development abuts Riley Park, and is situated in the community of Hillhurst, between 11th and 10th street, along 5th Avenue NW.





Applicant Engagement Synopsis



OVERVIEW

Proposed site designs adhere to ARP guidelines, and are as follows:

- A multifamily residential development.
- Proposed height of 19.8 m
- Proposed FAR of 2.95 - paying into the ARP improvement fund for bonus
- Proposed maximum of 79 residential apartments, with a mix of 1, 2 and 3 bedroom units.

Back view (night)



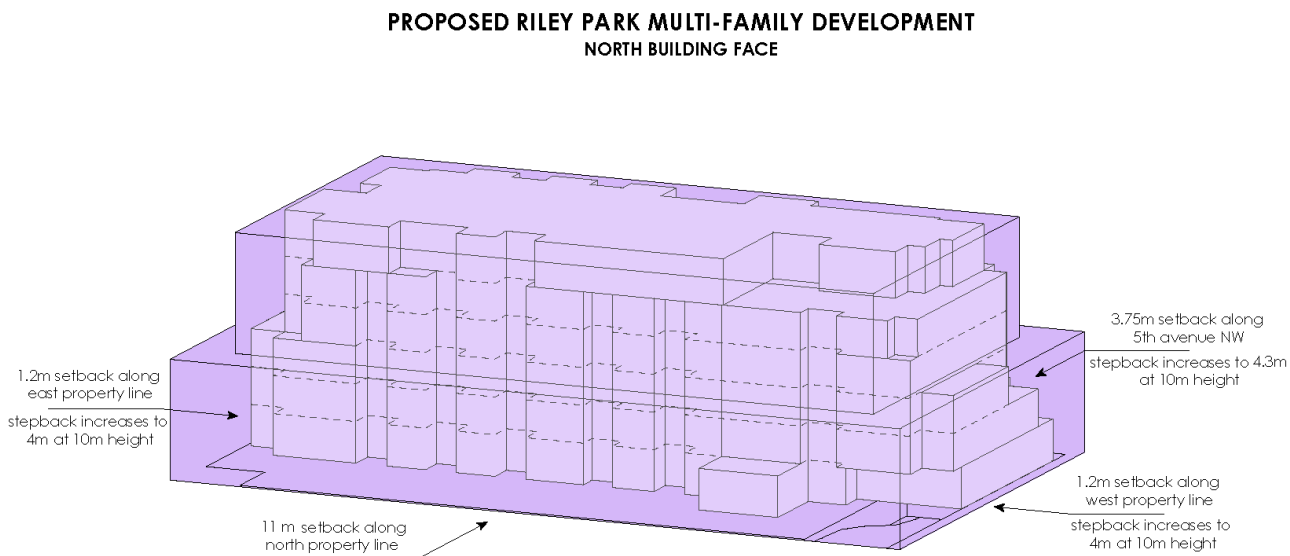
Front view (night)



Back view (day)

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SETBACK DETAILS



**ALLOWABLE UNDER LAND USE BYLAW**

Setbacks: 0m along all property lines  
Stepbacks: 4m above 10m  
Building Height: 20m  
FAR: 4.0

**PROPOSED WITH THIS PROJECT**

Setbacks: 1.2m along east and west property lines  
3.75m along south property line  
11.5m along north property line  
Stepbacks: 4m above 10m along east and west property lines  
4.5m above 10m along south property line  
Building Height: 19.8m  
FAR: 2.95



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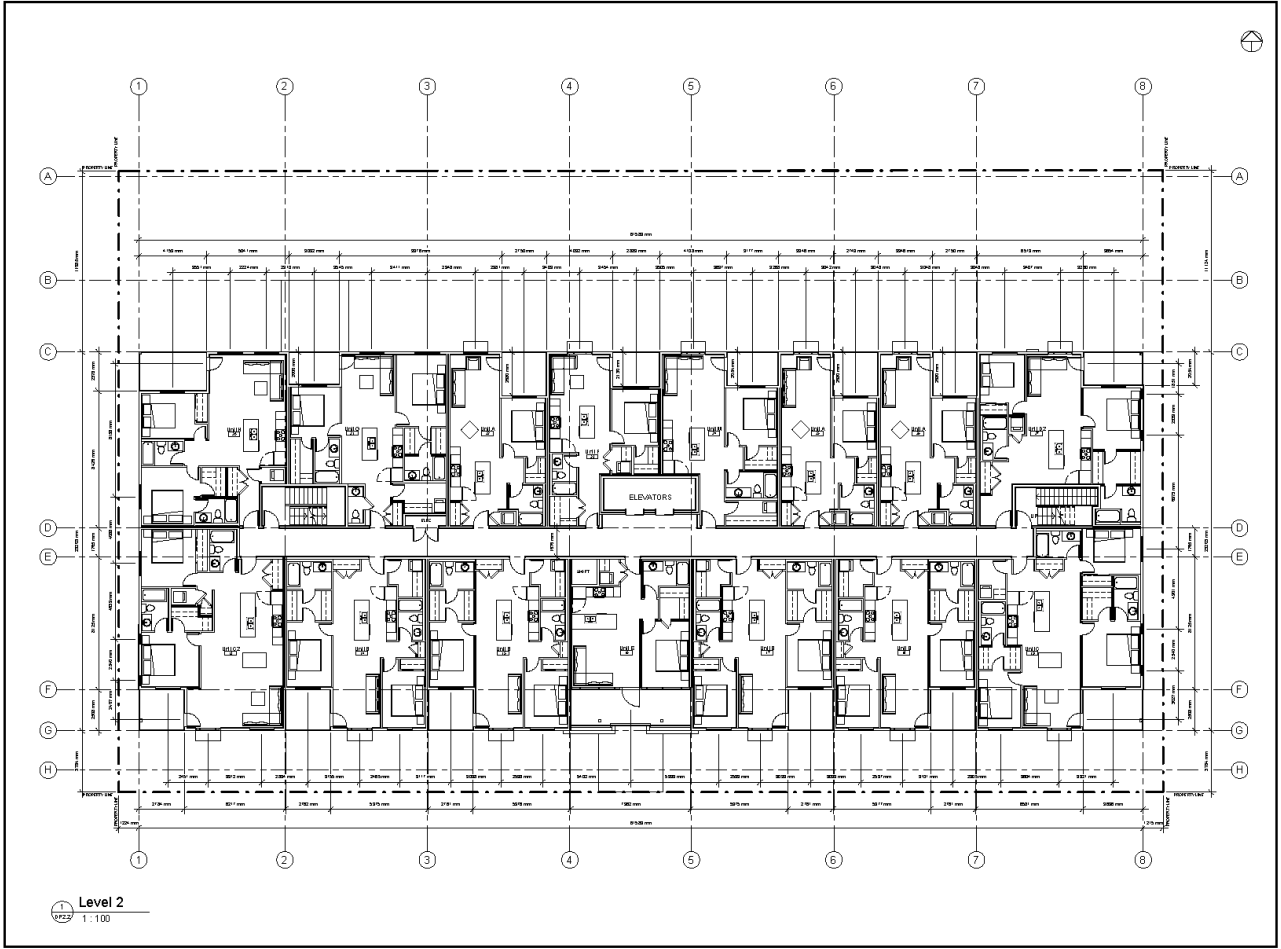
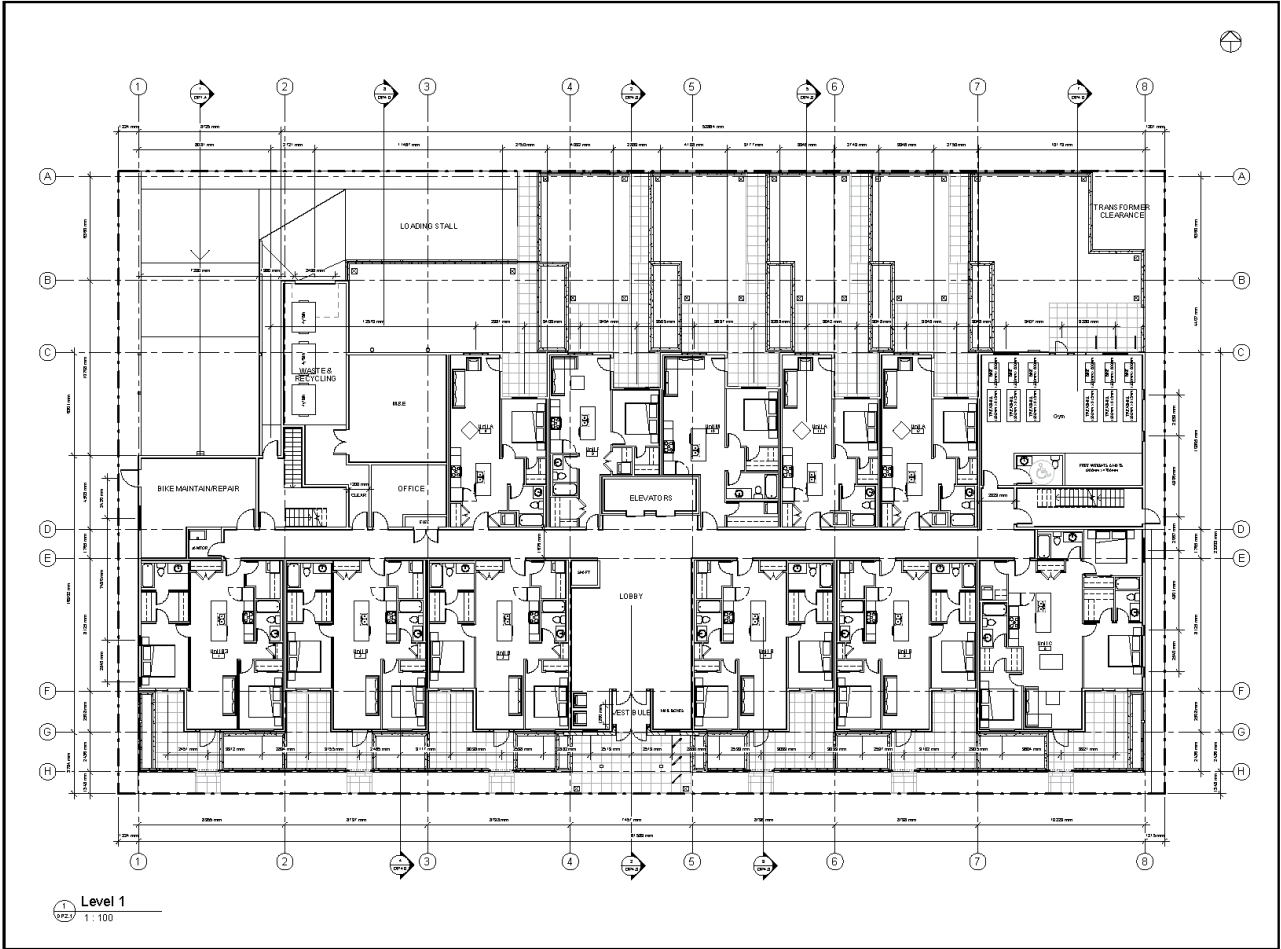
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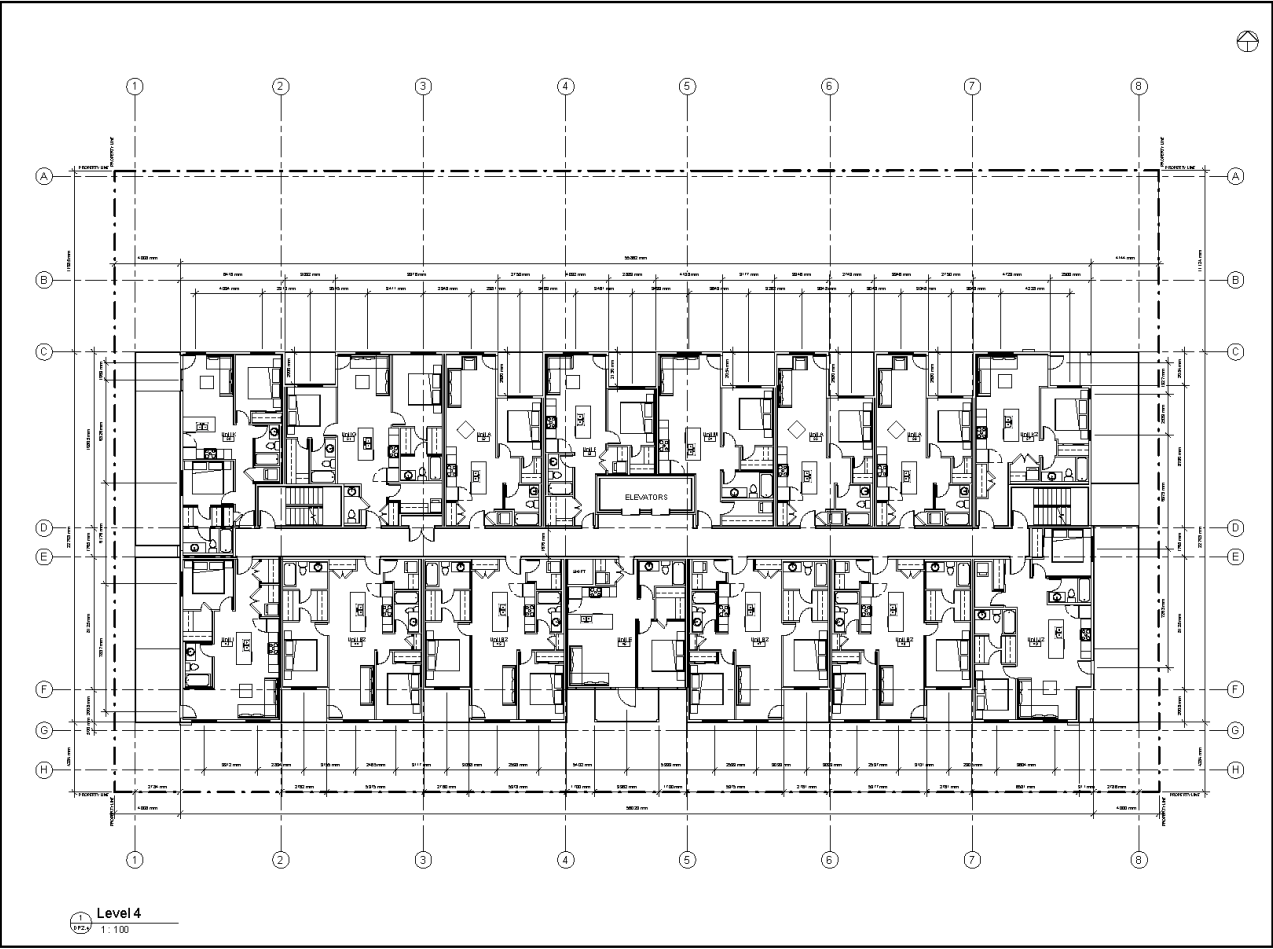
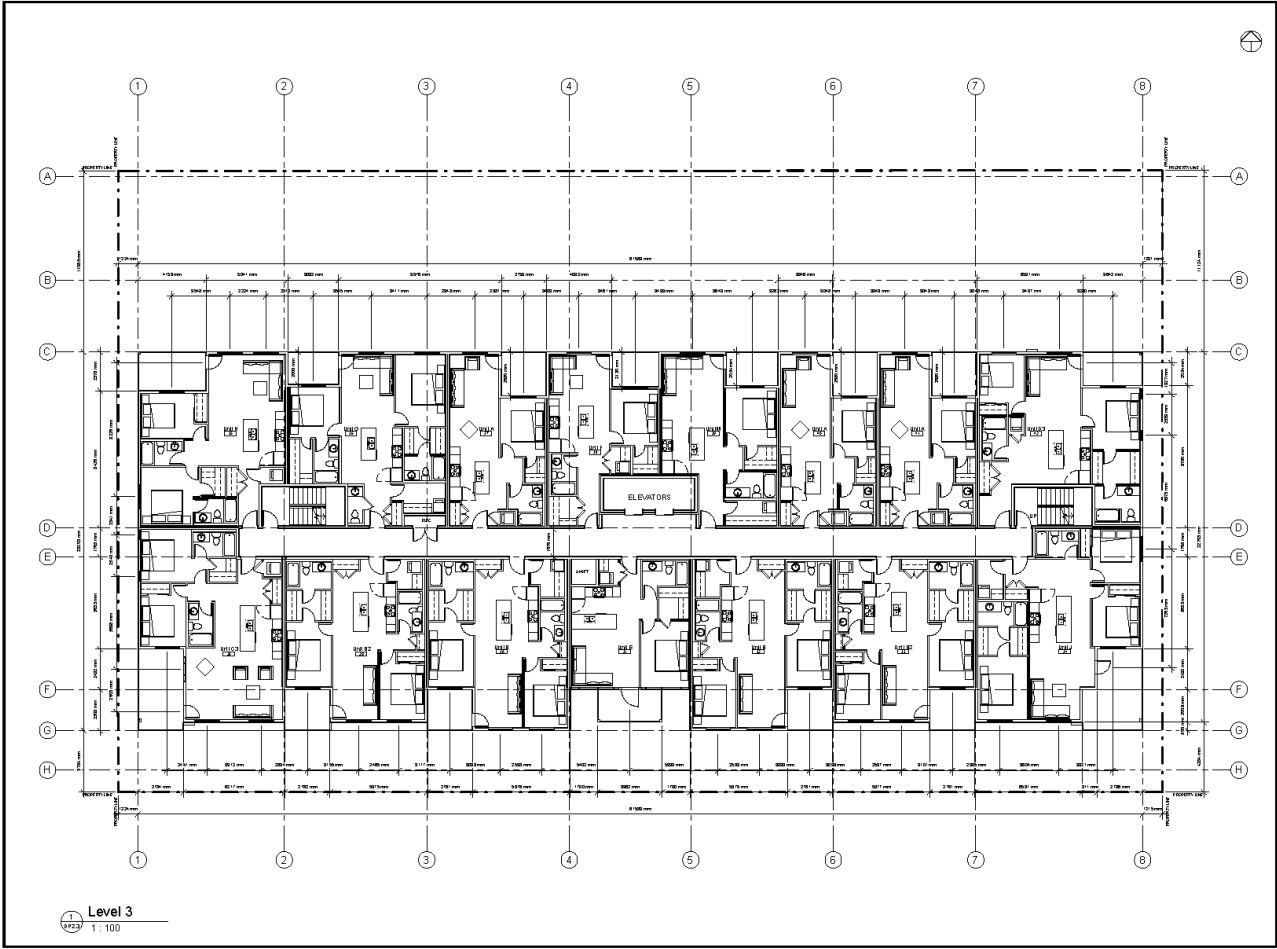


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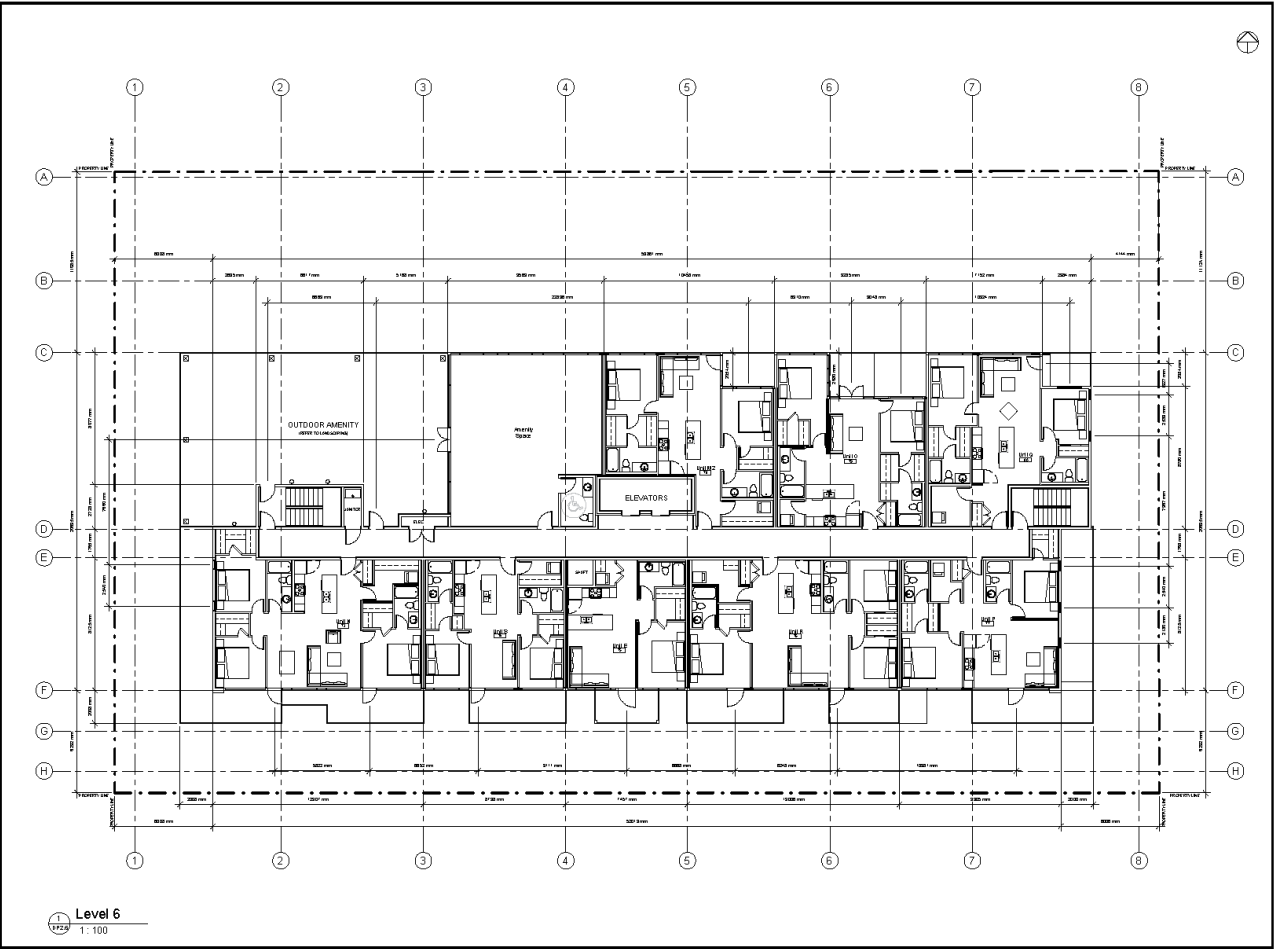
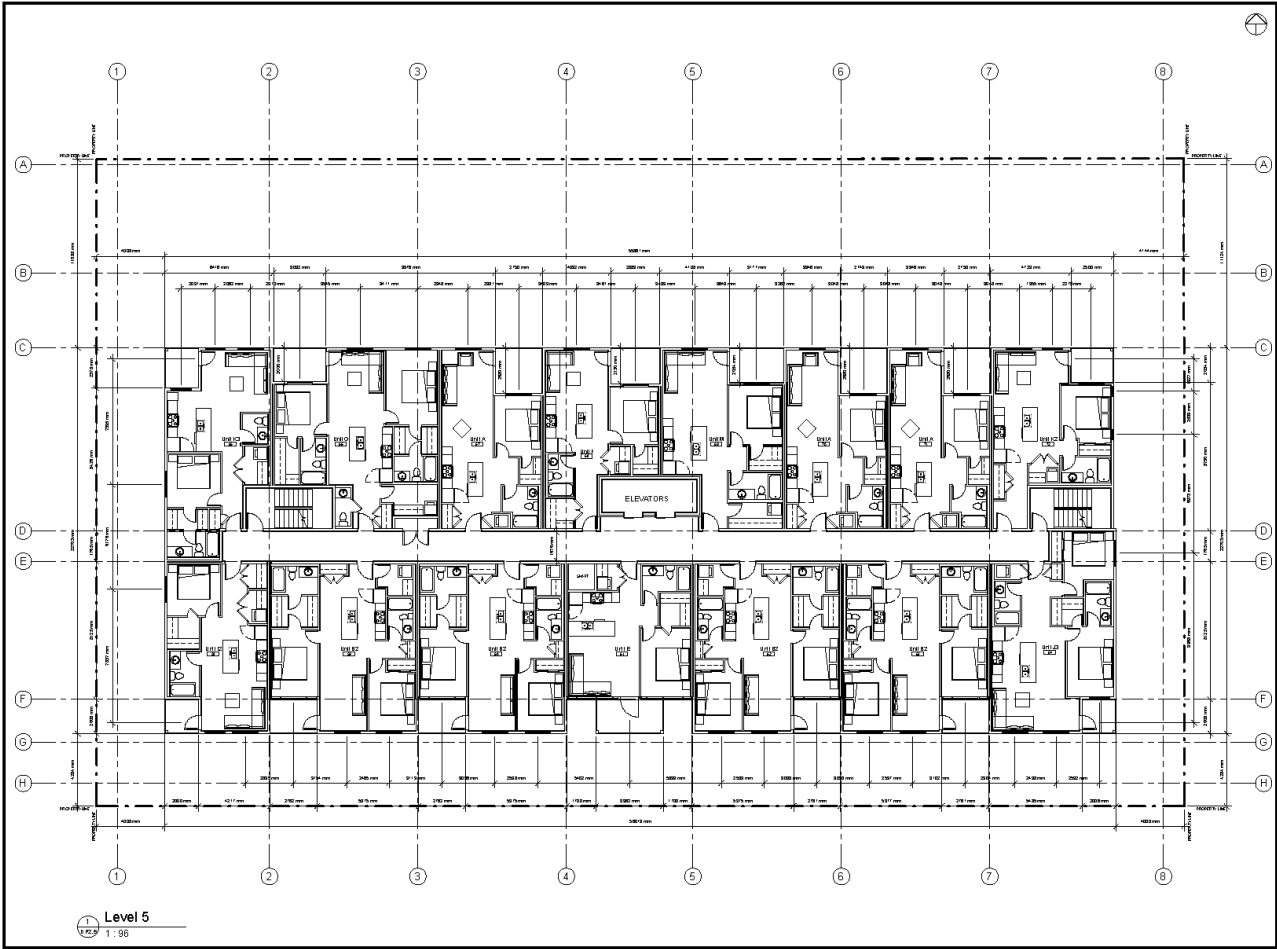




Applicant Engagement Synopsis



Applicant Engagement Synopsis



Applicant Engagement Synopsis

# DESIGN GUIDING PRINCIPLES

All principles were based on the Hillhurst Sunnyside ARP and 5th Ave NW Urban Design Concept drafted in 2012 by the City and the HSCA.



## 1. Respect street character & evolution

### *Building / site facade*

- Street oriented
- Setbacks from street and lanes = 0m
- Maximum height is 20m

## 2. Promote a vibrant & interesting place

### *Density + discretionary use*

- Medium density, mid-rise residential
- Max FAR is 4
- Limited small commercial uses on ground floor

\*FAR is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built. Higher ratios imply more dense developments.

## 3. Promote transportation safety and choice

### *Parking*

- No minimum for pure multi-residential
- 1 vehicle access point from 11 OR 11A Street
- Part of the City's plan for 5th Ave NW involves increased pedestrian comfort with an improved pedestrian realm and a safe and clear bike corridor

•Keep in mind that this is a TOD site, that is an approximately 5 min. walk away from an LRT station and a couple minutes away from several bus routes

## 4. Promote harmony with the park and public space

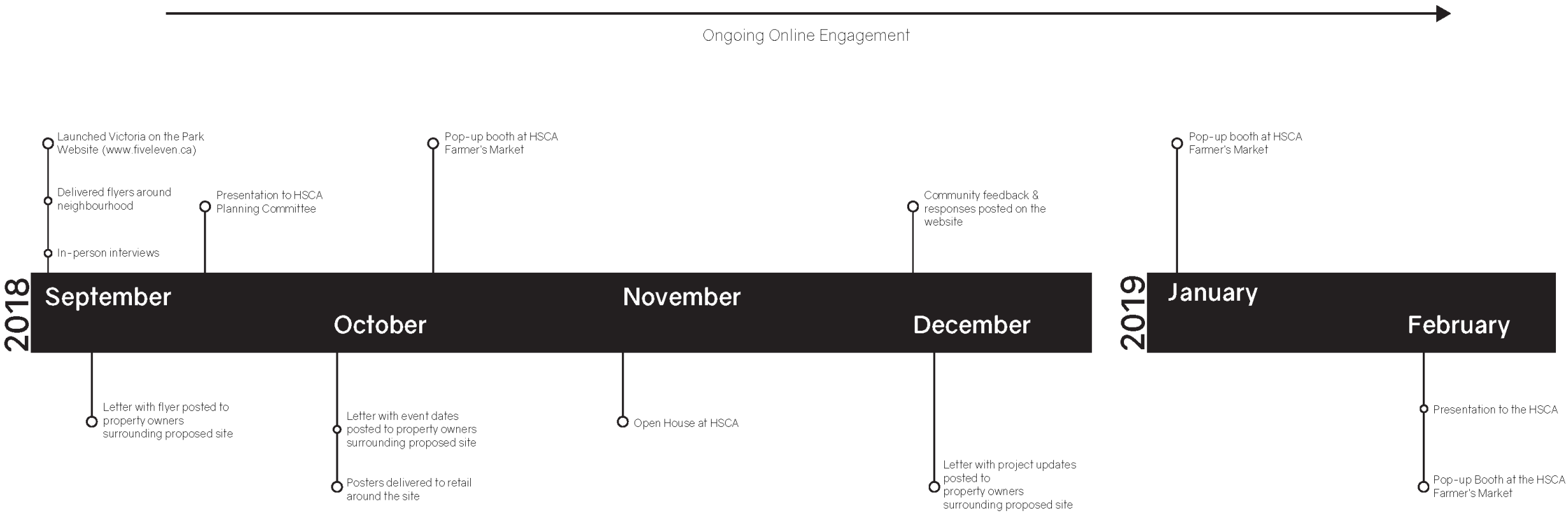
### *Park -Public interface*

- Want a less "bleak" transition from park to the site
- This will contribute to the safety and vibrancy of the area

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COMMUNITY ENGAGEMENT PROCESS

ENGAGEMENT TIMELINE





Applicant Engagement Synopsis

METHODS

OVERVIEW

In keeping with facilitating an inclusive and transparent process, a mixture of face-to-face, virtual, and place-based methods were used. These ranged from personal flyer deliveries to residents around the site, to soliciting feedback via online webforms and having attendees respond to proposed designs via storyboards.

METHODS

- Presentation HSCA Planning Committee
- In-Person Interviews
- Open House
- Pop-Up Booths
- Website
- Advertisement

CIRCULATION

25,000 +/-

The total number of times the Victoria on the Park project was likely exposed to the public

AWARENESS

5,000 +/-

Based on circulation, the likely number of times that the message is noticed



Applicant Engagement Synopsis

PRESENTATION

Meetings with the Hillhurst Sunnyside Community Association planning committee were held on Tuesday, October 9, 2018 and Tuesday, February 12, 2019. The document presented to committee members included, among other things, the site plan, design guiding principles, and an outline of the stakeholder engagement process.

SITE PLAN

1128 5th Ave NW to 1116 5th Ave NW



Property Specifics

Building Height is 65' or 19.8m  
Maximum build of 20 m and FAR of 4.0  
Residential, Apartment Style – up to 79 units

2

GUIDING PRINCIPLES

All principles are based on the Area Development Plan (ARP) and the 5<sup>th</sup> Avenue NW Urban Design Concept drafted in 2012 by The City and the Community Association.

Principle	Target	Question(s)	Input → Output
Respect street character and evolution	Building/site façade	What features would you like to see incorporated into the building?	Precedent Choices ↓ General Principles ↓ Design
Promote a vibrant and interesting place	Density + discretion any use	Education focus	Precedent Choices ↓ General Principles ↓ Design and/or Policy (The City)
Promote transportation safety and choice	Parking	Education focus	Precedent Choices ↓ General Principles ↓ Design and/or Policy (The City)
Promote harmony with the park and public space	Park-Public interface	How would this site be synergistic with the park and the public realm?  What features do you think should be there?	Design Suggestions ↓ General Principles ↓ Design
Open Comments		Any other thoughts about how this site development can contribute to a safer, more vibrant, and inclusive 5 <sup>th</sup> Avenue NW?	

3

Storyboards:

Background & framing section

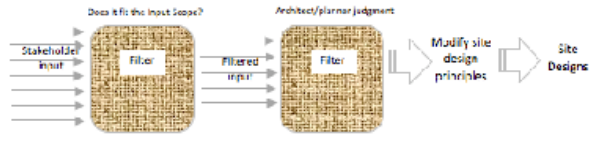
1. Board 1: outlines the city plan for 5<sup>th</sup> Ave NW (pull some renderings from "5 Ave NW Urban Design Concept 2012" doc)  
2. Board 2 provides:

- Aerial pic of site, similar to what's already on the fiveeleven.ca website
- Input scope = building designs + interface with the park & public space

  
3. Board 3 clarifies that the following 4 proposed principles will frame our site designs.

i. Respect street character and evolution  
ii. Promote a vibrant & interesting place to live, work, and play  
iii. Promote transportation safety and choice  
iv. Promote harmony with the park and public space

Also include a diagram like the following that outlines how feedback will be used:



Education and feedback section

4. Board 4 is titled after principle #1, divided into 3 sections, with each section holding a picture of a precedent (i.e. Lido by Battistella etc.). Instruct attendees to rank their preferences by sticking the number stickers provided under each precedent, and tack on sticky notes in the spaces underneath each precedent explaining reasoning for their choices.  
5. Board 5 is titled after principle #2. Include site plan, followed by something like the following statements:

- Reasonable levels of density = more residents to support local business and contribute to a more vibrant and interesting neighbourhood.
- Although our site zoning allows certain discretionary uses, such as "x", "y", "z". However, we will limit this site to purely residential uses

  
6. Board 6 is titled after principle #3. Include:  
7. A rendering of 5<sup>th</sup> Ave NW (again, you can draw on stuff in the "5 Ave NW Urban Design Concept 2012" doc) that focuses on vehicle mode-share & the pedestrian realm development that maximizes the amount of residential, business and leisure space within walking distance of public transport"

- Include a diagram that shows transit and biking path access to the site. Highlight walking distances by time to LRT station and other nearby bus routes.



Applicant Engagement Synopsis

IN-PERSON INTERVIEWS

Intentional face-to-face interactions took place, through door knocking, community meetings, and interviews. The most common conversations occurred while visiting all residents surrounding the project site over the course of a few weeks in September 2018. Useful dialogue around various desired and undesired attributes of any proposed multi-residential development at the proposed site occurred. Personal invitations to visit the project website and attend further events were also provided. One-on-one meetings with four individual community residents also took place, where various project concerns were discussed.





Applicant Engagement Synopsis

OPEN HOUSE

An Open House held on November 10, 2018, from 10:00 AM - 5:00 PM, at the Hillhurst Sunnyside Community Association (HCSA) allowed attendees the opportunity to provide written and verbal feedback. The proposed designs were displayed on tables where attendees could place comments and suggestions while engaging members of the project team.



18 ATTENDEES  
40 RECORDED RESPONSES



Applicant Engagement Synopsis

POP-UP BOOTHS

The Pop-up Booth took place at the weekly Hillhurst Sunnyside Farmer's Market on October 24 2018, January 30, 2019 and February 6, 2019 from 3:00 PM - 7:00 PM. At the Pop-up Booth, the outline of the proposed development was provided, and the framing design principles was laid out. In addition, the project team solicited input on the Riley Park -proposed site interface and general site design, and attendees were encouraged to comment on three site design precedents in the general area

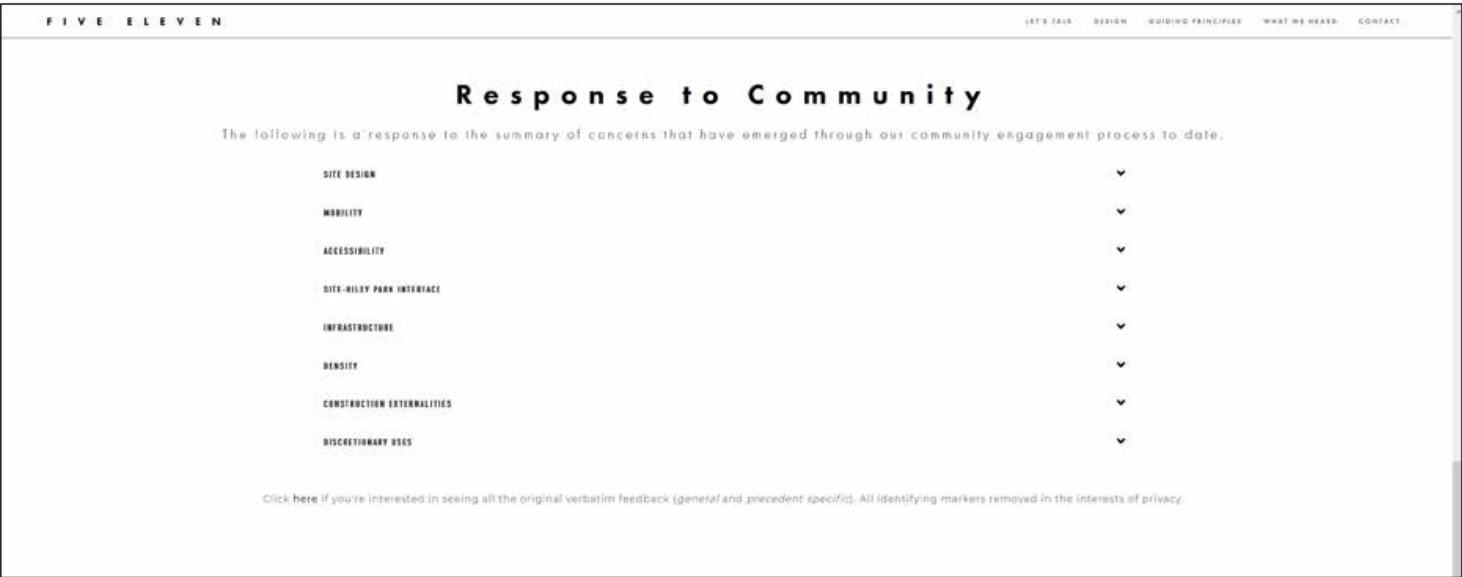
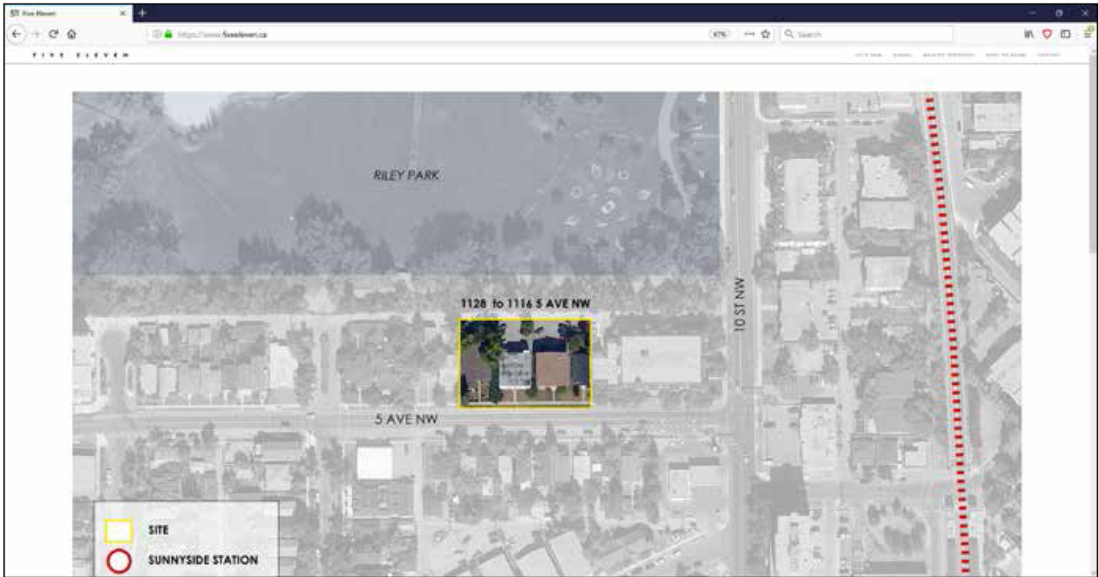




Applicant Engagement Synopsis

WEBSITE

The project website (fiveeleven.ca) launched in September 2018. The following are screenshots from the project website as of February 2019. The website highlights the design specifics of the proposed development, community engagement and feedback processes, and a page for ongoing feedback and communication.



As of April 22, 2019

1,160 VISITS

3,046 PAGE VIEWS

## Flyer & Poster Drop Off

**LET'S TALK**

**RILEY PARK  
DEVELOPMENT**




**POP-UP BOOTH**  
Wednesday, October 24, 2018  
3 PM – 7 PM

**OPEN HOUSE**  
Saturday, November 10, 2018  
10 AM – 5 PM

**SEE YOU AT**  
Hillhurst Sunnyside Market  
1320 5<sup>th</sup> Avenue NW, Calgary, Alberta


**FIVE ELEVEN**  
[www.fiveeleven.ca](http://www.fiveeleven.ca)

OUR PARTNERS



## FIVE ELEVEN SITE PLAN

1128 to 1116 5<sup>th</sup> Avenue NW




**Site Specifics**

Proposed Building Height: 19.8m  
Maximum Allowed Height: 20m  
Maximum Allowed FAR: 4.0  
Residential Apartment Style  
Up to 90 units

## FIVE ELEVEN

fiveeleven.ca




hivedevelopments.ca  
info@hivedevelopments.ca  
5 460 439 9375

Louis-Éric Jean, BSc, M.Sc. Des.  
Director

Simel Renninger, B.A., M.Sc. Des.  
Community Engagement Specialist

casobh.ca  
info@casobh.ca  
1 403 287 9900

Mark Kopp, Architect  
AAR, SA, ARA, ARCCED® AP  
Principal



COMING SOON

NEW DEVELOPMENT ON  
5<sup>th</sup> Avenue NW

TELL US YOUR VIEWS

#1121  
www.fiveeleven.ca

FIVE ELEVVEN  
DEVELOPMENT  
fiveeleven.ca

### DESIGN GUIDING PRINCIPLES

All principles are based on the Area Development Plan and the Official Community Plan adopted in 2013 by The City of Calgary in partnership with the Community Association.

#### PRINCIPLE 1

Respect street character + evolution

**Target**  
Building/lot facade

**ADP/1<sup>st</sup> Avenue NW  
Design Concept Alignment**  
Street character: street-oriented  
Setbacks from street and lanes = 0m  
Maximum Height is 20m

#### PRINCIPLE 2

Provide a vibrant and interesting place

**Target**  
Density & distribution use

**ADP/1<sup>st</sup> Avenue NW  
Design Concept Alignment**  
Medium density, mid-rise residential  
Max FAR is 4  
Limited small commercial uses on ground floor  
  
\*FAR is the ratio of a building's total floor area (gross floor area) to the size of the piece of land upon which it is built. Higher ratios imply more dense developments.

#### PRINCIPLE 3

Promote transportation safety and choice

**Target**  
Parking & Mobility

**ADP/1<sup>st</sup> Avenue NW  
Design Concept Alignment**  
No parking maximum for pure multi-residential  
One vehicle access point from 15 to 116 Street NW  
Part of the City's plan for 5th Ave NW involves increased pedestrian comfort with an improved pedestrian realm and a safe and clear intersection.  
This is a Transit Oriented Development, that is a 15-min walk away from an LRT station and a couple minutes walk from several bus routes.

#### PRINCIPLE 4

Promote harmony with the area and public space

**Target**  
Park/public interface

**ADP/1<sup>st</sup> Avenue NW  
Design Concept Alignment**  
A two block transition from the park to the site, contributing to the safety and vibrancy of the area.

### HOW DO WE USE YOUR INPUT?

Stakeholder Input

↓ ↓ ↓

Does it fit the Input Scope?

↓ ↓ ↓

Filtered Input

↓ ↓ ↓

Architects/  
Planner  
Judgment

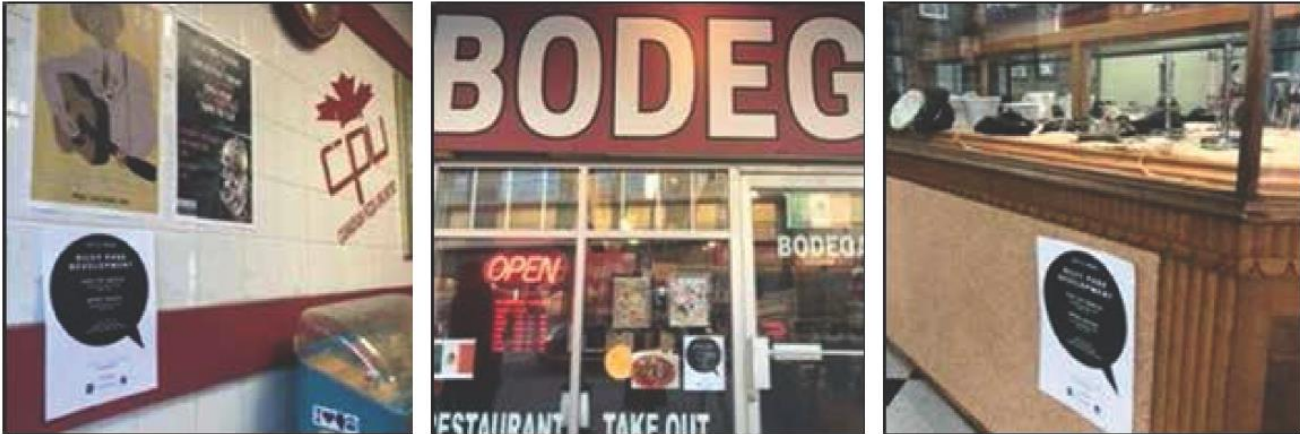
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Design Principles

↓

Site Design

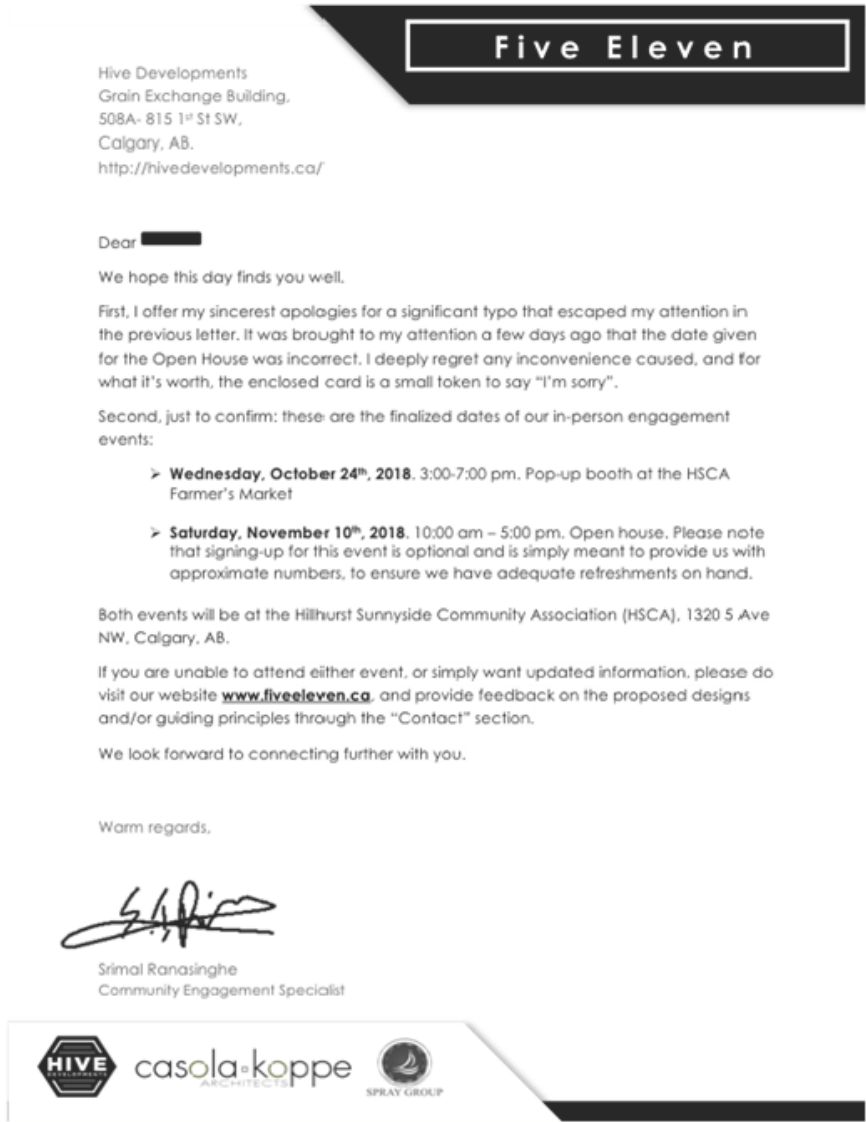
- Shell 505 10 St NW
- Pushing Petals Inc 1209 5 Ave NW
- Lifesport 1110 Gladstone Rd NW
- Royal Bank 417 10 St NW
- Pho HouZ Vietnamese Kitchen 411 10 St NW
- Kensington Freshii 409 10 St NW
- Cobs Bakery 407 10 St NW
- Frilly Lilly Beauty Salon 1106 3 Ave NW
- Second Cup 338 10 St NW
- Sidewalk Citizen Bakery 338 10 St NW
- Safeway 410 10 St NW
- Inner Balance Spa 424 10 St NW
- Another Dimension Comics 43 4 Ave NW
- Kensington Liquor Cellar 506 10 St NW #1A



Applicant Engagement Synopsis

Mailed Letters

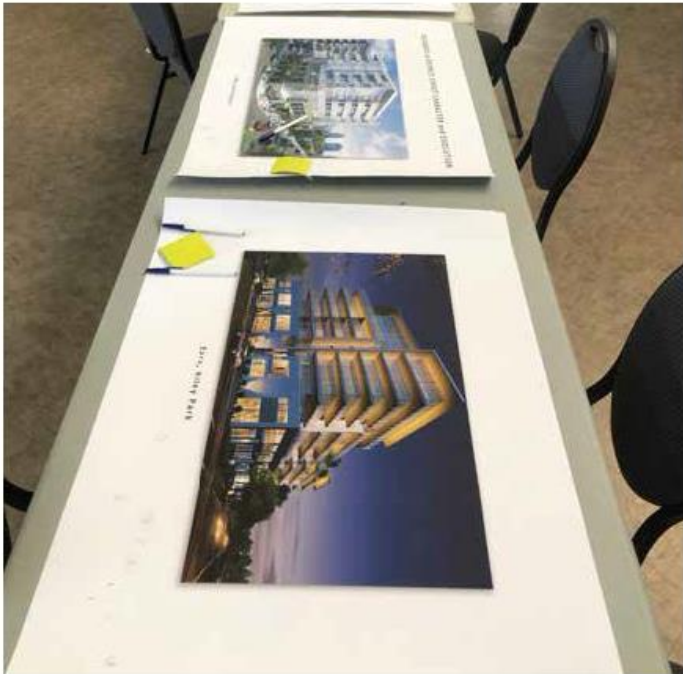
A letter was mailed out on October 1, 2018 to property owners around the proposed site, announcing the proposed development. Readers were encouraged to visit the project website and provide feedback and were invited to in-person meetings. Follow up letters were also mailed out with updated dates of the Open House event and Pop-Up Booths.





Applicant Engagement Synopsis

# WHAT WE HEARD



## OVERVIEW

To date, we have connected with almost 100 participants in-person, had almost 2000 passive electronic engagements, and received almost 200 unique pieces of feedback. The overall IAP2 spectrum (International Association for Public Participation) level of engagement for this project was consultation, which aims to obtain community feedback on the proposed designs and their connectivity to the design guiding principles and the Hillhurst Sunnyside ARP. This section layouts the feedbacks collected from the communitiy as well as the developer's response and acknowledgement of the community.

## COMMUNITY FEEDBACK

Feedback from various stakeholder groups came through the following modes:

- Organized Events: Pop-Up Booths and Open House
- Face-to-face interviews through door-knocking and personal appointments
- Presentations to the Hillhurst Sunnyside Community Association Planning Committee
- Urban Design Review Panel & Councillor Review Response

Iterative feedback from our various modes of community engagement provided useful direction to our project architects in creating site designs, floor plans, and renderings. While some of the finer-grain details are currently being worked out, overall feedback all fell under the following themes which will be addressed in more detail on the following pages:

- Appearance: materials, community character, shadowing/height
- Site design: unit size, deck design, ground-floor unit access
- Mobility: parking, bike lanes, pedestrian realm
- Accessibility: affordability, family friendly housing provision, age and ability friendly
- Site-Riley Park interface: safety features, traffic and speed management, aesthetics
- Density: increased traffic
- Construction externalities: congestions and noise
- Discretionary use



Applicant Engagement Synopsis

RESPONSE to COMMUNITY CONCERNS

The following is an itemized response from Casola-Koppe Architects, to the summary of concerns that have emerged through the community engagement process to date.

APPEARANCE

MATERIALS

We are pleased to see that the comments do not ask us to transition to low-density housing, but it does ask for a visual/aesthetic transition between Kensington on the Park (KOP), and Ezra. Over time the rest of these blocks will be developed, with potential additional heights provided at corner locations. The proposed development, a 6 storey building, acts as the perfect intermediate solution between the modern 8 storey Ezra, and the more traditional KOP. With building step-backs and the definition of other features that contribute to general form and shape, we will provide a sensitive transition to KOP. Through the additional mix of traditional materials such as brick, granite, metal siding, architectural panel, glass, and spandrel panels, our site will provide a perfect transition between Ezra, and future development on the block.

COMMUNITY CHARACTER

As previously mentioned, we will use materials that pay tribute to the character of some of the traditional elements of the community. E.g. brick. Furthermore, we are providing a rhythm along the street through features that create a series of vertical elements similar to the scale of the infill housing within the community. We will also incorporate design features such as a strong cornice line (a protruding horizontal trim/molding located at the top of wall) above the second storey, and a subsequent change of façade materials

SHADOW/ HEIGHT

Through shadow studies, we have determined that there will be some shadowing on some of the West facing units of KOP. As the shadows are West, the sun will be quite low, and through shadow studies, we have determined that manipulating the massing of the upper stories on our site will have no significant impact on the shadowing of these balconies. It should be noted that the sun in the summer months sets Northwest, meaning that past 6PM little shadowing will be cast from our building. In this case, the trees in Riley park will continue to shade these balconies, as they always have.

SITE DESIGN

UNIT SIZE

We were asked why the units are so small and whether they can be made larger. The market has driven the units smaller. Larger units require more rent, and that could potentially push the project out of a viable market. We have seen average size of units go down about by 10 to 15% over the last 10 years or so. Part of this is from shifting lifestyles where entertaining more than a few friends typically occurs outside of the home. This has also led to extraordinary efficiencies in layouts. We do have a variety of unit sizes ranging from 1br to 3br however.

DECK DESIGN

Regarding questions around whether unit designs can accommodate larger decks: Decks form part of the building envelope, which means they are subject to setback requirements. All the decks in this site will exceed City requirements, and some of the upper floor units will have larger decks. The main floor patios will also be significantly larger as they are not subject to setback rules.

GROUND-FLOOR UNIT ACCESS

All units facing the street will have direct access from outside. This falls under the requirements of "Street Oriented Design".

Applicant Engagement Synopsis

MOBILITY

PARKING

We are constantly attempting to navigate the tension between the desire of the City to provide less parking, and communities, which typically want more. Although we expect a significant parking relaxation being granted by the City due to location and proximity to transit networks, such as an LRT station, we will be seeking only a small relaxation of 8 stalls. The parkade is maximized at one storey and will provide adequate parking at this location. The cost of an additional level of parkade could only be offset by additional units and density, resulting in a larger project with greater impact on the community. We will also provide 80 Class 1 Bike Stalls.

BIKE LANES

Although it is unfortunate that bike lanes along 5th may have impacted the availability of street parking for some residents, bike lanes fall outside of the scope of our work, and we recommend that concerned residents contact the Ward 7 office for further discussion. It should also be noted that permit street parking will not be available to residents in our development, as permits are not granted to multi family projects.

PEDESTRIAN  
REALM

We will work together with City staff, community association, our landscape architect, and developer to come up with a meaningful pedestrian experience. We will be exploring various design options such as boulevard trees, that can be planted at the front, and will create a landscape buffer using a mix of hard and soft landscaping options to create a transition between the public space of the sidewalk, and semi-private patios. While we will work toward designing a great sidewalk that provides a safe environment for pedestrians, the traffic on 5th, already limited to 40km/h, is outside the immediate scope of our work.

ACCESSIBILITY

AFFORDABILITY

This project is planned as a rental of a reasonable standard. This means market rates will be set and may not be consistent with everyone's notion of affordability or obtainability. As a simple answer to the question: "Can a regular working family afford this?"; most families can, but not everyone.

FAMILY-  
FRIENDLY  
HOUSING  
PROVISION

It is our intent to provide a limited number of 3-bedroom units. Although the market often pushes growing families into single family, townhouse, or row-house development, we will still offer the options of 3-bedroom units.

AGE +  
ABILITY  
FRIENDLY

The building is going to have barrier free access from the street, and the parkade will have an elevator. While we are not planning on providing adaptable units at this point, however, with an elevator, great lighting and generous corridors, this building will accommodate most people with limited mobility, including many looking to age in place.

Applicant Engagement Synopsis

SITE-RILEY PARK INTERFACE

SAFETY  
FEATURES

We've heard complaints from area residents about light pollution from the Ezra, which necessitated the purchase of window shading. Therefore, we will collaborate with our lighting consultant to ensure dark sky lighting design for the exterior, meaning little or no light will spill past our property. We will also address potential SPTED (Site Protection through Environmental Design) issues through designing strategic lighting and increasing eyes on the public space

TRAFFIC  
& SPEED  
MANAGMENT

The traffic on 5th, and any calming that may be desired, fall outside the scope of this development, as noted previously. We will provide a safe zone for pedestrians around our site. Furthermore, as the rear lane is narrow, and we are prepared to pave it, we are willing to place some traffic calming measures there, if so desired.

AESTHETICS

We will work together with City planning and design teams and our landscape Architect to provide an attractive and meaningful urban context through paving patterns, colours, and a mixture of soft and hard landscaping. The focus will be on the site faces fronting on 5th as well as Riley Park.

DENSITY

INCREASED  
TRAFFIC

It is our understanding that the City did some traffic analysis at the time of rezoning for these parcels, in line with ARP policies. As this development is modest, it will not have a significant impact on traffic in the area.

CONSTRUCTION EXTERNALITIES

CONGESTION &  
NOISE

The developer will also be the contractor for this project. Our team is skilled and has extensive experience with tightly constrained inner-city sites. While construction of this building will have some impact on nearby residents, we will do our best to minimize this. For example, permits for lane closures will have to be requested, and noise bylaws will have to be adhered to. It is also our recent experience that most contractors and sub-contractors are acutely aware of the need for sensitivity when working in an area near families and behave accordingly.

DISCRETIONARY USE

MIX USE  
COMPONENT

There is some desire to include a small café or restaurant fronting Riley Park. While we love this idea personally, it is not a viable business plan and would complicate this application significantly. Some of the reasons include:

- The lane and row of trees create a strong boundary between our site and the Park,
- It is too removed from the highly dense Kensington Retail strip,
- It would complicate loading, waste and recycling pick up and visitor parking in the lane.



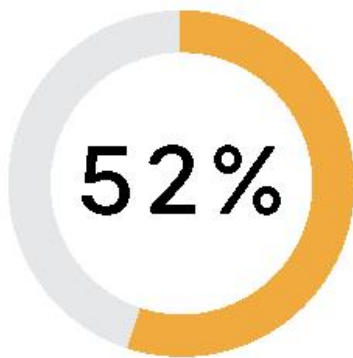
Applicant Engagement Synopsis

POP-UP BOOTH SURVEY

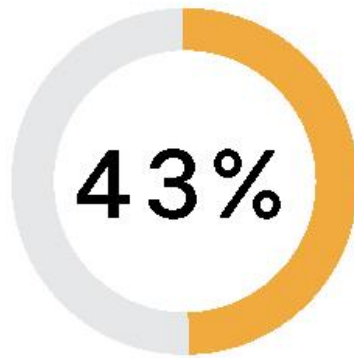
OVERVIEW

The following storyboards were displayed at the Pop-up Booth. Community members were encouraged to contribute thoughts on how the proposed development can provide a safer, more vibrant, and inclusive community. The project team solicited input on the Riley Park-proposed site interface and general site design, and attendees were encouraged to comment on three site design precedents in the general area by ranking these in order of preference, from 1 to 3. The results of the survey held at the Pop-up Booth allowed us to get a sense of what sorts of building materials and facades were considered to fit in with "community character".

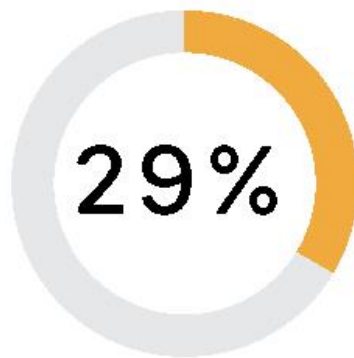
Percentage of being ranked #1



ST. JOHN'S ON 10TH



EZRA, RILEY PARK



LIDO, KENSINGTON

Applicant Engagement Synopsis

URBAN DESIGN REVIEW PANEL & COUNCILLOR REVIEW RESPONSE

OVERVIEW

The following table summarizes the comments and suggestions received from the City's Urban Design Review Panel and the architect's responses to each comments.

Urban Design Element	UDRP Commentary	Applicant Response
<b>Context</b> <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i>	<i>The proposal is similar in scale to new and anticipated multifamily residential for this area adjacent to Riley Park. However, the distribution of the massing against 5th creates a large wall to the street. Setbacks at upper levels and material changes should be considered to reduce the apparent scale along the street. Shading does not appear to be an issue given the positioning of the building and presence of large trees on the edge of the adjacent park.</i>	We have reworked the materials on the top floor, as well as the transition from the 4th floor to the 5th floor. Darker metal siding has been replaced by white metal panel cladding. Glazing has been added to several areas on the 5th floor that ties up into the 6th floor. More glazing has been added all the way around the 6th floor in order to help reduce the perceived mass.
<b>Human Scale</b> <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i>	<i>Concern about massing along 5th Avenue (see above) and the potential to create more variance in the face above grade. As well, at grade, there may be benefit in increasing the stature/scale of the main front entrance.</i>	Principle entrance has been reworked, front door has been increased in size, more lighting elements added.
<b>Connectivity</b> <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i>	<i>The rear lane would benefit from an enhanced treatment, and the development of this site will result in the lane being paved and the area enhanced. It would be beneficial if an additional park access through the fence could be provided.</i>	Rear lane condition has been completely reworked. We are no longer providing any parking at grade, and have increased the landscaping back here. North facing units at ground now have a much larger yard that is framed by tree and shrub planters. Each unit has a wrought iron gate and fencing along the top of the planters that frame the yard. Planting added along the lane, as well as a sidewalk set back from the property line that connects each unit back to the lane. Bollards, planter lights, and pathway lights will be used to ensure this area is well lit and people feel secure walking through this area at night.
<b>Animation</b> <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i>	<i>Residential units are provided at grade. There could be some benefit to providing modest levels of screening between the units at grade so as to create additional privacy.</i>	Screening has been added in between each ground floor unit patio. Landscaping has been reworked to create more screening in between yards. Wrought iron fence and gates has also been incorporated around patios to enhance the transition from public to private.
<b>Safety</b> <i>Achieve a sense of comfort and create places that provide security at all times</i>	<i>With the change in the rear lane to remove parking and create an additional landscaped area (which is excellent), there will be challenges in creating a space that is attractive and functional without also creating a space where CPT-ED issues may be more pronounced.</i>	Yards for each of the north facing units have been extended which will help program this space. Bollards, planter lights, and pathway lights will be used to ensure this area is well lit and that people feel safe walking through the lane.
<b>Orientation</b> <i>Provide clear and consistent directional clues for urban navigation</i>	<i>The building can be seen from Riley Park, but not in an obtrusive manner. Quid pro quo, the upper floor units will have excellent views of the park, hillside or downtown.</i>	More glass has been introduced on the 6th floor in order to maximize the views of the city. 6th floor patio space has also been programmed to frame views of the park.

Applicant Engagement Synopsis

Councillor’s Comments with Response

The following table includes Councillor Druh Farrell’s initial comments on the first submission (received on February 25, 2019) and follow up comments (received on May 2, 2019) on the resubmitted amended plans of the Victoria on the Park development. Responses from the applicant, Casola-Koppe Architects, are also included (submitted on May 2019).

General

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
<i>The proposed development is generally aligned with the Hillhurst-Sunnyside Area Redevelopment Plan (ARP) and its specific revisions for these parcels along 5 Av NW.</i>	<i>Unchanged, though some issues were resolved.</i>	
<i>The ARP requires specific direction regarding shadow cast on Riley Park. We expect these guidelines will be followed in their entirety.</i>	<i>Reiterated</i>	Shadows being cast are coming from the existing trees on the south edge of the park. As several of these trees are taller than our building, any new shadowing impact caused by the building will be negligible. Shadow studies have been completed and sent to the city as well as the Councillor’s office.
<i>As a major connection to the Sunnyside C-Train station, we expect pedestrian access to be maintained at all times along the 5 Av NW frontage. We likewise expect the 5 Av NW bicycle lanes to be kept free of construction activity at all times.</i>	<i>Unchanged.</i>	We will endeavor to keep 5th avenue clear of any obstruction. However, the lane on the north side of our project is rather narrow (4.6m), which may result in some disruption to occur at certain times during construction.
<i>A dedicated streetscape study and plan for 5 Av NW was conducted to improve the public realm as parcels redevelop. This plan must be followed to ensure the avenue delivers on the vision of the ARP. The City’s Urban Design team should have access to this document.</i>	<i>This is a significant matter that remains unresolved. We very much expect that the streetscape will be upgraded to the same standard as the nearby Ezra project.</i>	We revised our south patio/landscaping design for the previous submission in order to achieve the desired vision that the ARP is calling for. Trees and shrubs are planted in native soil in order to enhance the sidewalk condition. However, planting trees in the boulevard between the sidewalk and the road is not possible due to the location of underground powerlines. Despite our efforts, exploring all options for tree planting with Administration, we applied for a line assignment and have been told that trees along the boulevard is not an option here.

Applicant Engagement Synopsis

Design

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
<i>The ARP requires that "development along the southern edge of Riley Park will provide an urban edge to 5 Avenue NW while creating welcoming pedestrian gateways and improving access to the park itself." Because the site is mid-block, there are fewer opportunities for gateways or improved access to the park.</i>	Unchanged.	We propose that if a connection is to be made, all financial efforts should go towards improving the connection at the end of 11th street NW.
<i>We have high expectations that the streetscape will be strengthened by this development. The resulting interface must be pedestrian-oriented and visually engaging.</i>	Unresolved with respect to landscaping and public realm.	Landscaping was redesigned for the previous submission in order to strengthen the interface to the public realm. Administration has advised that planting trees in the boulevard between the sidewalk and 5th avenue is not possible due to underground powerlines. Trees and shrubs are to be planted in native soil on our side of the south property line in order to enhance the streetscape.
<i>The proposed development provides masonry volumes in varying sizes to improve articulation and more strongly suggest a town house relationship with the street. Additional staggering would increase visual interest further.</i>	Unchanged.	Masonry design was reworked all around the building from the previous submission. It now extends up 3 storeys around the entrance of the building before stepping down to 2 storeys along the south elevation. Brick walls stagger between 2 and 3 storeys along the north elevation of the building as well. The brick will also wrap around the SE, SW, and NE corners of the building in order to tie the materiality together.
<i>A white frame at the fourth storey level helps to improve articulation and break up the substantial metal siding. This feature is not found on the north elevation, but likely should be. The north elevation is lacking in relief, even though it will be highly visible from Riley Park.</i>	Resolved. The north elevation is notably improved.	
<i>The applicant has generally done well to carve the building back alongside the sideyards. These increased setbacks reduce the challenging sideyard interfaces, while the building expands out in the centre to support the requested unit count/sizes.</i>	Unchanged.	
<i>Units facing the laneway, especially with patios, should serve to activate the laneway and provide natural surveillance.</i>	Unchanged.	Back yards of the north facing units were redesigned from the previous submission. Yards now extend out to the lane, providing significantly more softscaping along the north side of the building. Various types of lights have been provided throughout the yards to create visual interest and assist in preventing any CPTED issues.
<i>We note that the entryways for these units do not face the laneway. They should.</i>	Unresolved.	Respectfully, re-working the units on the north side of the building to have a lane facing entrance would negatively impact the design of these units. Furthermore, we believe the concept of 'eyes on the street' is better achieved by having large lane facing windows, as people are much more likely to frequently look out a window than a door. There is no requirement to provide lane facing doors in order to achieve street oriented design, we would like to focus on better designed units.
<i>Unfortunately, it is unclear if there is an elevation change between the sidewalk and the patios. Some images suggest a single step, others suggest none. The patios should be barrier-free if possible and, if not, there should be some steps to provide additional vertical separation.</i>	Unresolved.	Resolved. All patios have 1 step up from the sidewalk.



Applicant Engagement Synopsis

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
Front patio units should serve to activate the streetscape and induce casual conversation. Key to the success of these spaces is an appropriate blend of public-private space. This requires enough separation from the public realm so the private space is personal, but not too much separation as to "wall off" the private space from the public. The applicant proposes a low height wall that buffers the patios from the streets, as well as plantings that soften the interface and provide screening.	The wall is appropriately maintained, with additional fencing and gates added. We caution about these fences/gates being too high on the avenue side. Too high of fences/gates may appear to wall-off the patio spaces and reduce casual interactions. We suggest that they be below average head height.	The walls in question are 3' high brick walls with an additional 2'4" high wrought iron fence on top. The total height of this wall would be 5'4", which is well below average head height. Balusters in the wrought iron fence are spaced approximately 9" apart and tie into the gates for each individual patio. Trees and shrubs are planted in native soil in between the patios and the sidewalk in order to provide additional screening and a soft interface between public and private realms.
These patios generally appear to be of sufficient size to accommodate seating areas, as is necessary.	Unchanged.	
A white frame at the fourth storey level helps to improve articulation and break up the substantial metal siding. This feature is not found on the north elevation, but likely should be. The north elevation is lacking in relief, even though it will be highly visible from Riley Park.	Resolved. The north elevation is notably improved.	
The applicant has generally done well to carve the building back alongside the sideyards. These increased setbacks reduce the challenging sideyard interfaces, while the building expands out in the centre to support the requested unit count/sizes.	Unchanged.	
Canopy elements over entryways help to improve unit prominence, but they could be more substantial.	Unchanged.	
We appreciate wood treatments under the canopies as a way to improve warmth and texture.	Unchanged.	
Material selection is a "mixed bag".	Somewhat resolved.	
Masonry is appropriately provided at grade to better ground the structure and meet the ARP's objectives for durable materials that provide texture.	Unchanged.	
We are very much unclear on how the proposed metal siding will appear and as such are concerned that it will project a "cheap" image. We need to see a material board.	We still have some reservations on this front, but our concerns have reduced. There is an appropriate reduction in metal paneling on upper portions of the development. Generally, upper materials have improved.	Material samples were provided to the Councillor's office, and a material board will be included in our CPC submission. Materiality is of high quality and durability.
The granite application appears clip-on in nature and does not appear to be cohesive with the overall palette.	Unresolved, but not a matter of much concern. The quality of the finished product will be key here, rather than the material selection on its own.	The building entrance is framed by granite blocks, and they are incorporated to help differentiate the principle entrance. This same granite will be worked into the interior of the building through the lobby.
The selection of blue spandrel panel is somewhat confusing. While not opposed to this, it is unclear how the paneling fits with the overall palette.	Unresolved, but not a matter of much concern.	The blue spandrel panel complements well with the monochromatic palette of the rest of the building.
We have reservations about how spindly the vertical supports for the central balconies appear. They do not appear substantial enough, nor do they appear to disappear. They seem "cheap".	Unresolved.	These are black steel columns, they will be approximately 300mm x 300mm and we believe are of appropriate scale and material for this design.

Applicant Engagement Synopsis

Amenity Areas

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
We are unclear on why the gym amenity is located at-grade. These spaces are often poorly used and inactive, so they can contribute to a less engaging streetscape. We recommend this space be converted to a dwelling unit and the gym moved to the indoor rooftop amenity area.	The gym amenity was appropriately relocated to the laneway side of the development. This allows for a better interface with the street.	
The outdoor rooftop amenity area is attractive and should provide impressive views for future residents. Overlooking appears to be adequately dealt with by stepping back the amenity area from the building edges.	Unchanged.	

Landscaping

Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
The ARP encourages tree plantings and widened boulevards to improve the residential character of 5 Av NW specifically. This is reinforced by the 5 Av NW streetscape plan. The current proposal provides no improvements on this front and no boulevard trees are proposed.	Unresolved.	Planning has requested that we provide a 1.5m sidewalk, therefore widening the boulevard is not possible. Planting trees along the boulevard is also not possible due to the location of underground powerlines. Boulevard planting is not possible due to the location of underground powerlines. We submitted a line assignment that was rejected due to this very issue. We have also explored every alternative option for tree planting along the boulevard and none of them are possible. We cannot widen the sidewalk and the boulevard without removing the bike lane and completely redesigning 5th avenue.
The landscaping plan should be amended to provide a public realm similar to the eastern Ezra building to create a consistent streetscape. The boulevard should be widened and boulevard trees added. The sidewalk should be widened and realigned as necessary.	Unresolved.	Widening both the boulevard and the sidewalk would mean a removal of the bike lane along 5th avenue and a complete redesign of the street itself.
This is a crucial issue for the application and we expect revisions.	We still consider this to be the most important issue for the applicant to address.	We would be fully supportive of a streetscape redevelopment plan along 5th avenue if Ward 7 were to pursue such an item. The current condition of the sidewalk and boulevard in front of our project does not allow for both the boulevard and sidewalk to be widened, nor does it allow for any trees to be planted due to the location of underground powerlines. We do not feel it is appropriate, however, to tie this sort of a resolution to our Development Permit. Our project is located midblock and any streetscape redesigns should encompass the entire block.

Applicant Engagement Synopsis

Mobility


Initial Comments	Follow-Up Comments (on Amended Plans)	Applicant Response
The 5 Av NW public realm is poor at present and does not reflect the reality of 5 Av NW as an urban mid-rise street that also forms a major connection to the Sunnyside C-Train station. As mentioned in "Landscaping", we expect the public realm to be upgraded as per the Ezra building. We see this as essential to realizing the ARP vision for 5 Av NW.	Unresolved.	The public sidewalk will be rebuilt as required. As stated previously, boulevard planting in front of our site is not possible. We are planting trees and shrubs in native soil on our side of the south property line in order to enhance the public realm in lieu of boulevard trees.
The site is highly accessible for cycling, with the relatively new 5 Av NW bicycle lanes immediately adjacent to the site. Cycling will be a popular mode of transport for future residents. The applicant proposes to significantly exceed the bylaw minimum Class One parking. We fully support this and appreciate the applicant providing more than 1.0 stalls/unit. This ensures that every home will have access to at least one stall, versus the bylaw situation where only half of the units receive stalls.	Unchanged.	Class 1 bike storage was revised on the previous application. We are now providing 80 stalls, 20 of which are horizontal racks, while the remaining 60 are high density vertical racks.
Class One stalls are provided in an area with stairs, which is not ideal, but the applicant does propose a wheel tray on stairs as mitigation.	Unchanged.	55 class 1 bike racks are provided in the first area of the bike storage room, which does not require going down any stairs. The remaining 25 stalls are in the lower area of the bike storage room and would therefore require going down 4 stairs.
All Class One stalls are proposed to be vertical racks. This makes bicycle storage easier for persons who are short, have less strength, have less mobility, or who have heavier bicycles. We recommend that a portion of racks be floor-mounted.	Resolved.	
We appreciate the provision for an at-grade bicycle repair and storage area. However, no details are provided for this space. This would be an appropriate area for a bicycle repair stand, bicycle wash, and potentially the floor-mounted racks suggested above.	Unchanged.	Worktops will be provided throughout the room, along with tools, bike wash station, and racks to assist with maintenance and repair. This space would be available for other equipment as well, such as skis, snowboards, and other modes of transportation.
Class Two stall provisions are appropriate.	Unchanged.	Class 2 bike racks are provided on both sides of the building.
The proposed Class Two rack type is acceptable, but we do note that these racks are often not of sufficient height to properly support bicycles and provide appropriate locking options. We recommend decorative takes on the City standard staple rack.	Unchanged.	The city calls for racks that allow for 2 points of contact in order to combat theft. We will ensure to provide a rack system that is both decorative and functional. Please refer to DPL2 for more information on proposed class 2 bike racks.
We support and encourage reductions to the provided automobile parking. Providing excess stalls in a transit-oriented area, or even the bylaw minimum, tends to result in stalls being left unused. This then results in stalls being rented or sold for commuter trips. Providing more stalls than necessary can induce automobile trips that would otherwise be better served by sustainable modes.	We continue to support parking reductions.	

Applicant Engagement Synopsis

LETTERS of SUPPORT & ACKNOWLEDGEMENT

HSCA Planning Committee

The following is the letter from by the Hillhurst Sunnyside Community Association Planning Committee that was sent Councillor Druh Farrell and file manager, Madeleine Krizan from the City of Calgary in reference of the Victoria in the Park development.



March 18, 2019

Development Circulation Controller  
Planning & Development #9201  
P.O. Box 2300 Station M  
Calgary, AB T2P 2M5

Emailed to: madeleine.krizan@calgary.ca, City of Calgary File Manager

RE: DP2019-0690 | 1116, 1122, 1124, 1128 – 5 Avenue NW or “Five Eleven” | New: Multi-Residential Development (1 building, 80 units)

Dear Ms. Madeleine Krizan,

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to provide feedback on the above application. We have made every effort to educate, advise and seek input for this proposal from community residents using traditional and online mediums.

We are providing comments using the Hillhurst Sunnyside Area Redevelopment Plan (ARP; 2009), the existing DC 2016d34 Land Use Designation, the 5th Avenue NW Enhancement Urban Design Concept (2012) and input curated by the applicant and from residents at public meetings.

At the time of writing, we note that a streetscape plan has not been provided. A streetscape view is critical and assists in our evaluation of the application in context with the area. It is difficult to comment on the fit with the comprehensive vision for 5 Avenue NW as there is no streetscape or rendering showing the building from the south side (other than the entry) and its relationship with the buildings on either side. We request provision for this view to aid the community, City Development Authority and Planning Commission in the review process.

**Building Design**  
The proposed building appears to fit within the ARP and the established Land Use Designation for the site; it does not appear to push massing and volume boundaries. The tiered appearance with various setbacks are a positive addition to 5 Avenue between 10-14 Streets NW, an area slated for higher density midrise buildings bordering Riley Park.

It is challenging to comment on more subjective matters such as the design of the project. While many other recently proposed developments have glass finishes and boxy outlines, the proposed masonry and shape better serves to ground the building. The wood soffit at the main entrance is a positive feature that adds texture and detail to define the front entrance to the building.

We believe that the project could benefit from a warmer colour of brick/stone as to better integrate into the community. The ARP supports “durable materials, specifically mentioning building materials and colour palettes that are compatible with existing development” (Section 3.2.1) and “materials which add warmth, texture and visual interest” (Section 3.2.1 #10).

The projections stress the verticality of the project and thus appears to emphasize the appearance of height. While there are building material changes from the fourth floor up, perhaps there can be a different approach. Ground-level townhouses with defined entryways create a more human scale relationship with the street as with the adjacent building to the east and with the more recent Euro on Riley Park (2017) development, which anchors the west side of the 5 Avenue NW planning area.

**Community Context**  
The Kensington on the Park or KoP (1999) condominium to the east of the proposed development has provided a deliberate stepped down and increased front and rear setbacks as to create a sensitive transition to the bungalow currently on the site; it has become a cornerstone of “exemplary” development in the community, paying homage to the historical form of development on narrow lots and front patios.

We would suggest a further height reduction on the west side to ease the interface with the small residential building. While greater heights and densities are envisioned for the street, the proposed development before us today still needs to consider existing context. City planners and community stakeholders that worked on the ARP were very conscious to ensure that new redevelopment on 5 Avenue would not form a continuous solid street wall and to maintain permeability to Riley Park.

For further context, we reached out to the original architect for Kensington on the Park to inform the community association’s upcoming Jane’s Walk on Gentle Density in Historic Hillhurst. The architect told us about his influences and experiences in designing the building. Main ideas included:

1. “Eyes on the street”, maintaining diversity in cities
2. The role of architecture and design on social well-being and human interaction
3. “Defensible space” and sense of well-being as a result of physical design

These principles were reflected in the design of the front porches both fronting 5 Avenue and on the laneway. There was a strong push from the City Planning Department at the time to “be a good neighbour” by adding detail to the east facade and scaling the building down on the west side to soften the impact on the small bungalow that is now a part of the Five Eleven development site. Landscaping also played a large part in creating to integrate the building with the park.

While current City of Calgary planning policy does not encourage duplicating heritage building stock, we believe there are merits to traditional front porches, which activates and enlivens the street and adds “eyes” on the street. Soft accent or downward lighting could also help with illuminating the the front and rear of the building after dark. Social issues have become a sticky topic with many condos in the area and activating the street and the alley could help with mitigating security issues. We encourage a CPED review be undertaken.

**Site Design and Public Realm Considerations for 5 Avenue NW**  
The north side of 5 Avenue NW is envisioned as a pedestrian mall and 5 Avenue is a major east/west connector street that sees a fair amount of pedestrian, car and bicycle traffic. The quality of the public realm on both the north (laneway) and south side is very important to the long-term vision for 5 Avenue and enshrined in the City of Calgary’s Urban Design Concept document.

We look forward to seeing a detailed landscaping design, which we understand will be provided by the applicant once it is ready. The 5th Avenue Urban Design Concept document supports the ARP for boulevard trees, which is a valued congruous feature in the community.

**Mobility**  
We have mixed feelings about the visitor parking located on the laneway. On the one hand, having vehicles on the back lane adds people to the rear lane, but it also detracts from the interface between the lane and the building. The Euro and KoP developments have set a high standard that complements the 5th Avenue Urban Design Concept to increase the interface quality along the lane with Riley Park with units facing the park and a less prominent entryway to the parkade. Alternatively, if the amount of parking was reduced and the parking pad was lower than the laneway, it would be less intrusive.

A parking reduction for the residential portion fits the relaxations available for Transit Oriented Development areas where there is transit, bike infrastructure, car/bike-share and as a “complete” community. The proposed bike repair station and bicycle storage is also a positive asset for the project.

**Social Considerations and Livability**  
The applicant’s proposed purpose-built rental building is a welcome addition to our already diverse community and builds on the strong mix of rental, home ownership and social housing that has long been entrenched in Hillhurst Sunnyside.

The provision of amenity spaces for residents seems favourable, however we echo the concerns of the councillors’ office that indoor gyms are often not well used and that it could be moved from the ground floor to the top floor amenity space. We note that the project backs on impressive park space, has ready access to the Bow River pathway network and the future Bow to Bluff park and there several gyms operating in the community.

We approached the applicant to ask about the possibility of sponsoring individual or family Hillhurst Sunnyside Community Association memberships for the 80+ new neighbours to welcome the future residents to the neighbourhood and encourage people to become engaged with community life.

**Community Benefits**  
The Hillhurst Sunnyside Community Amenity Fund is a density bonusing fund that collects bonus Floor Area Ratio contributions for projects in the Transit Oriented Development areas to offset the impacts of increased density. The contribution rate of bonus FAR at \$17.95/m<sup>2</sup> is significantly lower than in other areas of the city compared with \$272/m<sup>2</sup> in the Beltline or \$188/m<sup>2</sup> in Brentwood.

We are in favour of developer-funded amenities that benefit the wider public and as a gesture of goodwill. For example, heritage is identified as a priority in the ARP and with the project’s location bordering historic Riley Park, some form of acknowledgement could be appropriate. There is precedent as the developer of Euro provided a monetary contribution towards heritage initiatives (interpretive plan or commemorative elements). We suggest that the applicant follow up with conversations through the HSPC and with the City of Calgary Heritage Planning Department.

**Engagement**  
The applicant’s team has led a very thorough engagement process providing information and listing aspects that they sought feedback. Hillhurst Sunnyside has seen a large amount of development in the

Last ten years since the ARP was updated. As a development-active community, we appreciate being informed about this proposal from the outset to communicate with our residents through our channels.

We provided a “best practices” for engagement document to the applicant tailored for Hillhurst Sunnyside. The applicant has held several engagement opportunities beyond the minimum to called and report on residents’ input. A summary of engagement to date is included as follows:

Timeframe	Type of Engagement
Oct 2018	Planning consultant’s initial presentation to Hillhurst Sunnyside Planning Committee with package including guiding principles for the proposed development
Oct 2018	Letter drop to neighbours with an invitation to a series of applicant-hosted engagement sessions
Oct 2018	Open house to collect feedback on building materials and to provide information
Oct 2018, Jan, Feb 2019	Series of pop-up booths at the HSCA farmers’ market on Wednesdays to provide information and the opportunity for the applicant’s team to chat with participants
Oct 2018 to Present	Dedicated project website collecting feedback on building materials and later, updated with feedback and initial renderings at <a href="http://www.fiveeleven.ca">www.fiveeleven.ca</a>
Jan/Feb 2019	What We Heard Reports (documentation) provided to the community association to share with residents
Feb 2019	Architect’s presentation to public meeting of Hillhurst Sunnyside Planning Committee
Throughout	Multiple touch points via email to the HSCA

That said, this is the HSCA’s first opportunity to provide formal comments on this application through the City File Manager and we have copied the applicant’s team and other relevant parties. Thank you for your consideration of our letter.

Sincerely,

Hillhurst Sunnyside Planning Committee  
Hillhurst Sunnyside Community Association

cc: Robert McKeen, Chair, Hillhurst Sunnyside Planning Committee  
Dexter Bulmer, Lars Cordeiro, Peter La Bastide, HSPC project subcommittee members  
Lisa Chang, Community Planning & Engagement Coordinator, HSCA  
Laurel Juan and Srimal Ramasinghe, Applicant’s Team  
David Dawn, Chief Urban Designer, Planning and Development, City of Calgary  
Dale Calkins, Senior Policy & Planning Advisor, Ward 7 Councillor’s Office  
City of Calgary Development Permit Circulation Controller

CPC2019-0610 - Attach 4  
ISC: UNRESTRICTED

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Applicant Engagement Synopsis

Developer’s Acknowledgement

We laud Spray Group's willingness to meaningfully engage with our projects's guiding principles of promoting a vibrant and interesting place, and promoting harmony with Riley Park and other public spaces, by the following financial contributions:

- \$40,000 toward the non-profit community group, Water 4 Riley's project of designing and building water fountains that will serve a practical need while also providing placemaking opportunities,
- Pre-purchasing Community Association memberships valued at ~\$2,500 for all building residents,
- Providing an additional \$5K toward heritage commemoration elements or implementation of the Heritage Interpretive Plan, at the discretion of the Heritage subcommittee of the HSCA



**DONOR AGREEMENT**  
between Spray Group of Companies  
and the Water for Riley Project

Purpose of this Document  
This agreement summarizes the understanding between Spray Group of Companies (Spray Group), and Water for Riley, for the use of Spray Group's \$40,000 contribution to fabrication of the drinking fountain in Riley Park. This document will serve as a guide to those who administer the funds.

About Water for Riley  
Started in 2015 by a dedicated group of volunteers, Water for Riley is a community driven, functional public art project of an accessible drinking fountain for Riley Park. This drinking fountain, called "Reflecting Blooms", was designed by an ACAD (now Alberta University for the Arts) student, and will be manufactured by Heavy Industries, in conjunction with engineering support from IBI Group.

Water for Riley, with institutions including The City of Calgary, Hillhurst-Sunnyside Community Association, AUA, SAIT, and local Kensington businesses, brought together hundreds of people through its unique community engagement approach.

Reflecting Blooms drinking fountain is financed through private funding and government grants. The project is fiscally managed by The Parks Foundation Calgary. The drinking fountain, upon completion, will be transferred to The City of Calgary to own and maintain.


Spray Group supports the Water for Riley project because of its geographic proximity to the Victoria on the Park redevelopment in Calgary, Alberta, the community-focused nature of the project, and the shared interests in long term community relations.

Expectations and Deliverables  
Upon its Development Permit application receiving final approval, approximately July, 2019, Spray Group will provide funds in one disbursement of \$40,000, payable to the Parks Foundation Calgary. The Parks Foundation will issue a tax receipt if requested.

Use of Proceeds  
Funds will be used for the fabrication costs of the Reflecting Blooms drinking fountain. Updates will be issued to Spray Group as the project progresses.

Timeline of Activities  
Water for Riley project manages jointly with Heavy Industries and the City of Calgary. As of March, 2019, the timeline is as follows:

WaterforRiley.org  
403 862 1923




1. Plan Assist to complete mid-March, 2019.
2. Fabrication of prototype to begin April, 2019, with expected completion within four months.
3. Installation of the drinking fountain in Riley Park approximately late August, early September, 2019.
4. Planning of unveiling party thereafter, approximately September, 2019.

Recognition

- Water for Riley to work with Spray Groups on PR and marketing.
  - Review and share press releases with media contacts
  - Share on social media
- Water for Riley will use Spray Groups logo for promotional materials and social media, including websites.
- Water for Riley to invite Mayor Nenshi and promote unveiling event to community.
- Water for Riley to provide articles of this donation for HSCA newsletters, social media, and annual report.
- A written acknowledgment placed on or near the drinking fountain in Riley Park as approved by The City on location and size of signage and plaque.

Unforeseen Circumstances  
In the unlikely event that it becomes impossible to conduct the activities outlined above, Deborah Sword or the HSCA Executive Director shall inform Spray Groups and a new agreement will be drafted outlining the new or changed use of proceeds.

Signatures

For Water for Riley: L. Deborah Sword	For Spray Group of Companies:
	
Signature	Signature
Date: 25 March 2019	Date:

WaterforRiley.org  
403 862 1923

Hello Madeleine,

I don't know if you've heard of Hillhurst-Sunnyside's community driven, volunteer managed project to install an artistic, student-designed drinking fountain in Riley Park. For more information, please follow the links below to the video and the blog about this unique project. Councillor Farrell has been very supportive of the effort, and the staff of Parks Department have been instrumental in our nearly achieving this goal.

Water for Riley volunteers had a very interesting and informative meeting this week with Srimal Ranasinghe, Hive Developments, who is spearheading the community engagement for Five Eleven.

Until very recently, we had believed that Water for Riley was fully funded. However, we had an unexpected complication that changed the budget demand. As we informed Councillor Farrell, we have asked Hive Developments and/or Spray Group to donate the shortfall. Srimal will let us know when he can.

From our conversation with Srimal, we hope that Hive Developments and Spray Group might be positioned to help as they share Water for Riley's vision and commitment to community.

Best wishes,  
Deborah

Deborah Sword  
Volunteer Project Manager  
[Water for Riley](#)  
[ACAD video of W4R story](#)  
403 862 1923

Jocelyn Kabatoff  
Volunteer  
Water for Riley

Donor agreement and letter to Druh Farrell from Deborah Sword of Water 4 Riley Project.

Applicant Engagement Synopsis

VERBATIM INPUT  
OVERVIEW

The following pages are comments and feedback collected from surveys during the Open House, Pop-Up Booths as well as online submission through the website

- Bike and air pump
- Bike racks + lanes
- Lights
- Lights and paving
- Ambient lighting
- Responsible lighting
- No grass between curb and sidewalk as it's not practical for maintenance. Also a green buffer between sidewalk and site
- Green buffer with trees and shrubs between building and sidewalk for privacy
- Step back building
- More density = good!
- Lower income, working families (affordability)
- Think about shadows on single family homes, especially those that have solar panels
- Community area
- Light & airy
- Green space
- Not too cluttered open space
- The pickers recycle bins
- Open it up (park access)
- Street oriented units on 1st floor, similar to Ezra?
- Back laneway similar to Ezra (pedestrian realm)?

- Access to parking through laneway from 11th St?
- Shadow studies to minimize impact on Riley Park?
- Will the first floor units have street access?
- Site setbacks need to be the same as Kensington on the Park
- Important to look at traffic movement caused by increased density and increased demand for on-street parking.
- Design larger units (i.e. 1000-1200 sq ft) so folks can use have them as downsizing options
- You can probably go taller, like 8-10 storeys, without shadowing Riley Park. More densite here is always better, as we'll get better public amenities and better retail mix.
- Make sure to provide at least some parking, and address the increase in construction traffic. Try and keep them off more residential streets
- Ensure proper construction practice, such as shoring up any holes that are dug, adequately covering up the site so it's not an eyesore, minimize disruptions through noise and dust on residents beside the site and across the road etc.
- Renderings should be more reflective of the reality: can't have such large trees
- Visitor parking
- Movie theater + plaza
- Increased traffic a potential issue
- The north side of the building should "front" onto Riley Park and have the same quality of architecture as the south side of the building. The laneway should have the same design treatment as behind the Ezra buildings, and the park's chainlink fence should be removed
- 6 floors?? It really will look like a monstrosity!
- The idea of roof top patio is great, but again...on the 6th floor seems way too high.
- You need to create much larger, more expansive patios for each of the units. From the 3rd floor up, it is nice to spend time outside looking at either the city or the park view. I would have considered purchasing an investment condo here, but I am afraid it is just like so many other boring condos in the city with their tiny balconies!! Very disappointing.
- Your units are too small and the balconies are far too small. I own a condo in EZRA and my large wrap around patio is the same size as my condo!.
- A large outdoor living space adds tremendous value to your lifestyle. I own three

- properties in Kensington including a commercial building and I probably won't look at any of your units because the patios are too small and the living space appears at first glance to be just like most other condo apartments in Calgary. At the 3rd floor and above, people are going to want to be outside to enjoy either the city or park views. I feel you are missing the mark here.
- Local traffic only through back lane. Close off back lane
- Ground level patios are not adequately private: these will not sell as people like minimal levels of privacy
- Please make sure the interiors are designed well. i.e. good spatial mix for living area vs kitchen, and that the kitchen layouts are common sense
- Community space
- Glass is too harsh - not enough material breakup
- Brick is tasteful and provides a sense of permanence.
- Better visual/aesthetic transition between Kensington on the Park and Ezra
- Something middling between Kensington on the Park & Ezra
- It's been disturbing to read the ads for new condo developments in our wonderful community. Each development advertises its units in relation to the benefit to be derived from backing onto or being within walking distance of amazing Riley Park. Each ad implies that Riley Park is now the new resident's or resident-to-be's "back yard" as if a public space is able to be fenced off for the private use of those who border the park. It is public space. The interface must be handled with care for the natural beauty of the park and to respect that it is a public domain and not the private property of new developments. Riley Park is all of our back yards because we all must take care of it. Avoid harsh materials, hard breaks, and dark unsafe hidden spaces. Thank you - I love our park
- Patios on East-side to maximize downtown views
- Terraces down to the community
- More townhomes
- Ground floor retail for the community
- nice wide sidewalks
- No bike lane on the south side of 5th
- Parking?

Applicant Engagement Synopsis

Speed bumps on 5th Ave. Speed is supposed to be 40 km/hr but vehicles don't respect

Brick exterior

Garbage?

How can you limit traffic in the back alley? Speed bumps?

Slope laneway pavement towards park (drainage)

Safety measures in the back alley

Setback equal to Kensington on the Park

You should have a more permeable surface at both north and south site interfaces with the streets

Height (3-4 storeys) as it'll mess the character of the community

Shadows on park?

Insufficient on-site parking concern (how many spaces/unit?)

Where will visitors park, particularly with current lack of on-street parking?

Increased traffic movement, particularly construction vehicles (can we look at assurances around movement along 5th as opposed to 11th?)

Like something that blends modern appearance (glass and steel) with something more traditional like Kensington on the Park – not fans of boxy appearance/ design.

Highlight TOD nature of development (400 m walk to LRT station) to pre-empt criticism about traffic + parking

"I think we need more mid-block retail like cafes, so people going to Riley Park don't have to walk all the way to 10th just to get a coffee"

Cater to families

Are sewer lines etc able to handle increased numbers?

Density: increased traffic in the area

Increased noise levels (can we look at allowed construction times/decibel levels etc?)

Some fears around what "discretionary use" twill entail. Would be good to emphasize that you're only looking at purely residential.

Maybe think of making the ground floor senior-accessible housing

Emphasize that no ARP relaxations are being requested: will win points with community/CA

Obviously concerns are effect on my tenants during the building process, and height of the project. But overall I am in approval as I believe it will increase land value

Favourable to warm tones

Brick is warm and friendly - breaks up harsh material. Fits in with neighbourhood

Concerned about the sewer lines which are quite old and need upgrading: can they handle this increased influx of people?

Please address the movement of construction vehicles through our residential streets!

How about making this new development one that's geared toward seniors/those with accessibility issues?

Lack of on-street parking on the north side of 5th Ave a problem, made worse by the bike lanes. No place for visitors/furnace cleaning etc to park while attending existing homes

Improve pedestrian environment along 5th, on both sides

Close the rear alley, similar to what was done with Ezra. Otherwise people will use it as a way to cut through, avoiding 5th Ave

Too boxed

The main terrace on 1122 5th Ave NW is preferred/recommended

Not a fan of open concept internally

Need better traffic control along 5th Ave, as more people use it to cut through to 10th

It would be great if you could keep the fence and tall trees that separate Kensington on the Park and this site

People drive really fast down 5th: please put in traffic calming measures

Don't like the pace at which all these lovely old homes are being torn down with no respect to the history of the place.

Tall buildings don't fit in with the character of the community: while 6 floors is pushing it, 8 (like the Ezra) is definitely too tall!

Mix of stone & brick, with window casing in stone looks nice.

Like peaked roofs better than flat ones: a good mix of modern and classical

Not opposed to development, just needs to respect the character of place. This building should follow the example of St. John's, which made a significant step-down on the side facing the community. They essentially came down to 2 storeys.

Kensington on the Park was designed with the west-face of the building receiving lots of sunlight. Any development needs to respect this and minimize shadowing.

Why don't you move the bike lanes along 5th to the back alleys

Something needs to be done about all the vagrants hanging around the park in the night...no one's going to stick around here for long with all that!

What's your target demographic? No young families will be staying in such small units!

If your discretionary uses include small cafes, why not have some facing the park on the north side of the building

Why not have some interesting small-scale business on the ground floor? Like a Limebike office!

**Applicant Engagement Synopsis**

*Where are the drop-off/pick-up points for the building if there are bike lanes on the north side of 5th Ave?*

*Where will loading trucks stop?*

*Put some public washrooms in Riley Park or people will be peeing in the bushes by the site*

*Patios facing 5th need more privacy, or no one's going to use them*

*Slow, or even significantly reduce traffic along 5th Ave NW if you want more people actually utilizing the south facing ground level patios*

*Why is there a seating area at the back of the building facing the park? No one's going to use that if they're right by the park!*

*More inviting pedestrian area - expanded sidewalk if you want people outside along 5th*

*Please remove the fence and shrubbery between the laneway and the park*

*Don't bother with a gym. Make larger units and just include a local gym membership with the building!*



**Applicant Engagement Synopsis**





## Community Association Letter

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March 18, 2019

Development Circulation Controller  
Planning & Development #8201  
P.O. Box 2100 Station M  
Calgary, AB T2P 2M5

Emailed to madeleine.krizan@calgary.ca, City of Calgary File Manager

**RE: DP2019-0680 | 1116, 1122, 1124, 1128 – 5 Avenue NW or “Five Eleven” | New: Multi-Residential Development (1 building, 80 units)**

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Dear Ms. Madeleine Krizan,

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to provide feedback on the above application. We have made every effort to educate, advertise and seek input for this proposal from community residents using traditional and online mediums.

We are providing comments using the Hillhurst Sunnyside Area Redevelopment Plan (ARP; 2009), the existing DC 2016d34 Land Use Designation, the 5<sup>th</sup> Avenue NW Enhancement Urban Design Concept (2012) and input curated by the applicant and from residents at public meetings.

At the time of writing, we note that a streetscape plan has not been provided. A streetscape view is critical and assists in our evaluation of the application in context with the area. It is difficult to comment on the fit with the comprehensive vision for 5 Avenue NW as there is no streetscape or rendering showing the building from the south side (other than the entry) and its relationship with the buildings on either side. We request provision for this view to aid the community, City Development Authority and Planning Commission in the review process.

### **Building Design**

The proposed building appears to fit within the ARP and the established Land Use Designation for the site; it does not appear to push massing and volume boundaries. The tiered appearance with various stepbacks are a positive addition to 5 Avenue between 10-14 Streets NW, an area slated for higher density midrise buildings bordering Riley Park.

It is challenging to comment on more subjective matters such as the design of the project. While many other recently proposed developments have glass finishes and boxy outlines, the proposed masonry and shape better serves to ground the building. The wood soffit at the main entrance is a positive feature that adds texture and detail to define the front entrance to the building.

## Community Association Letter

We believe that the project could benefit from a warmer colour of brick/stone as to better integrate into the community. The ARP supports *"durable materials, specifically mentioning building materials and colour palettes that are compatible with existing development"* (Section 3.2.1) and *"materials which add warmth, texture and visual interest"* (Section 3.2.1 #10).

The projections stress the verticality of the project and thus appears to emphasize the appearance of height. While there are building material changes from the fourth floor up, perhaps there can be a different approach. Ground-level townhouses with defined entryways create a more human scale relationship with the street as with the adjacent building to the east and with the more recent *Ezra on Riley Park* (2017) development, which anchors the west side of the 5 Avenue NW planning area.

### Community Context

The *Kensington on the Park* or KotP (1999) condominium to the east of the proposed development has provided a deliberate stepdown and increased front and rear setbacks as to create a sensitive transition to the bungalow currently on the site; it has become a cornerstone of "exemplary" development in the community, paying homage to the historical form of development on narrow lots and front patios.

We would suggest a further height reduction on the west side to ease the interface with the small residential building. While greater heights and densities are envisioned for the street, the proposed development before us today still needs to consider existing context. City planners and community stakeholders that worked on the ARP were very conscious to ensure that new redevelopment on 5 Avenue would not form a continuous solid street wall and to maintain permeability to Riley Park.

For further context, we reached out to the original architect for Kensington on the Park to inform the community association's upcoming Jane's Walk on *Gentle Density in Historic Hillhurst*. The architect told us about his influences and experiences in designing the building. Main ideas included:

1. "Eyes on the street", maintaining diversity in cities
2. The role of architecture and design on social well-being and human interaction
3. "Defensible space" and sense of well being as a result of physical design

These principles were reflected in the design of the front porches both fronting 5 Avenue and on the laneway. There was a strong push from the City Planning Department at the time to "be a good neighbour" by adding detail to the east façade and scaling the building down on the west side to soften the impact on the small bungalow that is now a part of the Five Eleven development site. Landscaping also played a large part in creating to integrate the building with the park.

While current City of Calgary planning policy does not encourage duplicating heritage building stock, we believe there are merits to traditional front porches, which activates and enlivens the street and adds "eyes" on the street. Soft accent or downward lighting could also help with illuminating the the front and rear of the building after dark. Social issues have become a sticky topic with many condos in the area and activating the street and the alley could help with mitigating security issues. We encourage a CPTED review be undertaken.

### Site Design and Public Realm Considerations for 5 Avenue NW

The north side of 5 Avenue NW is envisioned as a pedestrian mall and 5 Avenue is a major east/west connector street that sees a fair amount of pedestrian, car and bicycle traffic. The quality of the public realm on both the north (laneway) and south side is very important to the long-term vision for 5 Avenue and enshrined in the City of Calgary's Urban Design Concept document.

## Community Association Letter

We look forward to seeing a detailed landscaping design, which we understand will be provided by the applicant once it is ready. The 5<sup>th</sup> Avenue Urban Design Concept document supports the ARP for boulevard trees, which is a valued congruous feature in the community.

### Mobility

We have mixed feelings about the visitor parking located on the laneway. On the one hand, having vehicles on the back lane adds people to the rear lane, but it also detracts from the interface between the lane and the building. The Ezra and KotP developments have set a high standard that complements the 5<sup>th</sup> Avenue Urban Design Concept to increase the interface quality along the lane with Riley Park with units facing the park and a less prominent entryway to the parkade. Alternatively, if the amount of parking was reduced and the parking pad was lower than the laneway, it would be less intrusive.

A parking reduction for the residential portion fits the relaxations available for Transit Oriented Development areas where there is transit, bike infrastructure, car/bike-share and as a “complete” community. The proposed bike repair station and bicycle storage is also a positive asset for the project.

### Social Considerations and Livability

The applicant’s proposed purpose-built rental building is a welcome addition to our already diverse community and builds on the strong mix of rentals, home ownership and social housing that has long been entrenched in Hillhurst Sunnyside.

The provision of amenity spaces for residents seems favourable, however we echo the concerns of the councillors’ office that indoor gyms are often not well used and that it could be moved from the ground floor to the top floor amenity space. We note that the project backs an impressive park space, has ready access to the Bow River pathway network and the future Bow to Bluff park and there several gyms operating in the community.

We approached the applicant to ask about the possibility of sponsoring individual or family Hillhurst Sunnyside Community Association memberships for the 80+ new neighbours to welcome the future residents to the neighbourhood and encourage people to become engaged with community life.

### Community Benefits

The Hillhurst Sunnyside Community Amenity Fund is a density bonusing fund that collects bonus Floor Area Ratio contributions for projects in the Transit Oriented Development area to offset the impacts of increased density. The contribution rate of bonus FAR at \$17.85/m<sup>2</sup> is significantly lower than in other areas of the city (compared with \$272/m<sup>2</sup> in the Beltline or \$188/m<sup>2</sup> in Brentwood).

We are in favour of developer-funded amenities that benefit the wider public and as a gesture of goodwill. For example, heritage is identified as a priority in the ARP and with the project’s location bordering historic Riley Park, some form of acknowledgement could be appropriate. There is precedent as the developer of *Ezra* provided a monetary contribution towards heritage initiatives (interpretive plan or commemorative elements). We suggest that the applicant follow up with conversations through the HSPC and with the City of Calgary Heritage Planning Department.

### Engagement

The applicant’s team has led a very thorough engagement process providing information and listing aspects that they sought feedback. Hillhurst Sunnyside has seen a large amount of development in the



## Community Association Letter

last ten years since the ARP was updated. As a development-active community, we appreciate being informed about this proposal from the outset to communicate with our residents through our channels.

We provided a “best practices” for engagement document to the applicant tailored for Hillhurst Sunnyside. The applicant has held several engagement opportunities beyond the minimum to collect and report on residents’ input. A summary of engagement to date is included as follows:

Timeframe	Type of Engagement
Oct 2018	Planning consultant’s initial presentation to Hillhurst Sunnyside Planning Committee with package including guiding principles for the proposed development
Oct 2018	Letter drop to neighbours with an invitation to a series of applicant-hosted engagement sessions
Oct 2018	Open house to collect feedback on building materials and to provide information
Oct 2018, Jan, Feb 2019	Series of pop-up booths at the HSCA farmers’ market on Wednesdays to provide information and the opportunity for the applicant’s team to chat with participants
Oct 2018 to Present	Dedicated project website collecting feedback on building materials and later, updated with feedback and initial renderings at <a href="http://www.fiveeleven.ca">www.fiveeleven.ca</a>
Jan/Feb 2019	What We Heard Reports (documentation) provided to the community association to share with residents
Feb 2019	Architect’s presentation to public meeting of Hillhurst Sunnyside Planning Committee
Throughout	Multiple touch points via email to the HSCA

That said, this is the HSCA’s first opportunity to provide formal comments on this application through the City File Manager and we have copied the applicant’s team and other relevant parties. Thank you for your consideration of our letter.

Sincerely,

Hillhurst Sunnyside Planning Committee  
Hillhurst Sunnyside Community Association

**DC Direct Control District Bylaw 34D2016**

**BYLAW NUMBER 34D2016**

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT LOC2014-0140)**

\*\*\*\*\*

**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".
2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS 7<sup>TH</sup> DAY OF MARCH, 2016.

READ A SECOND TIME THIS 7<sup>TH</sup> DAY OF MARCH, 2016.

READ A THIRD TIME THIS 7<sup>TH</sup> DAY OF MARCH, 2016.

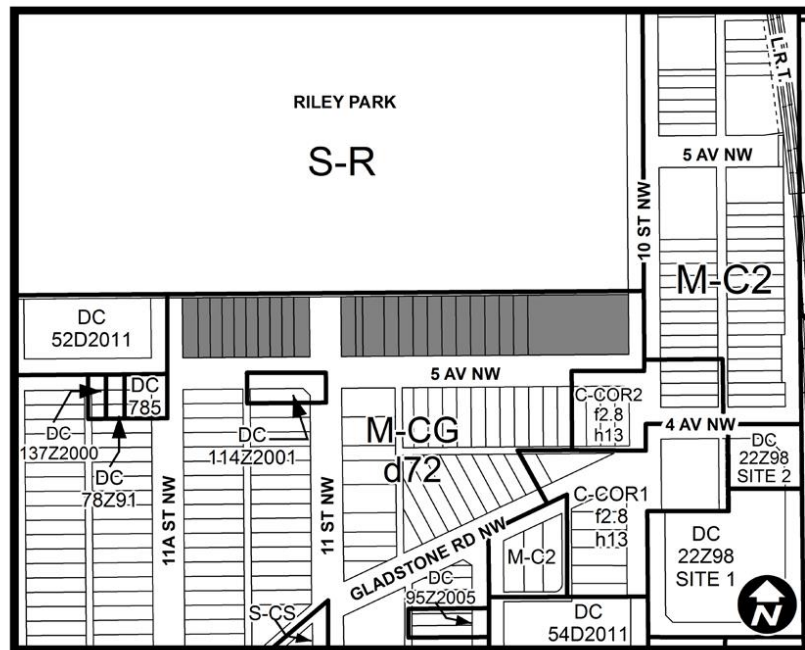
  
\_\_\_\_\_  
MAYOR  
SIGNED THIS 7<sup>TH</sup> DAY OF MARCH, 2016

  
\_\_\_\_\_  
ACTING CITY CLERK  
SIGNED THIS 7<sup>TH</sup> DAY OF MARCH, 2016

**DC Direct Control District Bylaw 34D2016**

AMENDMENT LOC2014-0140  
BYLAW NUMBER 34D2016

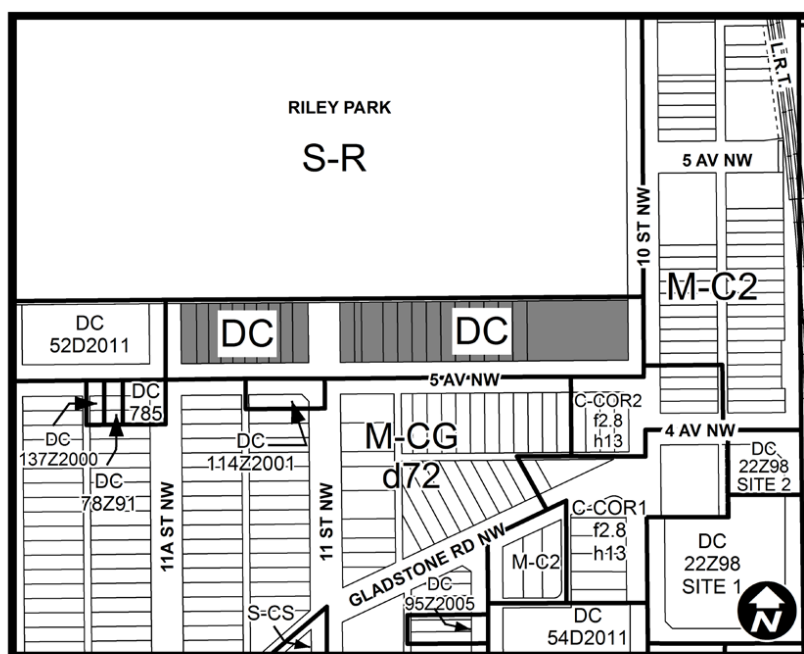
**SCHEDULE A**



## DC Direct Control District Bylaw 34D2016

AMENDMENT LOC2014-0140  
BYLAW NUMBER 34D2016

### SCHEDULE B



### DC DIRECT CONTROL DISTRICT

#### Purpose

- 1 This Direct Control District is intended to:
  - (a) provide for street-oriented medium **density** mid-rise **Multi-Residential Development** in compliance with the policies of the applicable local area redevelopment plan;
  - (b) include a limited range of support commercial **uses**, restricted in size and location within the **building**; and
  - (c) implement the density bonus provisions of the applicable local area redevelopment plan.

## DC Direct Control District Bylaw 34D2016

### AMENDMENT LOC2014-0140 BYLAW NUMBER 34D2016

#### 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.

#### General Definitions

- 4 In this Direct Control District, "***street oriented multi-residential building***" means a **Multi-Residential Development** where all of the ***buildings*** in the ***development*** include the following characteristics:
- (a) the façade of the ***main residential building*** on the floor closest to ***grade*** facing a ***street*** is comprised of ***units*** or ***commercial multi-residential uses***, and may only include the following additional elements:
    - (i) emergency exits and ***public entrances***; and
    - (ii) one (1) vehicle access point from the ***lane***, 11 Street or 11A Street NW;
  - (b) ***units*** and ***commercial multi-residential uses*** located at ***grade*** with an exterior wall facing a ***street*** that provide the following:
    - (i) an individual exterior access within 4.5 metres of a ***property line*** shared with a ***street***; and
    - (ii) sidewalks that provide direct exterior access to the ***unit*** or ***commercial multi-residential use***;
  - (c) a public sidewalk located along the entire length of each ***property line*** shared with a ***street***; and
  - (d) the facade of ***commercial multi-residential uses*** located on the floor closest to ***grade***, and facing a ***street***, provides windows with unobscured glass that:
    - (i) allows views of the indoor space or product display areas; and
    - (ii) occupies a minimum of 65.0 per cent of the facade between a height of 0.6 metres and 2.4 metres.

#### Permitted Uses

- 5 The ***permitted uses*** of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.



## DC Direct Control District Bylaw 34D2016

AMENDMENT LOC2014-0140  
BYLAW NUMBER 34D2016

### Discretionary Uses

6 (1) The following *uses* are *discretionary uses* in this Direct Control District:

- (a) Addiction Treatment;
- (b) Assisted Living;
- (c) Child Care Service;
- (d) Custodial Care;
- (e) Live Work Unit;
- (f) Multi-Residential Development;
- (g) Outdoor Café;
- (h) Power Generation Facility – Small;
- (i) Residential Care;
- (j) Restaurant: Food Service Only – Small;
- (k) Specialty Food Store;
- (l) Take Out Food Service; and
- (m) Temporary Residential Sales Centre.

(2) The following *uses* are additional *discretionary uses* in this Direct Control District if they are located in *buildings* used as Duplex Dwelling, Semi-detached Dwelling or Single Detached Dwelling, existing at the time of the effective date of this Bylaw:

- (a) Backyard Suite;
- (b) Duplex Dwelling;
- (c) Semi-detached Dwelling; and
- (d) Single Detached Dwelling.

### Bylaw 1P2007 District Rules

7 Unless otherwise specified, the rules of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 apply in this Direct Control District.

### Floor Area Ratio

8 (1) Unless otherwise referenced in subsection (2), the maximum *floor area ratio* is 2.0.

(2) The maximum *floor area ratio* may be increased to 4.0 in accordance with the density bonus provisions contained in Section 9.

### Density Bonus

9 (1) The *floor area ratio* may be increased to the maximum 4.0 allowed in the Hillhurst/Sunnyside Area Redevelopment Plan in accordance with the bonus provisions contained in subsection (3) and (4).

(2) For the purposes of this section: "Cash Contribution Rate" means: \$17.85 per square metre for the year 2016. The Cash Contribution Rate will be adjusted annually on January 1 by the *Development Authority*, based on the Statistics Canada Consumer Price Index for Calgary.

## DC Direct Control District Bylaw 34D2016

### AMENDMENT LOC2014-0140 BYLAW NUMBER 34D2016

- (3) A density bonus may be earned by a contribution to the Hillhurst/Sunnyside Park Improvement Fund, or any other fund established in the Hillhurst/Sunnyside Area Redevelopment Plan at the time of the **Development Permit** application, such that:

Cash Contribution Amount = Cash Contribution Rate x Total floor area in square metres above the **floor area ratio** of 2.0.

- (4) A density bonus may be earned by the provision of an off-site improvement in accordance with Section 3.1.5.4 of the Hillhurst/Sunnyside Area Redevelopment Plan, where the allowable bonus floor area in square metres is equal to the cost of construction of the off-site improvement divided by the Cash Contribution Rate, such that:

Allowable bonus floor area =  
Total construction cost of the off-site improvement / Cash Contribution Rate.

Total construction cost will not include any construction costs necessary to fulfill the infrastructure requirements of a **development permit** for a **development** equal to or less than a **floor area ratio** of 2.0. Details of the construction cost will be determined through the **development permit** process.

#### Density

- 10 There is no minimum **density** expressed in **units** per hectare. **Density** is expressed in **floor area ratio** as per Section 8.

#### Building Setbacks

- 11 (1) Unless otherwise referenced in subsection (2), the minimum **building setback** from a **property line** shared with a **street** is 6.0 metres.
- (2) The minimum **building setback** from a **property line** shared with a **street** for a **street-oriented multi-residential building** is zero metres.
- (3) The minimum **building setback** from a **property line** shared with a lane is zero metres.
- (4) The minimum **building setback** from a **property line** shared with another **parcel** is zero metres.

#### Landscaping

- 12 (1) Unless otherwise referenced in subsection (2), a minimum of 40.0 per cent of the area of a **parcel** must be a **landscaped area**.
- (2) The required 40.0 per cent **landscaped area** may be reduced for a **street-oriented multi-residential building** by 2.0 square metres for every 1.0 metres of **frontage** along the **property line** shared with a **street**, not including motor vehicle access driveways, to a maximum 4.0 per cent of the area of a **parcel**.
- (3) The maximum **hard surfaced landscaped area** is:

## DC Direct Control District Bylaw 34D2016

### AMENDMENT LOC2014-0140 BYLAW NUMBER 34D2016

- (a) 50.0 per cent of required *landscaped area* for a *parcel* containing a *street-oriented multi-residential building*; and
  - (b) 40.0 per cent of the required *landscaped area*, in all other cases.
- (4) At least 50.0 per cent of the required *landscaped area* must be provided at *grade*.

#### Amenity Space

- 13 A *patio* may be located in a *setback area* between a *street oriented multi-residential building* and a *property line* shared with a *street*.

#### Building Height

- 14 (1) Unless otherwise referenced in subsection (2) and (3) the maximum *building height* is 20.0 metres.
- (2) At the discretion of the *Development Authority*, the maximum *building height* may be increased from 20.0 metres to 26.0 metres for portions of the *building* within:
- (a) 23.0 metres from the *property line* shared with 11 Street NW and 30.0 metres from the *property line* shared with 5 Avenue NW; and
  - (b) 23.0 metres from the *property line* shared with 11A Street NW and 30.0 metres from the *property line* shared with 5 Avenue NW.
- (3) The *gross floor area* of each *storey* within the area referenced in subsection (2) (a) and (b) shall not exceed 433.0 square metre.

#### Vehicle Access

- 15 Vehicle access must be from a *lane*, 11 Street, or 11A Street NW.

#### Minimum Motor Vehicle Parking Stall Requirements for Commercial Multi-Residential Uses

- 16 (1) Unless otherwise referenced in subsection (2), the minimum number of *motor vehicle parking stalls* for *commercial multi-residential uses* is the requirement referenced in Part 4 of Bylaw 1P2007.
- (2) Where a *street-oriented multi-residential building* contains *commercial multi-residential uses* on the floor closest to *grade*, the minimum number of *motor vehicle parking stalls* is:
- (a) 1.7 stalls per 10.0 square metres of *public area* for Restaurant: Food Service Only – Small and Outdoor Café; and

**DC Direct Control District Bylaw 34D2016**

**AMENDMENT LOC2014-0140**

**BYLAW NUMBER 34D2016**

- (b) 2.0 stalls per 100.0 square metres of cumulative *gross usable floor area* for all other *commercial multi-residential uses*, which is reduced by 1.0 stalls per 50.0 square metres of *gross usable floor area* to a maximum reduction of 3.0 stalls.

Transportation Report to  
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ISC: UNRESTRICTED  
CPC2019-0749

## Airport Trail Interchanges

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### EXECUTIVE SUMMARY

The Airport Trail Phase 2 program completes the Airport Trail corridor from Deerfoot Trail to Stoney Trail, supporting the unimpeded flow of goods and vehicles to and from the Calgary International Airport, the growing logistics business around the Airport, and development in the City's Northeast communities. The program is funded in partnership by the Government of Canada (\$50 million), the Government of Alberta (\$27.7 million), the Calgary Airport Authority (\$20 million, plus half the land costs) and the City (\$20.65 million, plus half the land costs). The \$153.35 million program includes the following projects:

1. Extension of tender-ready Airport Trail NE, from 36 Street to 60 Street NE (under Construction);
2. Construction of ring road access at Stoney Trail NE (southbound Stoney to westbound Airport Trail NE (in Preliminary Design); and
3. Construction of two grade – separated bridge structures and associated ramps at 19 Street NE and Barlow Trail NE, crossing over Airport Trail NE.

This report provides an overview of the third project listed above.

#### ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **RECEIVE AND ACCEPT** this report for information.

### PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 July 30 at the Combined Meeting of Council, Council approved a budget appropriation of \$153.35 million to Program 859- Airport Trail Phase 2 (TT2018-0856).

This followed previous Council direction:

- 2012 December 03 – Council approved 'Airport Trail Functional Planning Study' (TT2012-0658).
- 2014 May 26 – 2015 -2024 Investing in Mobility – Airport Trail was included as an unfunded transportation infrastructure project list (TT2014-0308).
- 2017 April 10 – Council approved 'The Review and Update of the 2012 Airport Trail Functional Planning Study' (TT2017-0168).
- 2017 July 24 – Council approved the Airport Trail Corridor project for submission to the Government of Canada for funding under the National Trade Corridors Fund (C2017-0614).



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ISC: UNRESTRICTED  
CPC2019-0749

## **Airport Trail Interchanges**

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### **BACKGROUND**

Airport Trail NE serves as a key corridor in Calgary's northeast communities, connecting Deerfoot Trail to Stoney Trail through the Airport Trail Tunnel. It is a key 'Primary Goods Movement' and 'Primary Transit' corridor and improves access in and out of the Calgary International Airport and adjacent lands.

The Airport Trail Tunnel, which opened in May 2014, was constructed as the first phase of this vital East – West Corridor within Calgary. The timing of the Airport Trail Tunnel construction coincided with the construction of the Airport's new Runway, in order to significantly reduce ultimate construction cost. The Airport Trail Tunnel Agreement, signed by The City and the Calgary Airport Authority, tied connecting the tunnel through to Stoney Trail with the completion of grade separated bridge structures at 19 Street NE and Barlow Trail NE. Airport Trail Phase 2 completes the corridor, and includes the following project components:

- Airport Trail Extension, from 36 Street NE to 60 Street NE, began construction in the fall of 2018, and will form the road linking to Stoney Trail NE in the East;
- Stoney Trail NE southbound to Airport Trail NE westbound ramp at the ring road;
- Interchanges at 19 Street NE and Barlow Trail NE

The project is proceeding at this time with contributions provided by our funding partners - \$50 million from the Government of Canada, and \$27.7 million from the Government of Alberta. The Calgary Airport Authority is also contributing \$20 million and half the land costs towards the project.

A project rendering, with a view from the northwest, is included below, and as Attachment 1.



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## **Airport Trail Interchanges**

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### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The Airport Trail Interchange configuration has been extensively studied through a succession of Functional Planning studies – in 2005, in 2012, and with the 2017 update. The close proximity of Barlow Trail NE and 19 Street NE means that the two grade separated structures and associated ramps essentially function as one interchange.

A number of options were considered for the ultimate configuration, tied to Airport expansion considerations; and the selected interchange for construction has resulted in the most cost-effective to date. The 2017 Functional Plan Update has shaved over \$100 million off the ultimate costs identified in the 2012 Functional Plan. It is noted that this option does consider, and allow for, future LRT Airport access within the footprint of anticipated roadworks. The current interim orientation of interchanges under design is consistent with ultimate expansion, with no throw-away costs.

Logistical and detour planning is a key component to the anticipated project success. 19 Street NE and Barlow Trail NE represent the only access points to the Calgary International Airport; and as such, multi-stage detours are proposed with the goal of meeting current levels of service. Key detour stages for Barlow Trail NE and 19 Street NE are appended as Attachments 2 and 3.

One element of the interim Interchanges – 98 Avenue NE connecting east – west between Barlow Trail NE and 19 Street NE has been deferred until traffic demands require it. It is currently not needed, and the construction of it would require a relocation of the Budget Car Rental facility located on the acquired lands. A term-defined leaseback opportunity is currently under negotiation between Budget Car Rental and the City's Real Estate and Development Services.

The Public Art funding component is being held as required and will be dedicated to Public Art once the program proceeds at Council's direction. Separate from Public Art funds, a number of different enhancements have been considered for this project, including aesthetic treatments to the MSE walls and facing girders, as well as lighting and other features. Some representative examples of options generated are attached to this Report as Attachments 4 and 5. These will be further refined, with selection based on collaboration between the City and the Calgary Airport Authority.

### **Stakeholder Engagement, Research and Communication**

Engagement with the Public occurred during preparation of the 2012 Airport Trail Functional Plan.

The Calgary International Airport is the primary stakeholder impacted by the project and has participated as a 50/50 planning and funding partner in both the original Airport Trail Functional Plan (2012), and the Review and Update of the 2012 Airport Trail Functional Planning Study (2017). They are also contributing \$20 million in value towards the Interchanges and will share in 50 percent of the needed land costs.

## **Airport Trail Interchanges**

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Land needed for the Interchanges is currently being acquired through Expropriation.

Communication efforts to date have centered around alignment with the Calgary Airport Authority to develop a consistent (City – Airport) communications message. Presentations have been made to the Airport Executive, and Town Hall availability to both staff and White Hatters. The Airport will coordinate communications to their stakeholders (airlines, concessionaires, taxis, buses and shuttles). City – led public open houses are planned prior to construction in the fall of 2019 and spring of 2020. Specific contact has been made with adjacent landowners at Oxford Properties and Budget Car Rental.

Additional project information is found on the City of Calgary Website. Project updates are posted regularly, and the site will continue to be updated during construction and implementation of project detours.

### **Strategic Alignment**

The project is aligned with City priorities providing a City that moves, supporting Transportation and Transit, and supporting an inland Port and Logistics District centered around the Airport.

The Airport Trail Phase 2 Interchanges Project aligns with the following specific policies:

**Action Plan: #M3** - Invest in strategic road improvements in priority growth areas as funding becomes available by enhancing the design of transportation infrastructure and increasing connectivity.

**CTP: Transportation Goal #1:** Align transportation planning and infrastructure investment with city and regional land use directions and implementation strategies.

**CTP: Transportation Goal #2** - Promote safety for all transportation system users by providing grade separation at key intersections.

**CTP: Transportation Goal #5** - Promote economic development by ensuring the efficient movement of workers and goods to and from the Airport, and to the City's Northeast.

**CTP: Transportation Goal #6:** Advance Environmental Sustainability by increasing traffic network effectiveness and reducing idling time.

**CTP: Transportation Goal # 7** - Ensure transportation infrastructure is well managed by providing Northeast Calgary a crucial link between Deerfoot Trail N and Stoney Trail NE

**MDP: 2.5.1 Transportation choice** - Maintain automobile, commercial goods and emergency vehicle mobility in Calgary while placing increased emphasis on sustainable modes of transportation (walking, cycling and transit) by providing increased connectivity and infrastructure for sustainable modes.

## **Airport Trail Interchanges**

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### **Pathway Connectivity, Accessibility**

Multi-use pathways are proposed along the west sides of both bridge structures for direct north-south access into the Airport campus. The proposed pathways provide equal or better access than exists prior to construction. Additionally, the City is identifying future work that can be undertaken to extend a multi-use pathway connection between 19 Street NE and Barlow Trail NE. Planned pathway connections across the bridge structures are shown in Attachment 6, and a letter from the Airport supporting the pathway configuration attached as Attachment 7.

Trees located on Airport property that will be removed to accommodate the work, will be replaced following construction. However, Airport operations typically do not promote tree coverage that encourages bird habitat in the vicinity of aircraft approach and take-off, so no new trees are planned.

### **Social, Environmental, Economic (External)**

Social benefits include providing a direct goods and transportation movement between Deerfoot Trail N and Stoney Trail NE, improving goods and transportation movement to and from the Calgary International Airport, supporting adjacent commercial development in the vicinity of the Airport and along the Airport Trail Corridor, and provides fibre optic network redundancy.

Environmental benefits include a reduction in Calgary's economic footprint, reducing vehicle emissions by eliminating delays at existing Airport Trail traffic signals at 19 Street NE and Barlow Trail NE, and reducing travel time for vehicle trips to and from the City's northeast communities.

Economic benefits include stimulating investment in the vicinity of the Airport and along the corridor between Deerfoot Trail N and Stoney Trail NE; leveraging the previous investment in the Airport Trail Tunnel and providing the planned transportation and transit connections; stimulating job growth with the addition of 400 construction jobs; and facilitating the movement of goods and services.

### **Financial Capacity**

#### ***Current and Future Operating Budget:***

Roads have provided estimates for ongoing annual operating budgets needed to maintain the new infrastructure as follows:

Bridge Structures - \$16,000 per bridge for a total of \$32,000  
Roadways - \$9,500 per lane-km, for a total of \$92,340

#### ***Current and Future Capital Budget:***

The total program is projected to cost \$153.5 million, whereof the City share is \$20.65 million, plus half the land costs.

Transportation Report to  
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2019 June 20

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## **Airport Trail Interchanges**

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### **Risk Assessment**

There are a number of potential risk elements identified for the Interchanges project. They include:

- **Land** – needed for the project is being secured through expropriation, and negotiations are underway to permit a time limited leaseback to Budget Car Rental. Risk associated with the land is therefore significantly reduced.
- **Budget** – expropriation of land adds uncertainty around ultimate land costs, which will not be finalized until well into the future. Additional risks exist with anticipated construction costs, as the project has yet to be put to the market.
- **Environment** Provincial Water Act requirements have been retired. Potential exists for wetland impacts on Federal land and we are working with our Airport partner and Federal agencies to mitigate. Environmental contamination of the acquired land has been retired through a Phase I/II investigation of possible contaminants.

### **ADMINISTRATION RECOMMENDATION TO CALGARY PLANNING COMMISSION**

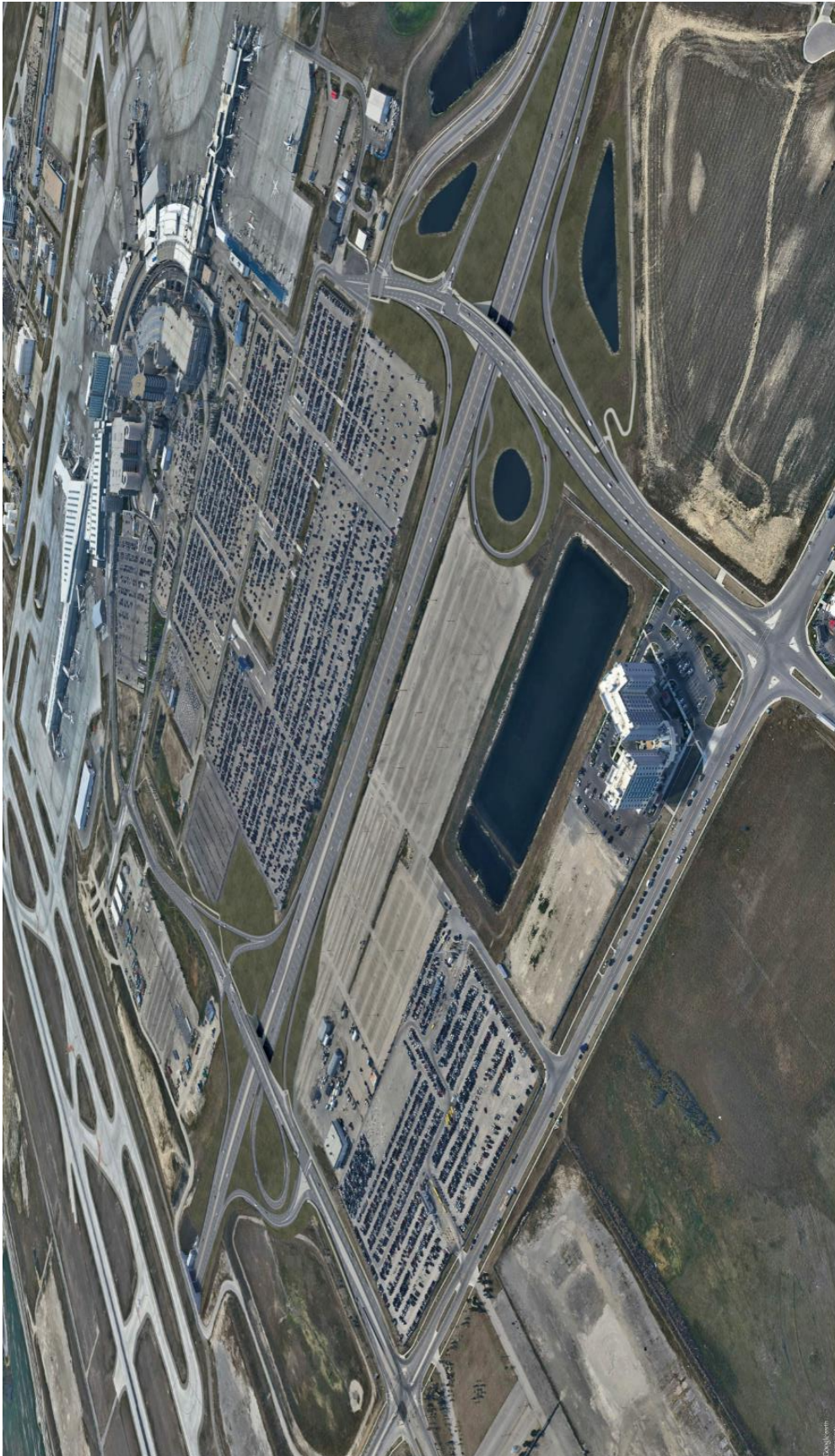
Recommend that the Calgary Planning Commission **RECEIVE AND ACCEPT** this report for information.

### **ATTACHMENT(S)**

1. Rendering of Finished Interchanges
2. Key Barlow Trail Detour During Construction
3. Key 19<sup>th</sup> St Detour Orientation During Construction
4. MSE Wall Aesthetic Treatment
5. Girder Front Facing Aesthetic Treatment
6. Final Pathway Orientation into Airport Property
7. YYC Pathway Support



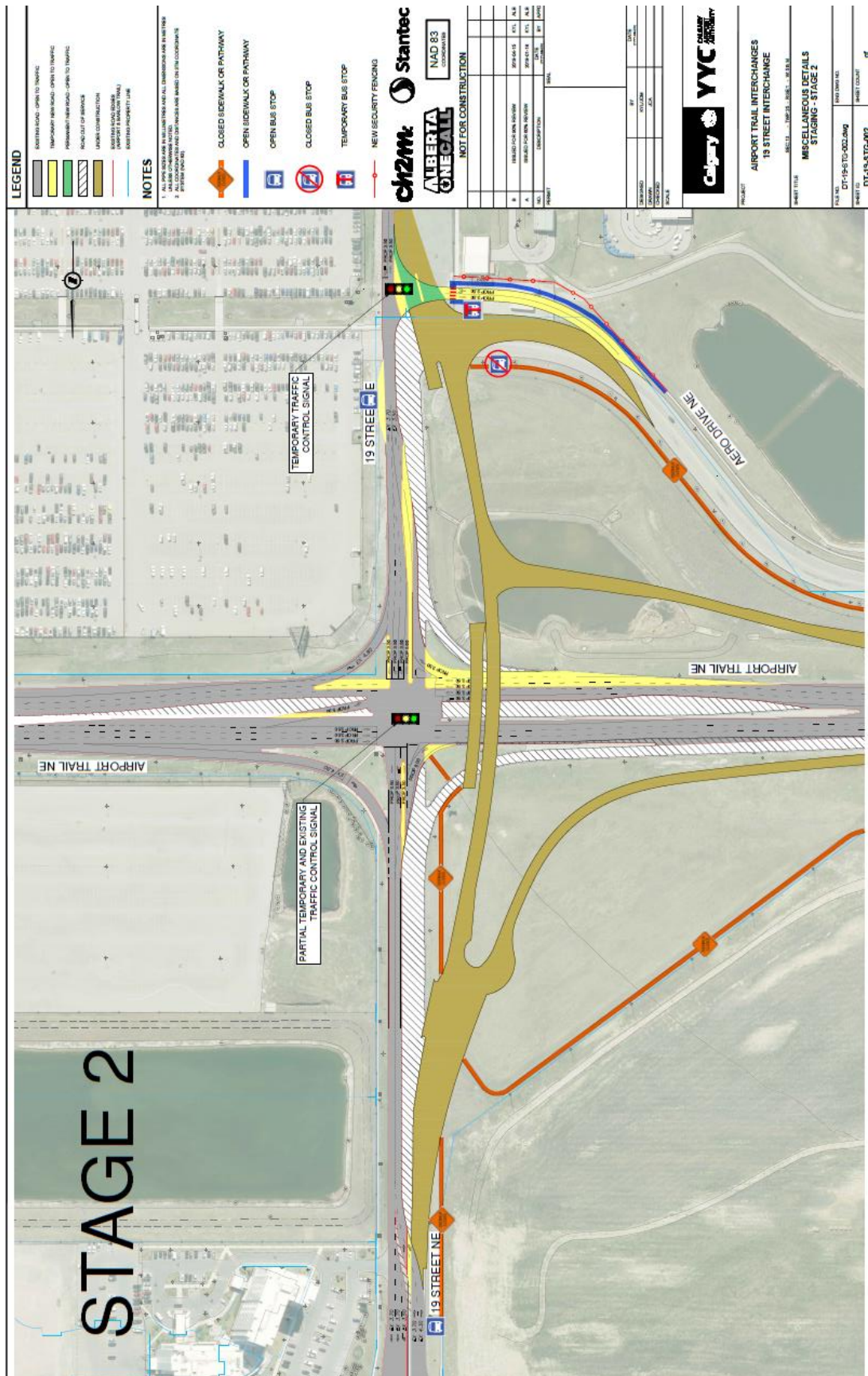
## Rendering of Finished Interchanges





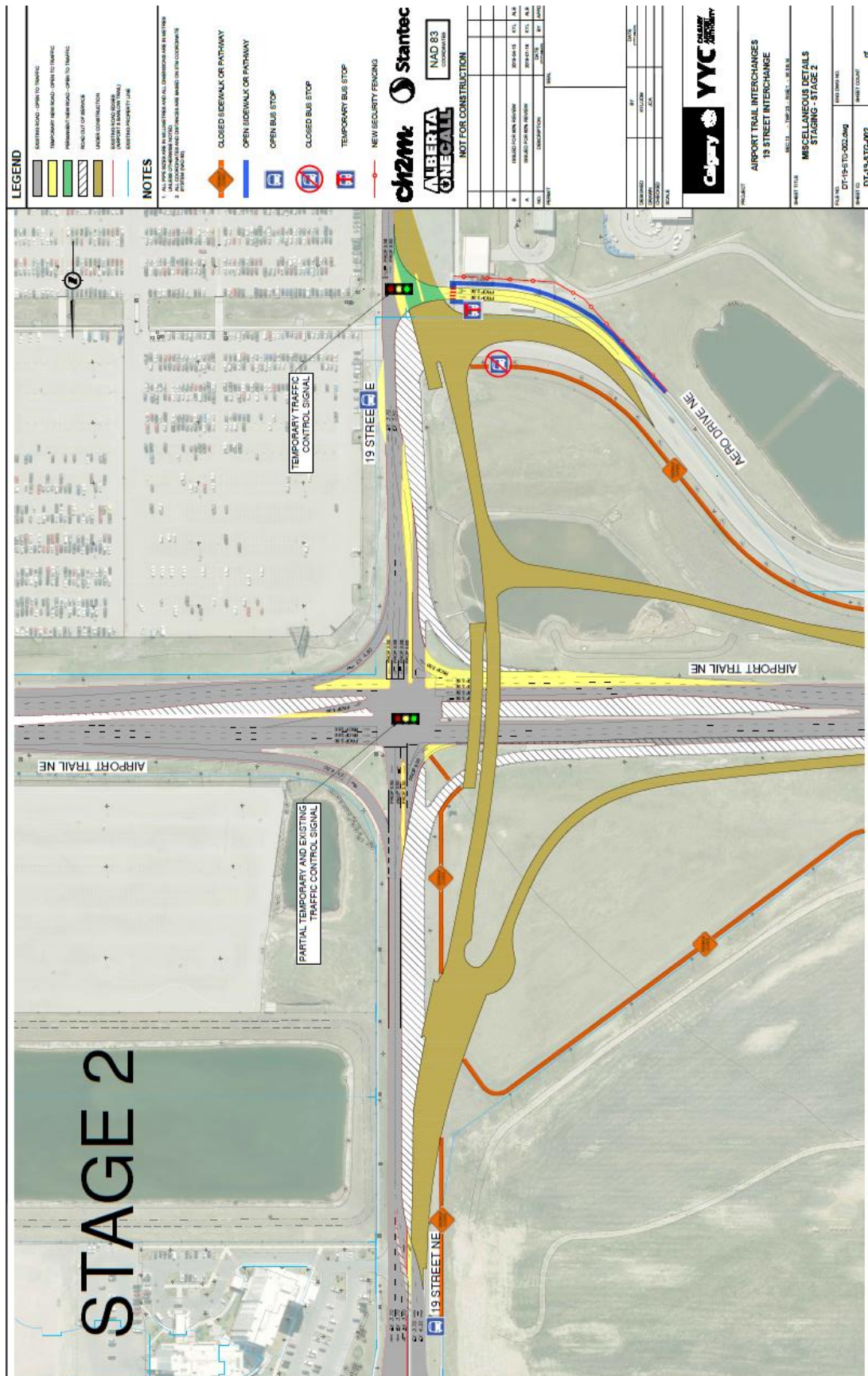


## Key Barlow Trail Detour During Construction





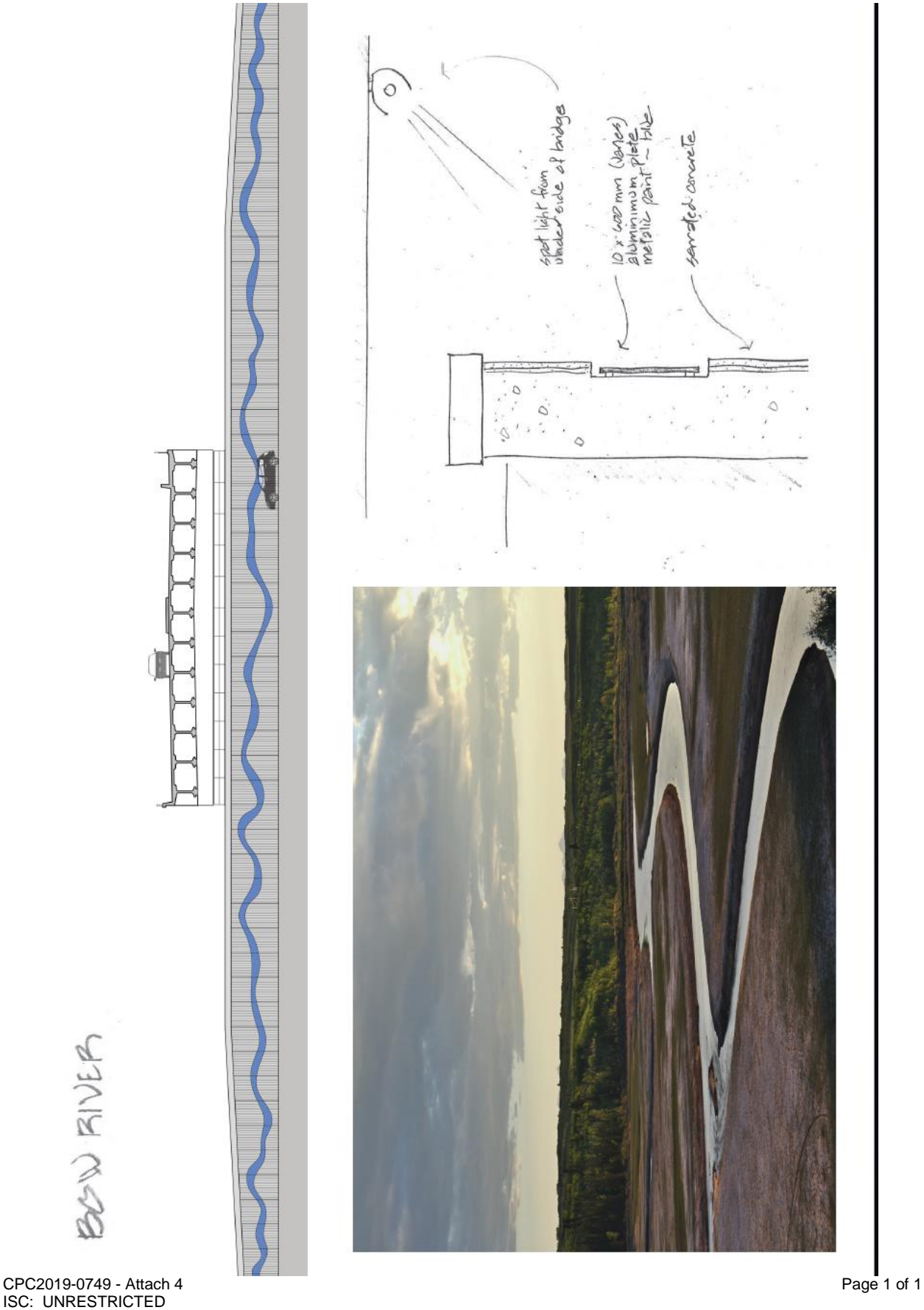
### Key 19<sup>th</sup> St Detour Orientation During Construction







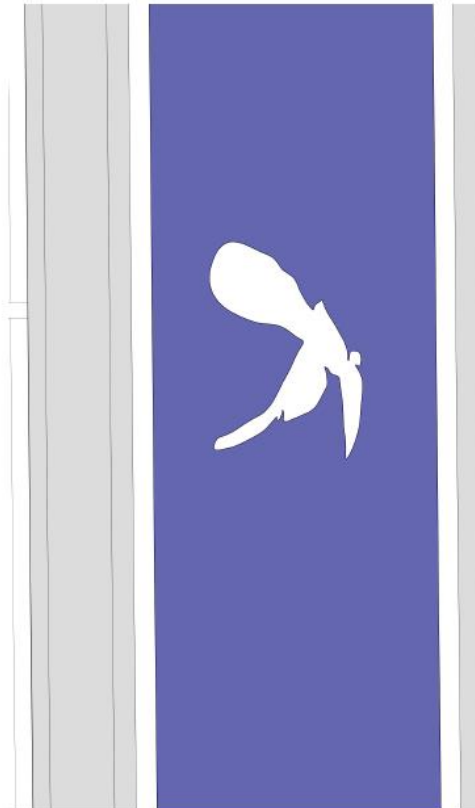
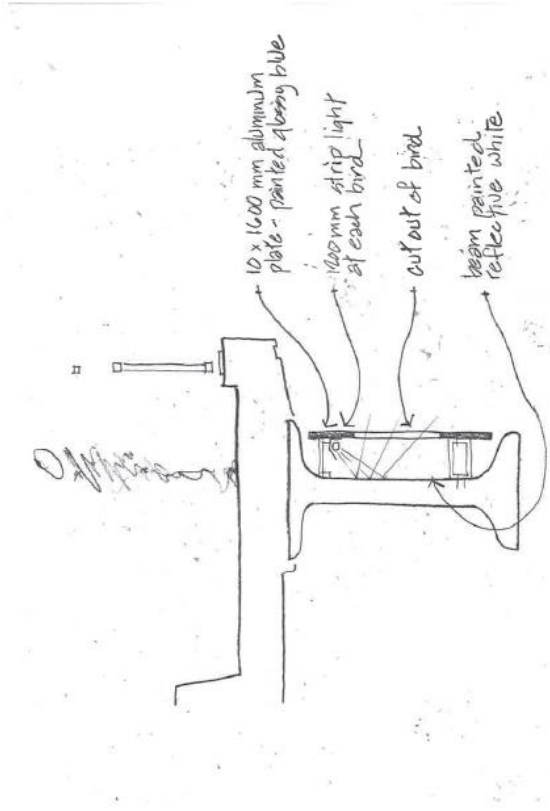
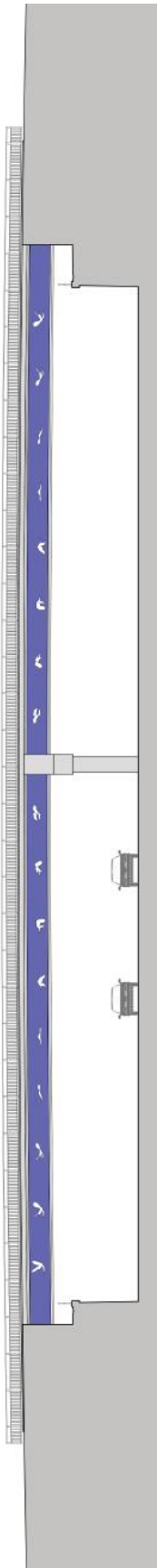
MSE Wall Aesthetic Treatment





## Girder Front Facing Aesthetic Treatment

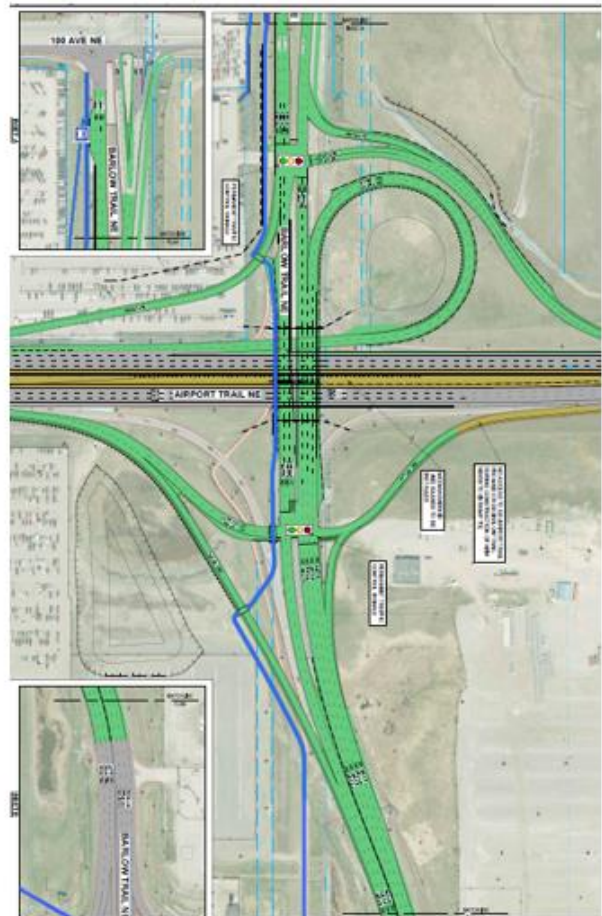
FLYING BIRDS - CUTOUT







## Final Pathway Orientation into Airport Property





## YYC Pathway Support



June 7, 2019

Mr. Sig Undheim  
P.O. Box 2100, Stn. M  
Calgary, AB T2P 2M5

Dear Mr. Sig Undheim:

The Calgary Airport Authority is a project (and funding) partner in the design of the City's Airport Trail Interchanges Project. As such, we support the design prepared to date, and the pathway connections proposed. The Pathways, as shown in Appendix A across the two structures, meet or exceed current pathway functionality today and are anticipated to meet anticipated Airport access needs into the future.

We trust that this provides you with the information needed at this time. If you have any questions, please do not hesitate to contact me at (403) 735-1362.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Yates", written over a light blue horizontal line.

Greg Yates,  
Manager, Airport Planning

Attachment



Planning & Development Report to  
Calgary Planning Commission  
2019 June 06

ISC: UNRESTRICTED  
CPC2019-0682

## Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036

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### EXECUTIVE SUMMARY

This application was submitted by CivicWorks Planning + Design on 2019 March 13 on behalf of the landowner, Eagle Crest Homes LTD. The application proposes redesignation of the subject site from Multi-Residential – Contextual Low Profile (M-C1) District to the Mixed Use - General Frontage (MU-1f3.3h19) District to allow for:

- a comprehensively designed mixed use development;
- approximately 42 residential units (an increase from the current maximum of 20 units);
- a maximum floor area ratio (FAR) modifier of 3.3 (approximate building floor area of 4,000 square metres);
- a maximum building height of 19 metres (an increase from the current maximum of 14 metres); and
- the uses listed in the MU-1 District.

The proposal requires an amendment to the *Richmond Area Redevelopment Plan (ARP)* and aligns with the applicable policies of the *Municipal Development Plan*.

A development permit for a 42-unit multi-residential development has been submitted 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 amendment to the Richmond Area Redevelopment Plan (Attachment 3); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.12 hectares  $\pm$  (0.30 acres  $\pm$ ) located at 2813 - 24A Street SW (Plan 5661O, Block 47, Lots 7 to 10) from Multi-Residential – Contextual Low Profile (M-C1) District **to** Mixed Use - General Frontage (MU-1f3.3h19) District; and
4. Give three reading to the proposed bylaw.

### PREVIOUS COUNCIL DIRECTION / POLICY

None.



Planning & Development Report to  
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2019 June 06

ISC: UNRESTRICTED  
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**Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036**

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**BACKGROUND**

CivicWorks Planning + Design submitted this application on 2019 March 13 on behalf of the landowner, Eagle Crest Homes LTD. As described in the Applicant's Submission (Attachment 1), the intent of the application is to enable the development of a five storey mixed-use multi-residential development with commercial-retail units at-grade. The proposed building would contain 42 dwelling units in the community of Richmond, across from the recently closed Viscount Bennett Centre and Chinook Learning facility.

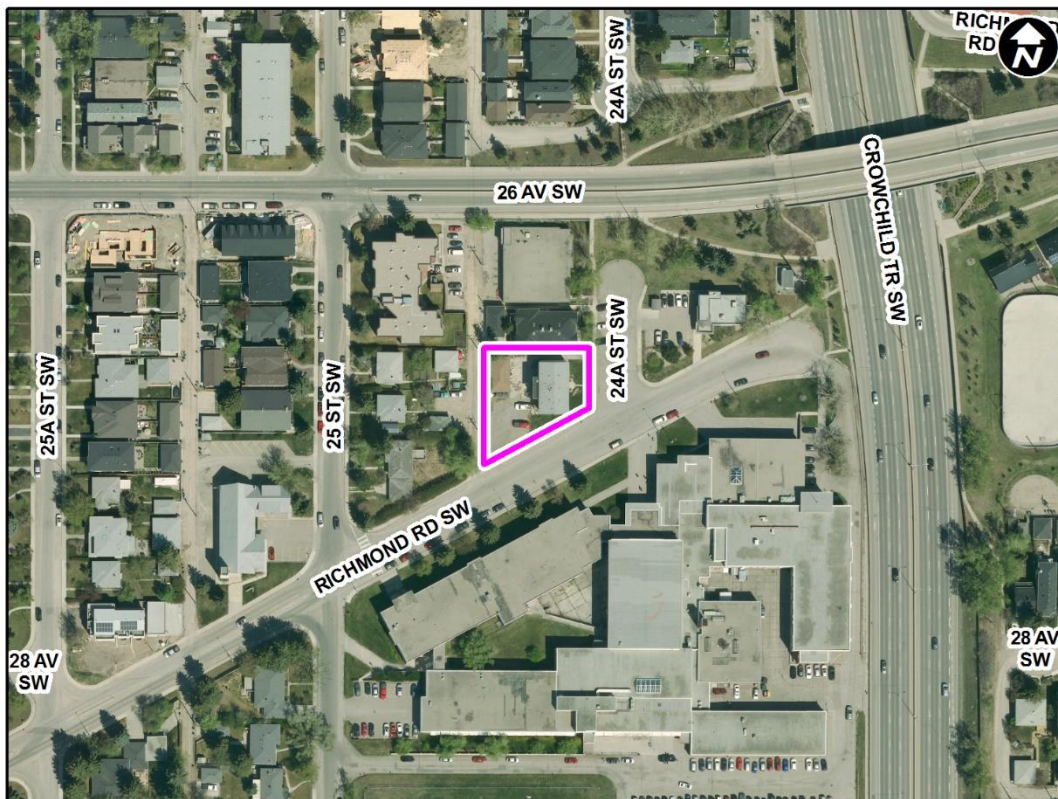
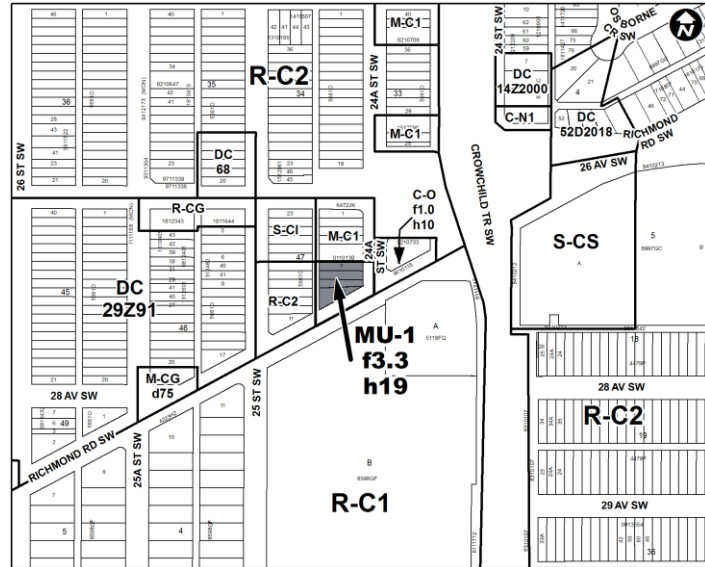
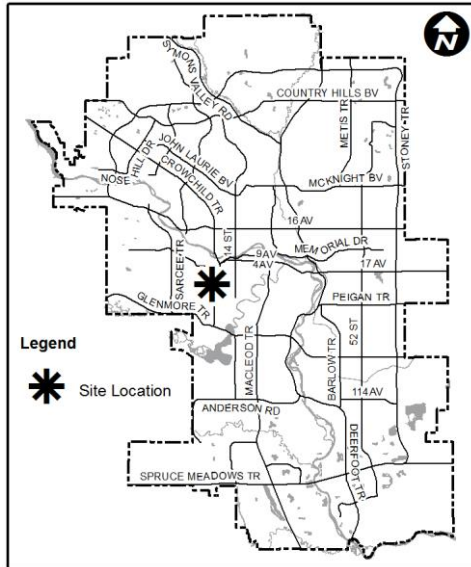
CivicWorks Planning + Design submitted a development permit (DP2019-1660), 2019 April 08, for the proposed mixed use development is currently under review (Attachment 2).

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Calgary Planning Commission  
2019 June 06

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**Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036**

**Location Maps**



## Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036

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### Site Context

The site is located at the southeast corner of Richmond Road SW and 24A Street SW in the community of Richmond, and is currently occupied by a three-storey, six-unit residential building.

To the north, the adjacent neighbour, is a multi-residential development comprising 5 units in two storeys, circa 1945, designated Multi-Residential – Contextual Low Profile (M-C1) District. To the west, across an alley, are three single detached houses which a pre-application has been held to redesignate these to M-CG. To the east, across 24A street, is a dental clinic, circa 1992, designated Commercial – Office (C-Of1.0h10) District.

To the south, across Richmond Road SW, is the recently closed Viscount Bennett Centre, 4.65 hectares  $\pm$  (11.49 acre  $\pm$ ) site with redevelopment and intensification potential.

As identified in *Figure 1*, the community of Richmond reached peak population in 1968.

*Figure 1: Community Peak Population*

<b>Richmond</b>	
Peak Population Year	1968
Peak Population	5,080
2018 Current Population	4,882
Difference in Population (Number)	-198
Difference in Population (Percentage)	-4%

Source: *The City of Calgary 2018 Civic Census*

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

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal allows for a range of building types and are compatible with the established built form for the neighbourhood. Subject to a minor amendment to the ARP, 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 and analysis conducted by Administration.

**Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036**

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***Land Use***

The subject site is currently designated Multi-Residential – Contextual Low Profile (M-C1) District. The proposed re-designation is to Mixed Use - General Frontage (MU-1) District, with a Floor Area Ratio (FAR) modifier of 3.3 and a height modifier of 19.0 metres. The following table (*Figure 2: Land Use Comparison*) outlines the number of key distinctions between the current and proposed land use districts.

*Figure 2: Land Use Comparison*

	<b>M-C1</b>	<b>MU-1f3.3h19</b>
<b>Land Uses</b>	Multi-residential	Mixed use
<b>Density</b>	148 units per hectare	n/a
<b>Height</b>	14.0m with 40% fourth floor area	19.0m with stepback to the north from 11.0 m
<b>FAR</b>	n/a	3.3
<b>Residential parking</b>	1.25 stalls/unit	0.75 stalls/unit*

\* Note that the development permit (DP2019-1660) is under review

***Development and Site Design***

The rules of the proposed MU-1 District will provide basic guidance for the future development of the site, including appropriate uses, height and building massing, landscaping and parking. Given the specific context of this site, additional items that have been considered though the concurrent development permit process include, but are not limited to:

- ensuring an engaging built interface along Richmond Road SW;
- building placement and thoughtful scale transitions by integrating stepback that follow approved city-wide policies; and
- site appropriate vehicular access, parking and garbage pickup.

***Environmental***

A Phase I Environmental Site Assessment was submitted and is under review. Further comments to follow as part of the review of the related development permit.

***Transportation***

A comprehensive Transportation Impact Assessment was not required as part of this application or the related development permit application. Site access and parking requirements have been reviewed through Transportation's review of related DP2019-1660 and found to be satisfactory. The subject site is 700 metres from a future Southwest BRT station and well served by bus Routes 6, 18, 20, 63, and 112.

## **Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036**

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### ***Utilities and Servicing***

Development servicing is under review through the development permit and development site servicing plan (DSSP) circulation processes as part of Water Resources' review of DP2019-1660.

### **Stakeholder Engagement, Research and Communication**

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

In addition to Administration's standard engagement approach applicant-led engagement included a public open house, on-site signage, postcards to nearby residents, and information available via a project website, email address, and phone number.

An overview and 'What We Heard' report from the applicant-led engagement can be found in Attachment 2.

A couple of individuals contacted Administration to discuss the proposal, expressing concerns including dust during construction and traffic impacts. The application did not receive comments from the Richmond Community Association, despite attempts from Administration and the applicant.

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 (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.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed policy amendment and land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.



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## **Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036**

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

The Municipal Development Plan (MDP) proposes a compact urban form for Calgary by encouraging increased population and job growth to occur in the existing, built-up areas of the city. In particular, activity centres, corridors, and other areas that are well connected to the existing and future Primary Transit Network are identified as the primary areas to accommodate significant residential and employment growth. The MDP identifies this parcel as Inner City and is located next to a future BRT route.

### ***Richmond Area Redevelopment Plan (Statutory – 1986)***

The *Richmond Area Redevelopment Plan* (ARP), approved in 1985, places the subject site in the Medium Density Residential land use area. An amendment to Map 2 of the ARP from Medium Density Residential to High Density Residential is necessary. The High Density Residential land use category is intended to accommodate a range of development types and intensities allowable under the proposed MU-1f3.3h19 District. (Attachment 3).

### **Social, Environmental, Economic (External)**

Development enabled by this application has the potential to allow more Calgarians to choose to live in a location well served by existing infrastructure and close to services, employment, community amenities, and transit. Increased development of the subject site has the potential to allow for population growth that will support local services and contribute to a livable and diverse community.

### **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**

While the development permit application (DP2019-1660) has been submitted, Council's decision on this application may or may not result in the development considered under the associated development permit application being realized.

Given the flexible nature of allowable building forms in the proposed MU-1 District and the requirement for a new development permit to be submitted for review, potential risks associated with proceeding with different development concepts are limited.

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**Policy Amendment and Land Use Amendment in Richmond (Ward 8) at 2813 - 24A Street SW, LOC2019-0036**

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**REASON(S) FOR RECOMMENDATION(S):**

Administration recommends approval of this application due to its alignment with relevant planning policies contained in the *Municipal Development Plan* and the *Richmond Area Redevelopment Plan* as amended. The proposal has the potential to allow more Calgarians to choose to live in a location well served by existing infrastructure and close to services, employment, community amenities, and transit.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Development Permit/Engagement Overview
3. Proposed Amendment to the Richmond ARP

## **Applicant's Submission**

RE: Land Use Redesignation - 2813 24A ST SW  
FROM: Multi-Residential - Contextual Low Profile (M-C1) District  
TO: Mixed Use - General (MU-1f3.3h19) District

The proposed Land Use Redesignation (LOC2019-0036) subject site and project, Cascade, is situated at the corner of Richmond RD SW and 24A ST SW in the Inner-City community of Richmond. The subject site is composed of one parcel with a total site area of 0.12 hectares (0.30 acres). Cascade is proposed as a mixed-use multi-residential development with commercial-retail units at grade. Comprised of 42 dwelling units with a maximum FAR of 3.3 and height of 19m, the proposed 5-storey building has been designed to respond to an existing commercial and multi-residential development context in the immediate vicinity in addition to future redevelopment and moderate intensification potential in the recently closed 4.7 hectare (11.7 acre) Viscount Bennett site owned by the Calgary Board of Education south of Cascade directly across the street.

The Richmond Area Redevelopment Plan (1986) places the Cascade subject site in a Medium Density Land Use Area and is considered along with the higher-order City of Calgary policies like the MDP and DAG to guide growth and change in the community. Recent improvements to The City's Primary Transit Network result in the site being conveniently located within 150m of northbound and southbound stops on the new MAX Southwest Bus Rapid Transit (BRT) Line. Cascade will build on this proximity and the emerging Viscount Bennett Activity Centre condition that exists at 24A ST SW and Richmond RD SW by providing new housing and employment options that support this growing Inner-City neighbourhood.

The Cascade project team has undertaken a best practice engagement process with stakeholders in Richmond. Stakeholder engagement began upon submission of this land use redesignation application, has provided and will continue to provide opportunities across a variety of in-person and online platforms for stakeholders to learn about the vision for Cascade, and has allowed participants to share their comments in a respectful and transparent manner. The Application Brief and What We Heard Report 2.0 submitted as part of the project team's DTR1 response package summarizes the engagement process, feedback from stakeholders and the public, and project team responses to common feedback themes. It should be noted that the majority of the feedback the project team received throughout the engagement process was less related to the Cascade proposal and pertained more to the greater neighbourhood of Richmond, which is reflected in the contents of the What We Heard Report.



Development Permit/Engagement Overview



APPLICATION  
BRIEF

Concurrent Land Use Redesignation  
(LOC2019-0036)+ Development Permit  
(DP2019-1660)

Land Use Redesignation Application +  
What We Heard Report

**CASCADE**  
2813 24A ST SW, Community of Richmond

**PREPARED ON BEHALF OF**  
Eagle Crest Homes Ltd.



Development Permit/Engagement Overview

# APPLICATION BRIEF

Concurrent Land Use Redesignation  
(LOC2019-0036) + Development Permit  
(DP2019-1160)

Land Use Redesignation Application +  
What We Heard Report

**CASCADE**  
2813, 24A ST SW, Community of Richmond

**PREPARED ON BEHALF OF**  
Eagle Crest Homes Ltd.

Version  
2.0

Issued  
17.05.2019

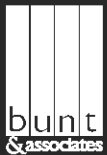
**PREPARED BY**  
CivicWorks

**PROJECT TEAM**  
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Development Permit/Engagement Overview

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## Development Permit/Engagement Overview

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Development Permit/Engagement Overview

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# INTRODUCTION + CONTEXT

Development Permit/Engagement Overview

1.1 PROJECT TEAM



CIVICWORKS

CivicWorks is a specialized, Calgary-based planning and design consulting firm with over 50 years of combined team experience offering comprehensive advisory services and expertise to private sector land development clients throughout Alberta. Our core professional planning and design expertise is effectively complemented by strategic partnerships with other specialized professional firms.

SELECT AWARDS

CITY OF CALGARY MAYOR’S URBAN DESIGN AWARD 2017

Project: Village  
Client: RNSQR

CITY OF CALGARY MAYOR’S URBAN DESIGN AWARD 2017

Project: Courtyard 33  
Client: RNSQR

CANADIAN INSTITUTE OF PLANNING AWARD OF MERIT 2015

Project: No264 Royal Canadian Legion  
Client: Truman

CITY OF CALGARY MAYOR’S URBAN DESIGN AWARD 2015

Project: Gateway  
Client: Truman





Development Permit/Engagement Overview

FAAS

FAAS: FORMED ALLIANCE ARCHITECTURE STUDIO

Formed Alliance Architecture Studio (FAAS) is a full service Calgary-based architectural firm that provides complete design, technical and construction services. Our firm has extensive knowledge in a variety of sectors, with special attention paid to infrastructural, residential, and pre-design work.

FAAS employs three principal processes into the delivery of their projects: rational analytics, harmonics, and big data. Combining these three processes with regular collaboration, team discussion, and research results in innovative, fresh, and exciting design solutions. A creative design process is tailored for each project that comes through the office, which ensures that every client is delivered the unique and high-quality product that they envisioned.



- SELECT PROJECTS
- 1. Avenue 33 | Calgary, AB
  - 2. 19+2 | Calgary, AB
  - 3. Killarney Rowhome | Calgary, AB



Development Permit/Engagement Overview

PLANNING CONTEXT

ABOUT

This Brief was prepared by CivicWorks on behalf of Eagle Crest Homesd Ltd. for a parcel of land at 2813 24A ST SW, in the Inner-City community of Richmond. Situated at the corner of Richmond RD SW and 24A ST SW, Cascade is proposed as a mixed-use multi-residential development with commercial-retail units at grade. Comprised of 42 dwelling units, the proposed 5-storey building has been designed to respond to an existing commercial and multi-residential development context as well as future redevelopment and intensification potential in the recently closed multi-acre Viscount Bennett site owned by the Calgary Board of Education directly across the street.

The intent of this document is to outline the surrounding area context and planning analysis that has informed the architectural design of the building. The Richmond Area Redevelopment Plan (1986) places the subject site in a Medium Density Land Use Area and is considered along with higher-order City of Calgary policies like the MDP and DAG to guide growth in the community. Recent additions to The City's Primary Transit Network result in the site being conveniently located next to the new MAX Southwest Bus Rapid Transit (BRT) Line. Cascade will build on the emerging Activity Centre condition that exists at 24A ST SW and Richmond RD SW by providing new housing and employment options that will support this growing Inner-City neighbourhood.

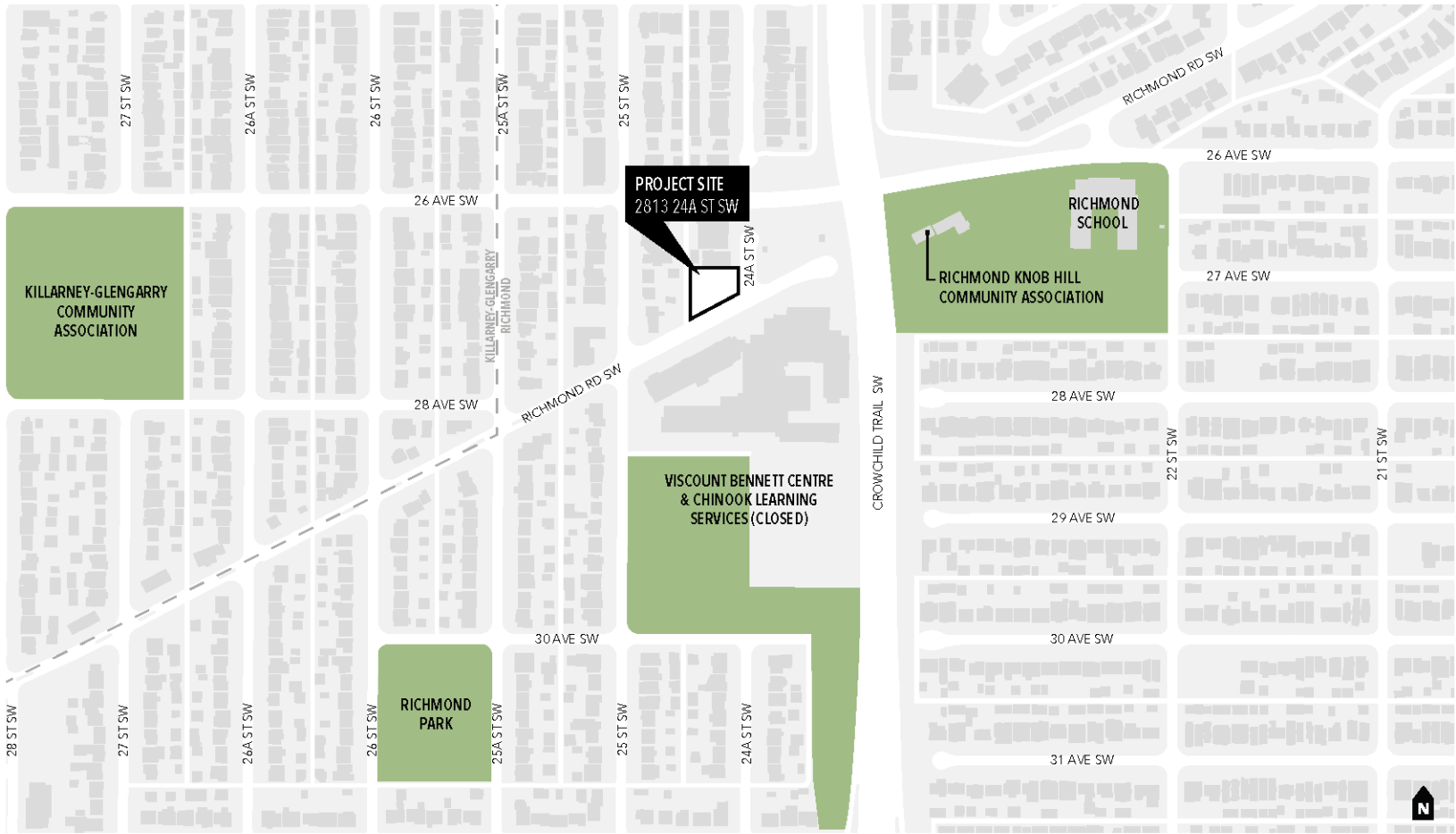


FIG.1.1 SITE LOCATION



Development Permit/Engagement Overview

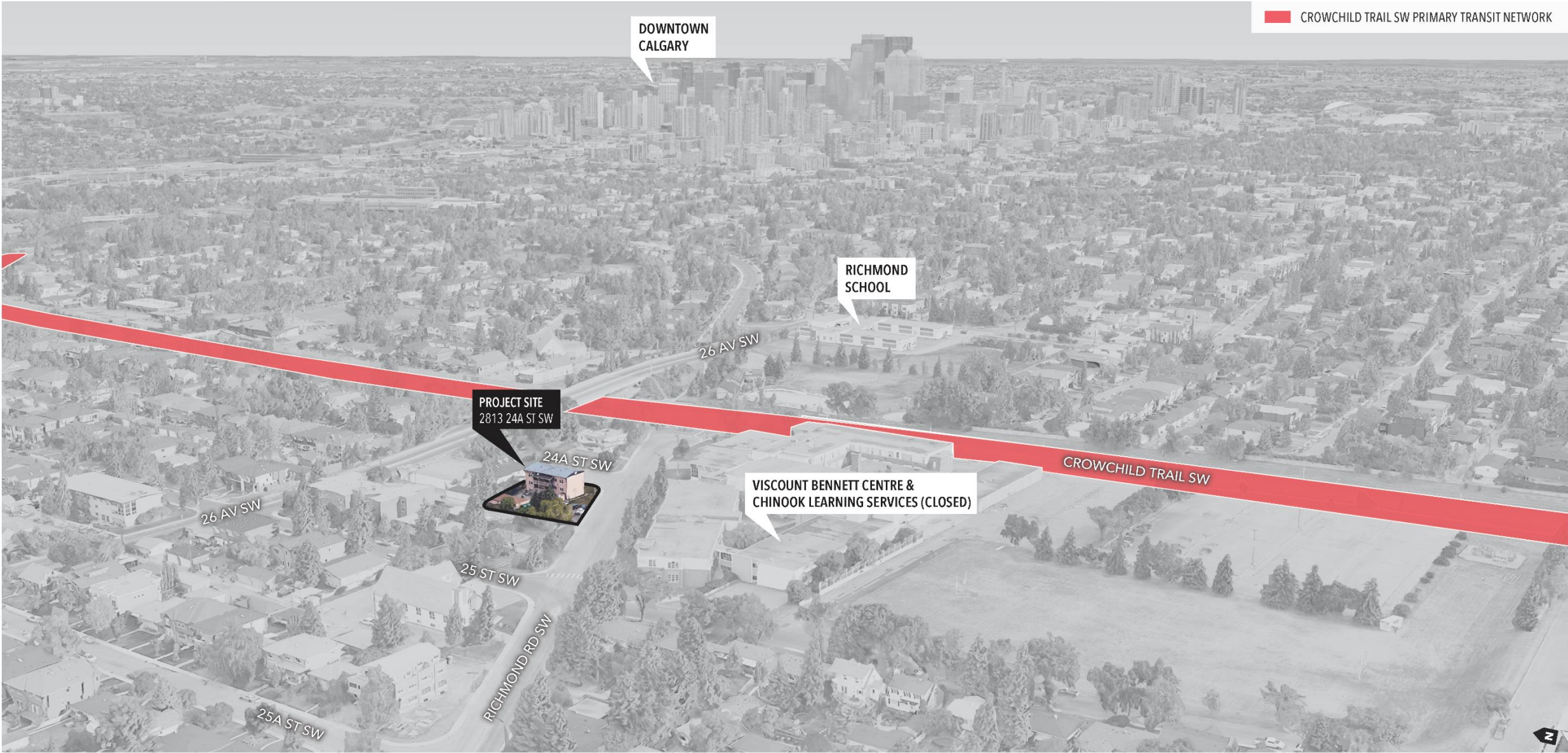
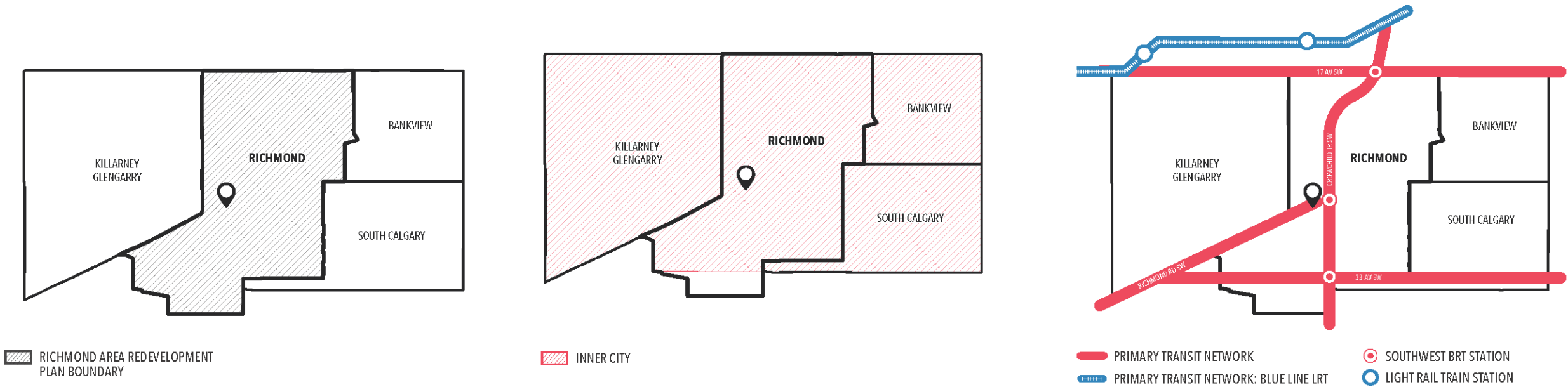


FIG.1.2 SITE CONTEXT

Development Permit/Engagement Overview

POLICY CONTEXT



LOCAL AREA PLAN

The Richmond Area Redevelopment Plan (ARP), approved in 1986, places the subject site in a Medium Density Land Use area, meaning multi-family redevelopment is appropriate when it conforms to land uses and densities found in the former Land Use Bylaw (2P80). In the 33 years since this ARP was approved, City-wide objectives have changed. As a result, the project team is looking to higher order policies including the Municipal Development Plan (MDP) and the Developed Areas Guidebook (DAG) for direction regarding the provision of more compact building forms in Activity Centres.

THE MDP AND THE DAG

The subject site is governed by high level, City-wide policies like the Municipal Development Plan (MDP) and Developed Areas Guidebook (DAG) on matters of land use and development. The MDP and DAG outline how Calgary aims to accommodate 33% of population growth within developed areas by 2039 in established inner city communities like Richmond. This will be achieved by supporting greater housing choice that reinforces more compact, complete and resilient neighbourhoods. These higher intensity, mixed-use areas (referred to in the MDP as Activity Centres and Corridors) direct a more significant portion of new housing and jobs to be closely connected to the Primary Transit Network.

PRIMARY TRANSIT NETWORK

The subject site is 150m from northbound and southbound future MAX Southwest BRT stations and steps away from current bus service (Routes 6, 18, 20, 63, 112) and future bus service (Routes 6, 20, 22, 63) that combine to provide high frequency transit service, meaning a frequency of every 10 minutes or less, 15 hours a day, 7 days a week. The City's key directions for land use and mobility recognize that in order to move towards an efficient city, land use and transit decisions need to be linked with policy to support population and employment intensification along the Primary Transit Network.



Development Permit/Engagement Overview

THE CASE FOR CASCADE



FIG.1.3 SITE CHARACTERISTICS

STRATEGIC LOCATION +  
OPPORTUNITY FOR GROWTH AND CHANGE

The Cascade development proposal—in alignment with the Municipal Development Plan (MDP) and Developed Areas Guidebook (DAG)—aims to increase residential and employment densities in close proximity to transit, community amenities and services. The project site has high opportunity for growth and change, exhibiting a number of contextual factors that support residential and employment uses, and intensification through a mixed-use built form:

- Corner parcel location reduces the impact on neighbouring properties;
- Direct lane access, minimizing the impact of vehicles on adjacent streets and sidewalks;
- Close proximity to Primary Transit that services the site (including the MAX Southwest BRT), maximizing the use of public transit infrastructure;
- Located in a context of Collector roads designed to handle higher traffic levels;
- Located a short walking distance from open spaces, parks and community amenities, helping support investment in new and existing infrastructure;
- Adjacent to existing and future commercial and multi-residential development, ensuring an appropriate transition of development intensity; and
- Located across the street from the Viscount Bennett Centre, a site with healthy redevelopment and intensification potential into a future Activity Centre. Cascade will be supportive of a transition from lower to higher intensity or supportive of a future mixed use at this site.



## Development Permit/Engagement Overview

# A NEW APPROACH TO LOCAL GROWTH PLANNING

## COMMUNITY DISTRICTS

The City of Calgary's key planning tool for local area planning, the Area Redevelopment Plan (ARP), will transition to more regionally based strategic growth plans as The City adapts to managing City-wide growth and development. This approach, which addresses the resource intensive challenge of updating/creating individual plans for an increasing number of communities (now nearly 250), will fill growth planning gaps in communities where no local plan currently exists and replace other plans that are largely outdated.

The community district strategic growth model will combine several neighbouring communities, with a focus on shared history, characteristics, and resources to create a future vision for how land could be used and redeveloped in the area. The subject site is bound for inclusion in a Local Growth Plan called The Main Streets West of Crowchild Trail SW that will combine 18 communities. The plan is set to be initiated in the next five years and will provide an updated local plan framework to this part of Richmond.

Building on the vision, goals and policies outlined in Calgary's Municipal Development Plan and the Developed Areas Guidebook, community district planning within the Developed Areas will focus on providing a wider range of housing, services and amenities. This will ensure our established communities remain sustainable, affordable and dynamic, so they continue to meet the needs of Calgarians in the future.

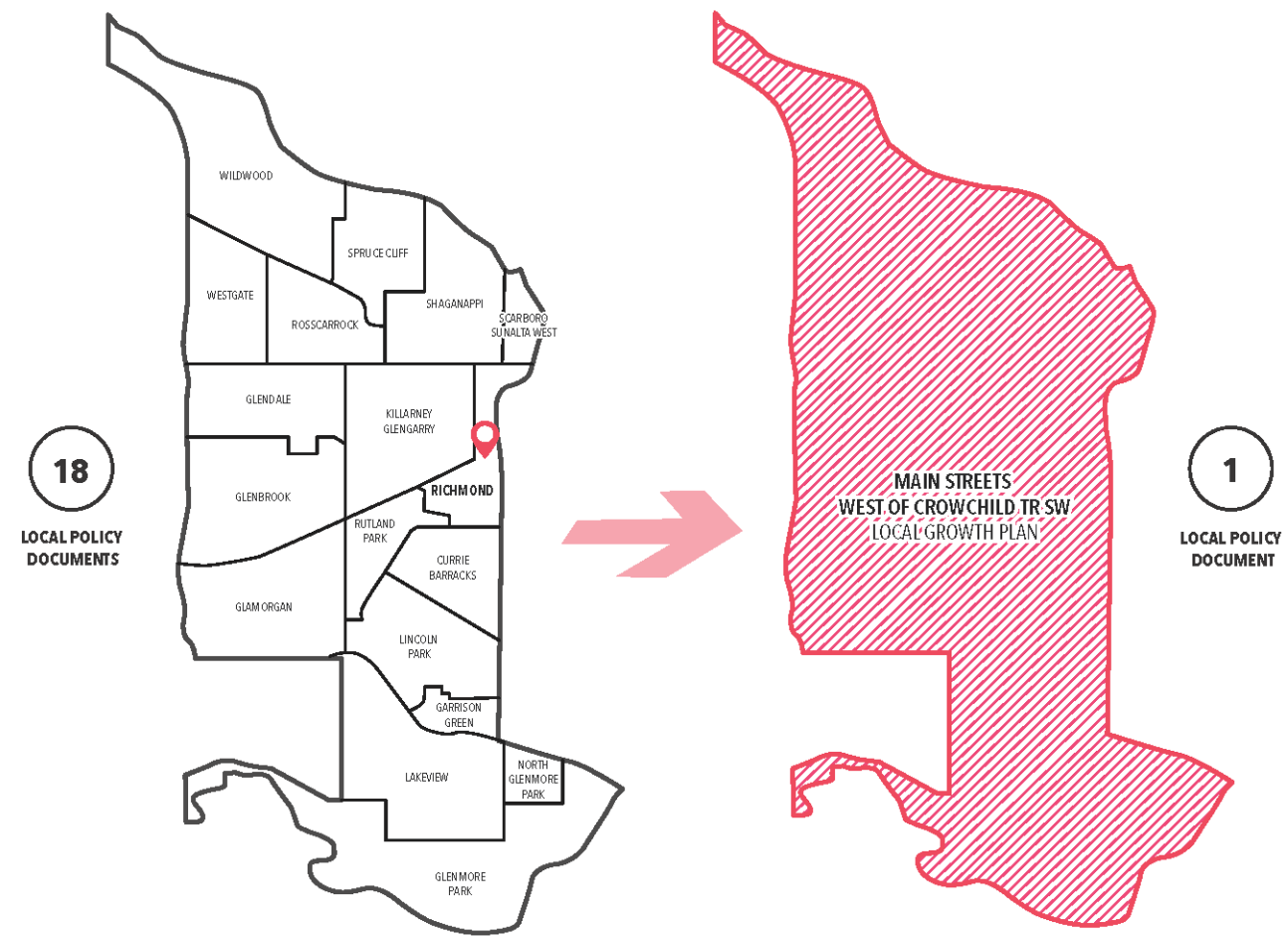
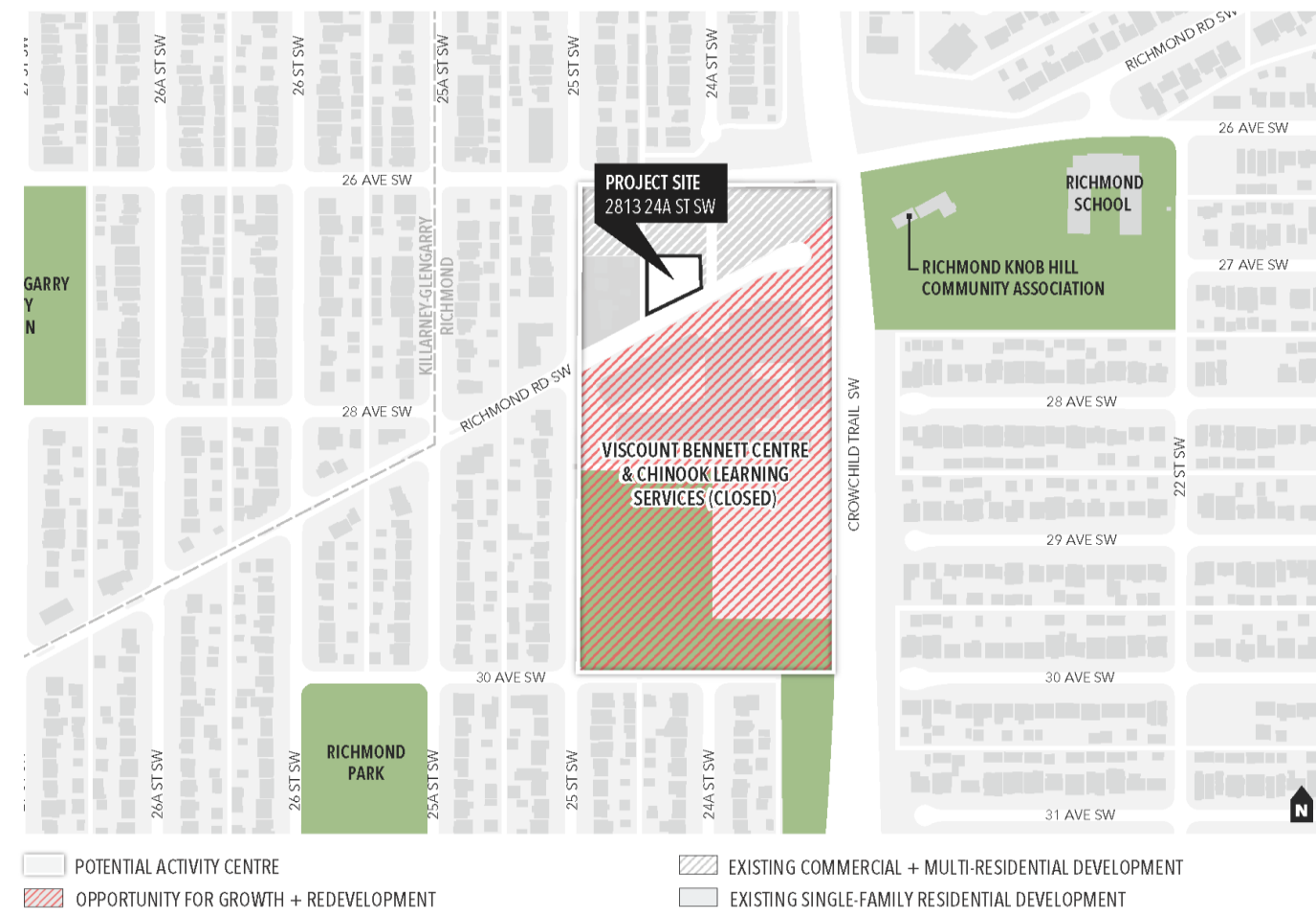


FIG.1.4 LOCAL GROWTH PLANNING EXAMPLE: MAIN STREETS WEST OF CROWCHILD TRAIL SW LOCAL GROWTH PLAN

## Development Permit/Engagement Overview

## AN EMERGING OPPORTUNITY FOR GROWTH AND REDEVELOPMENT



**FIG.1.5 OPPORTUNITY FOR GROWTH AND REDEVELOPMENT: NEIGHBOURHOOD ACTIVITY CENTRE**

## NEIGHBOURHOOD ACTIVITY CENTRE

The preconditions exist in the immediate vicinity of Cascade for the emergence of a future Neighbourhood Activity Centre (NAC). NACs are ideal mixed-use sites which can accommodate moderate intensification including medium density residential, local retail, services, and community facilities.

According to the Calgary Board of Education (CBE), there are plans to explore the possible sale or redevelopment of their now closed 11.7 acre Viscount Bennett Centre and Chinook Learning Services facility. Located directly south of the subject site across Richmond RD SW, these lands may provide an opportunity for the area to emerge into a future Neighbourhood Activity Centre, concentrating anticipated urban growth along the Primary Transit Network and providing small-scale retail and services to the community of Richmond.

The Developed Areas Guidebook provides examples of building typologies that are suitable for Neighbourhood Activity Centres, intended to correspond with the existing and desired land use within a community. The five-storey proposal of residential and small-scale commercial uses is well-aligned with the DAG's vision. Cascade has the potential to provide a transition into a future Neighbourhood Activity Centre, as well as offer a diverse mix of uses that complement the existing scale and character of Richmond.



FIG.1.6 DEVELOPED AREAS GUIDEBOOK: NEIGHBOURHOOD ACTIVITY CENTRE BUILDING TYPOLOGIES

Development Permit/Engagement Overview

LAND USE REDESIGNATION

PROPOSED LAND USE CHANGE

To support the redevelopment vision for Cascade, a Land Use Redesignation from Multi-Residential - Contextual Low Profile (M-C1) to Mixed Use - General (MU-1f3.3h19) is proposed. This would allow for a street oriented residential development of up to five storeys in height (19 metres) and a floor area ratio (FAR) of 3.3. The Mixed-Use Land Use District within LUB1P2007 was designed/developed to support growth in key areas like Activity Centres.

CONCURRENT DEVELOPMENT PERMIT APPLICATION

Along with a Land Use Redesignation (LOC2019-0036) application, a concurrent Development Permit (DP2019-1660) application has been submitted and is under active review, ensuring a comprehensive and thoughtful ‘bricks and mortar’ outcome for the future development site, which directly informs the proposed Land Use Redesignation.

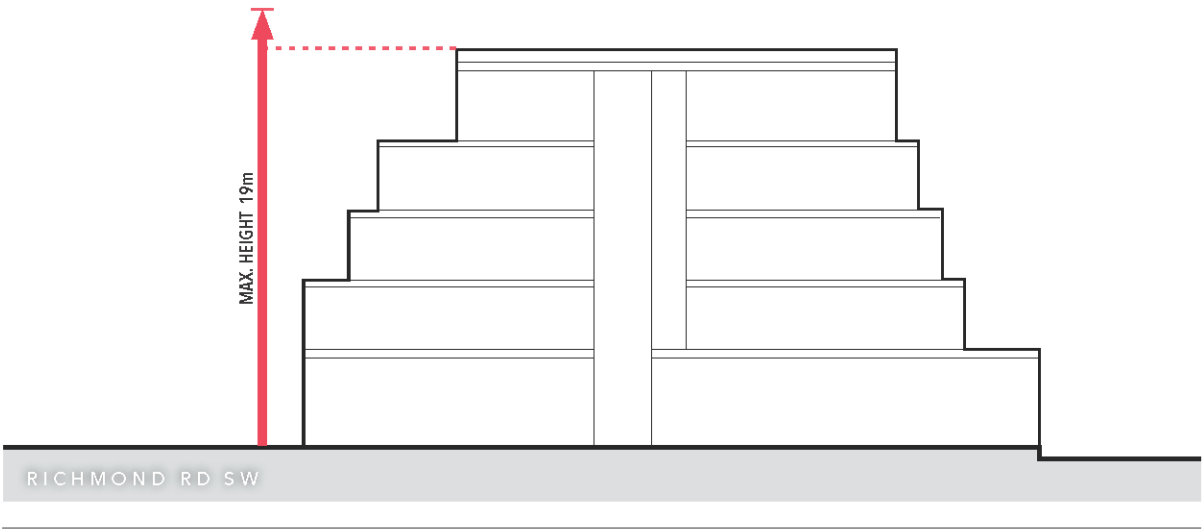


FIG.1.7 PROPOSED BUILDING HEIGHT MODIFIER

Development Permit/Engagement Overview



FIG.1.8 PROPOSED LAND USE REDESIGNATION

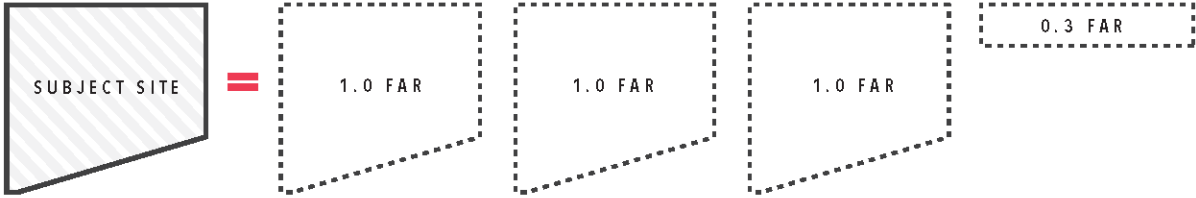


FIG.1.9 PROPOSED FLOOR AREA RATIO (FAR) MODIFIER

## Development Permit/Engagement Overview

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# 2



Development Permit/Engagement Overview

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# DESIGN CONCEPT

Development Permit/Engagement Overview

PRINCIPLES

WHAT MAKES A GREAT BUILDING

From the beginning of the planning and design process, five project principles have guided the Cascade building concept. These principles express the desired outcome for the development, consistent with a project that contributes to a healthy, livable, and dynamic community.



GREAT ARCHITECTURE

Set a neighbourhood design precedent for what could be the emerging Viscount Bennett Activity Centre, with inspired architecture that utilizes high quality, long-lasting building materials.



THOUGHTFUL HEIGHT TRANSITIONS

Consider existing and future neighbours to create thoughtful scale transitions by integrating building “stepbacks” that follow approved city-wide policies.



BUILDING A LIVABLE STREET

Create a catalyst for the incremental transformation of the emerging Viscount Bennett Activity Centre into a livable, pedestrian-friendly community.



PLACEMAKING

Create a people-friendly destination through thoughtful public realm design elements and enhancements.

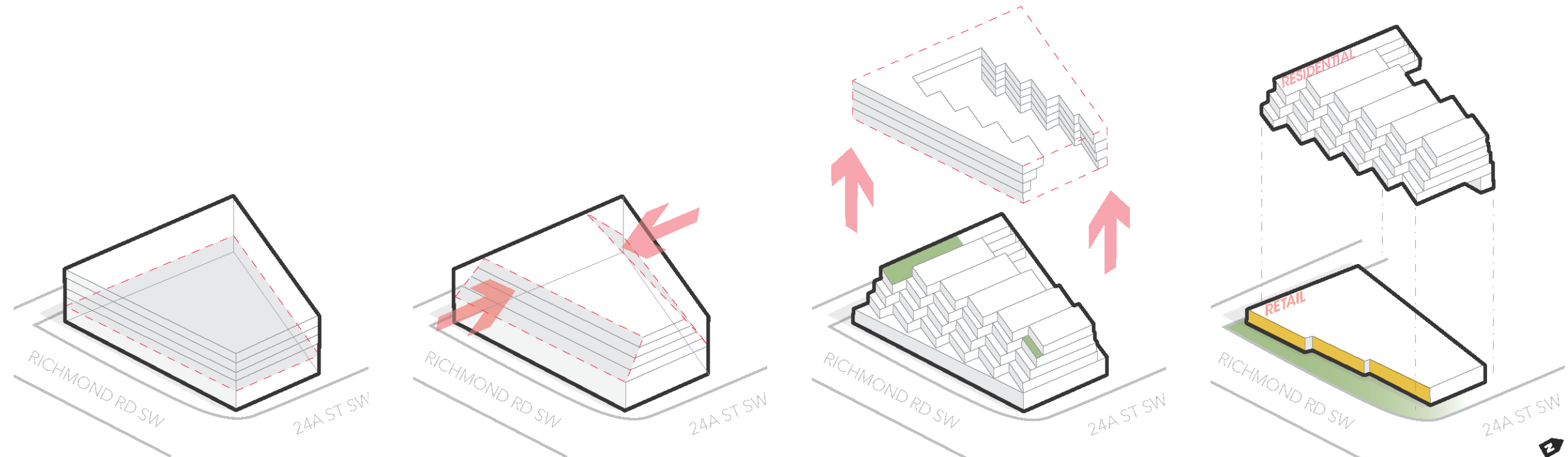


HIGH QUALITY RETAIL

Introduce new neighbourhood-focused retail services and amenities that build on the success of other local area businesses..

## Development Permit/Engagement Overview

### APPROACH



#### 1. ESTABLISH ENVELOPE

Create building form through adherence to proposed MU-1 Land Use District envelope. Divide building uses into commercial and residential portions per bylaw requirements.

#### 2. INTEGRATE A MORE SENSITIVE RESIDENTIAL INTERFACE

Carve mass on north and south facades to maximize site and neighbour exposure to sun. Reduce mass along laneway to mitigate shadow impact to neighbours across lane. Reduce openings on north facade to mitigate overlooking concerns.

#### 3. REFINE THE BUILDING FORM

Refine the building form to create dynamic architecture along Richmond RD SW. Utilize carved areas on top floor to introduce shared building amenities and landscaping.

#### 4. PROGRAM FOR COMMUNITY AMENITY

Dedicate the majority of the ground floor to neighbourhood-serving commercial-retail uses. Use varied materials and articulation to create easily legible residential/commercial entries and to maximize at-grade space for public realm improvements.



Development Permit/Engagement Overview





Development Permit/Engagement Overview



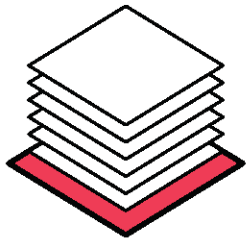


Development Permit/Engagement Overview

PROJECT-AT-A-GLANCE

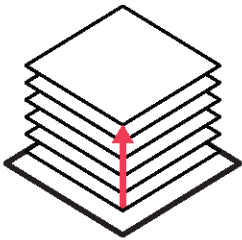
Site  
Area

1,201m<sup>2</sup>  
12,927 sq.ft.  
0.12ha  
0.30 ac



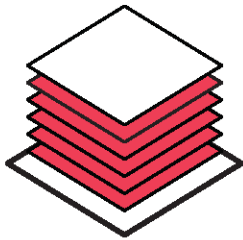
Building  
Height

19m  
Maximum Height  
5  
Storeys



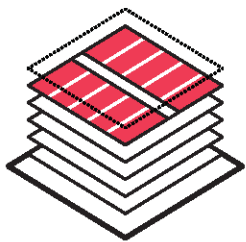
Building  
Intensity

3.3  
Maximum Floor Area Ratio  
798m<sup>2</sup>  
Building Footprint (8,590 sq.ft.)  
3,885m<sup>2</sup>  
Gross Floor Area (41,818 sq.ft.)



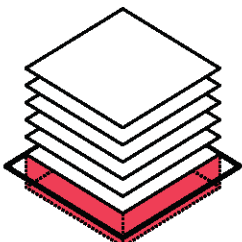
Dwelling  
Units

42  
Total Units  
7+/-  
1 Bed Units  
34+/-  
2 Bed Units  
1+/-  
3 Bed Units



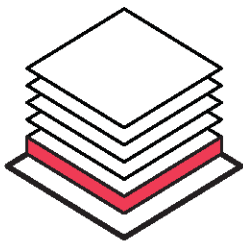
On-site  
Parking

35+/-  
Total Stalls  
30+/-  
Underground Parkade Stalls  
5+/-  
At-grade Stalls



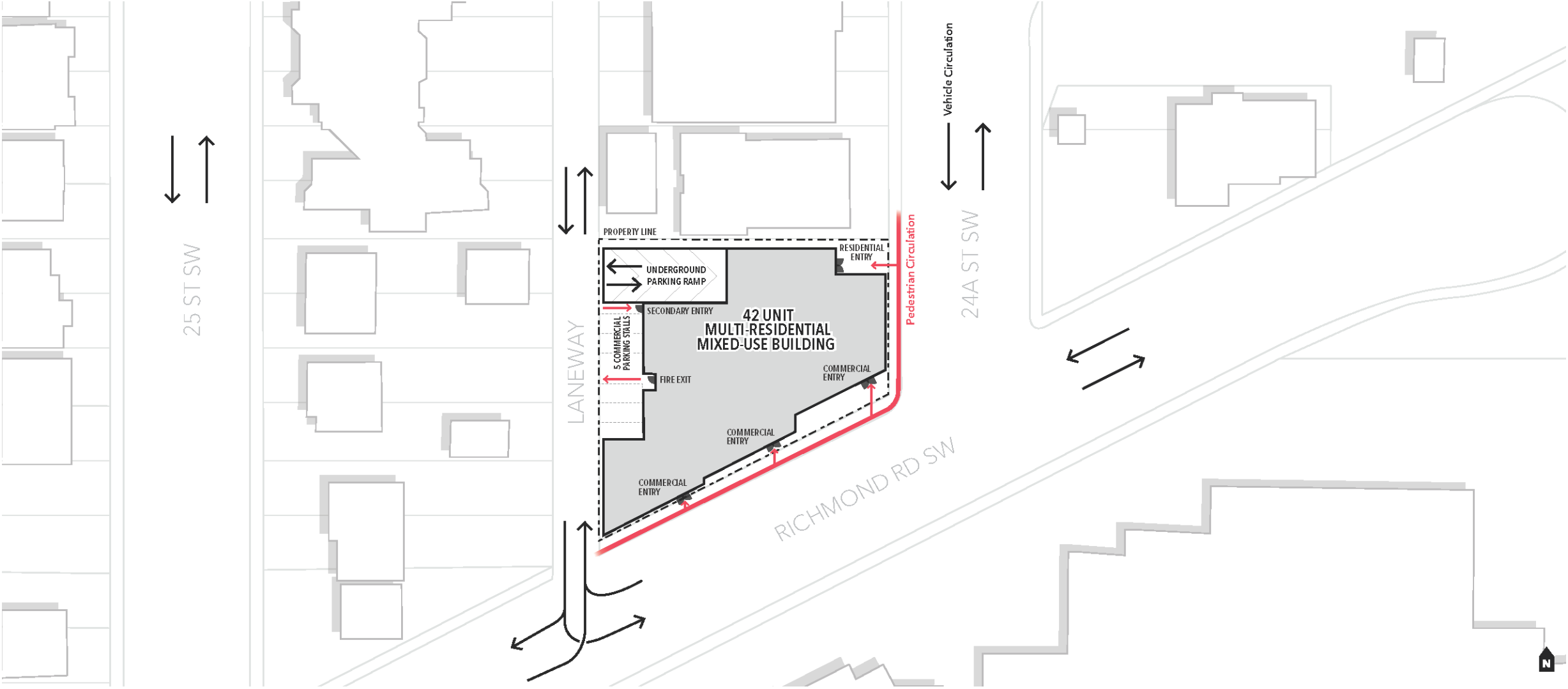
Retail  
Space

530m<sup>2</sup>  
Net Commercial Floor Area (6,857 sq.ft.)



Development Permit/Engagement Overview

SITE ACCESS & CIRCULATION



## Development Permit/Engagement Overview

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# 3

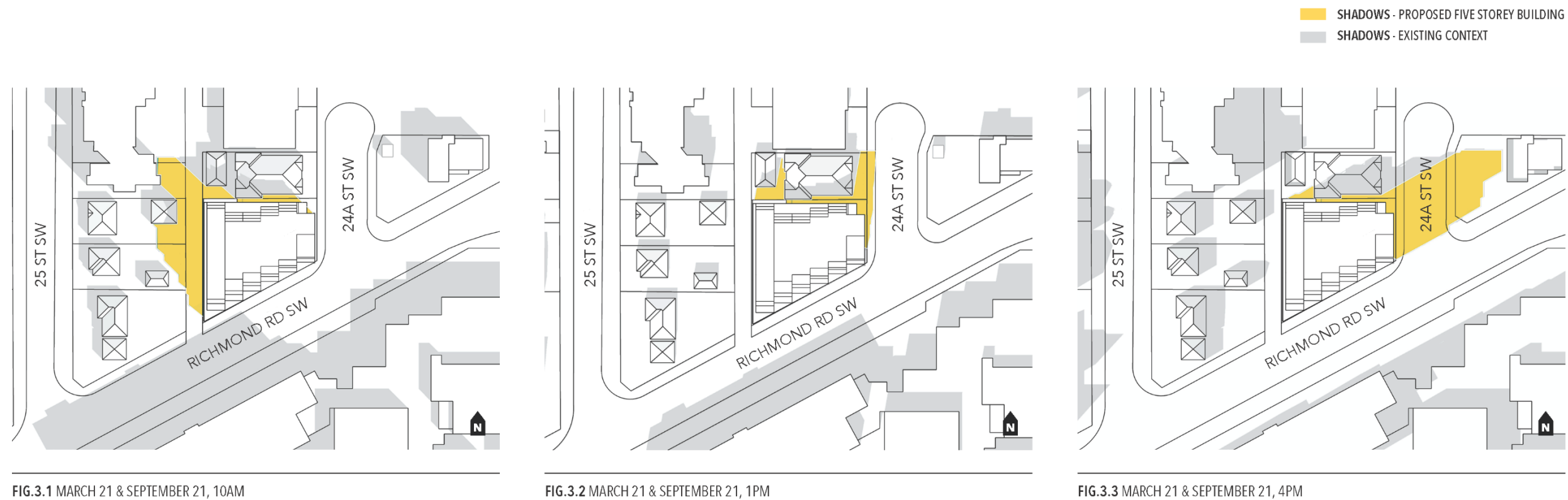
Development Permit/Engagement Overview

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# SUPPORTING STUDIES

## Development Permit/Engagement Overview

### SUN SHADOW STUDIES

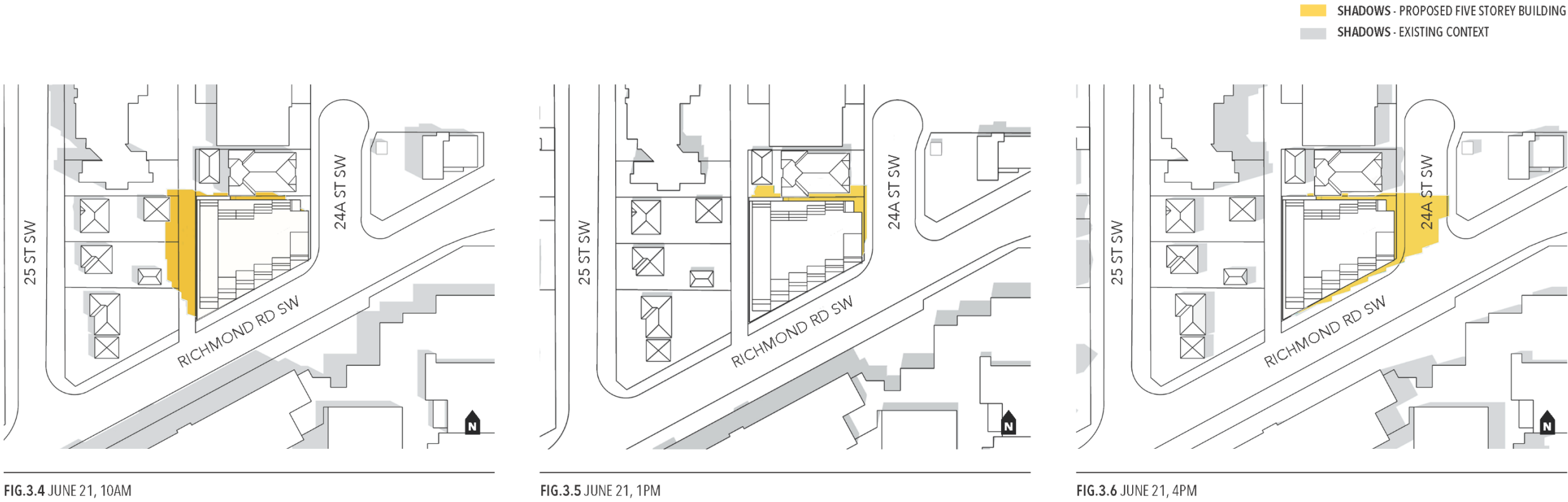


**NOTE:** Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

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



Development Permit/Engagement Overview



## Development Permit/Engagement Overview

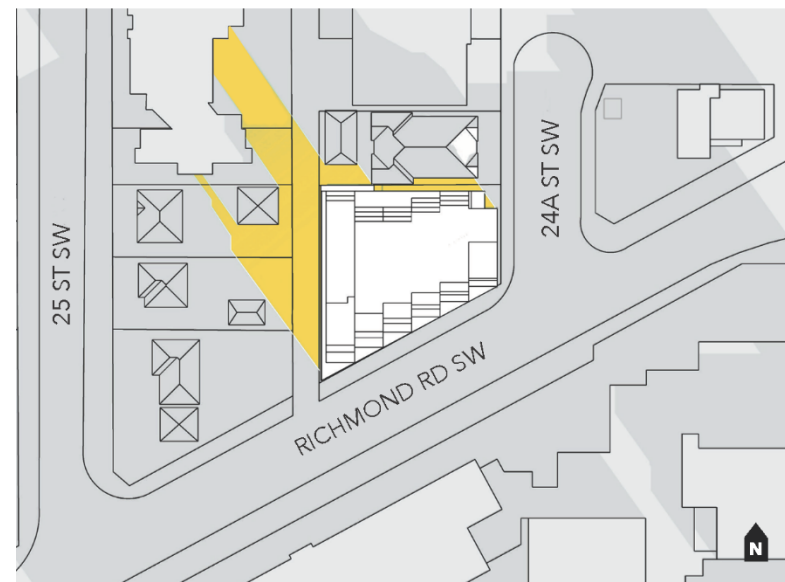


FIG.3.7 DECEMBER 21, 10AM

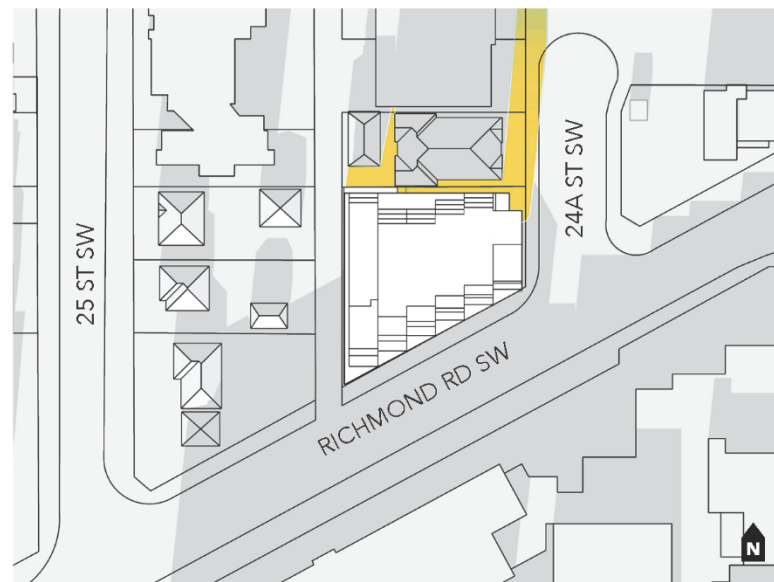


FIG.3.8 DECEMBER 21, 1PM

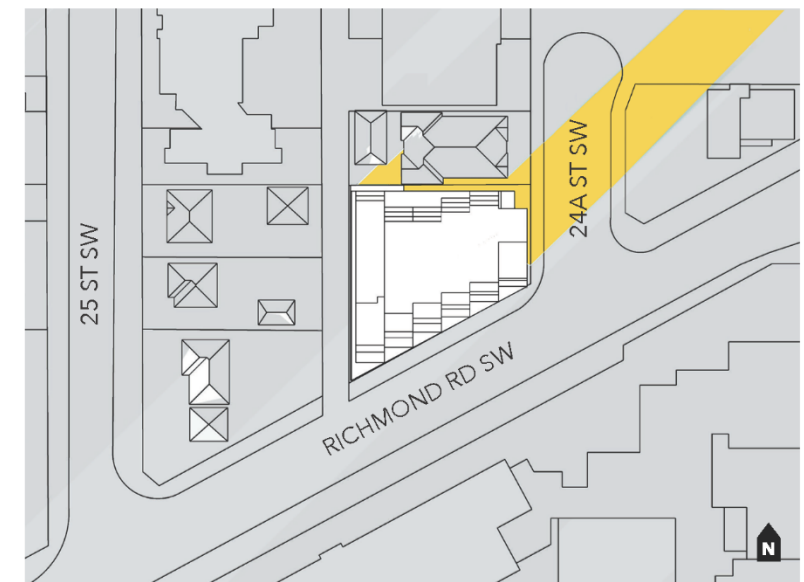
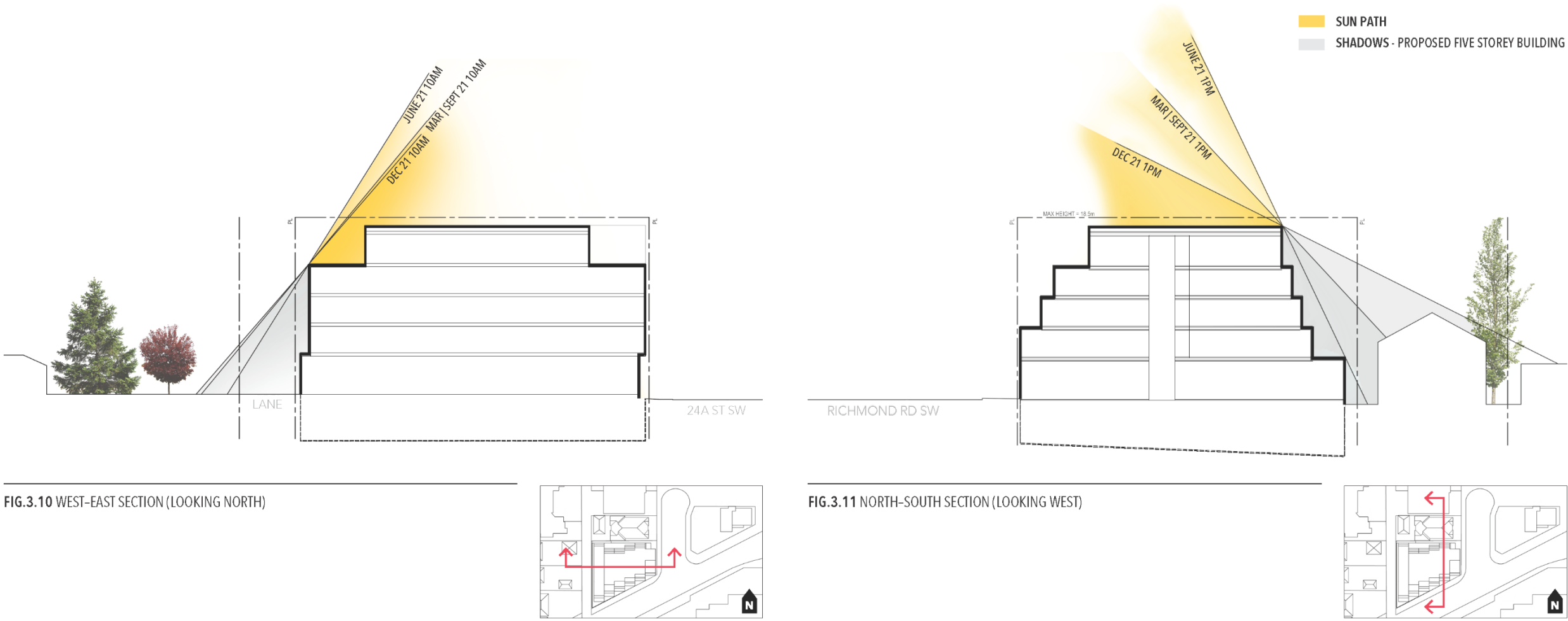


FIG.3.9 DECEMBER 21, 4PM

Development Permit/Engagement Overview



Development Permit/Engagement Overview

SIDE YARD RELATIONSHIP & SIGHT LINES

PRIVACY

The floorplate design and layout of Cascade results in ample fenestration on its north face. A side yard sight line study to the neighbouring multi-residential building at 2809 and 2811 24A ST SW was conducted to determine what the sight line impact would be on this existing building. The south facing side yard fenestration of the existing multi-residential building is composed primarily of obscured mortar block windows, which will provide interface privacy to residents. These have been eliminated from the study as due to their materiality, direct sight lines into these windows are impossible. There are four unobscured windows, two at grade and two on the second floor that will interface with Cascade.

The side yard relationship and sight lines diagrams (Figure 3.13-3.15) show the approximate sightlines from the windows of the proposed building. There are no windows at grade on the north face of Cascade, while storeys 2-5 do have windows that are on the same north-south plane as the unobscured windows. However, only the windows of one second storey unit of Cascade will directly interface with the second storey windows of the multi-residential, resulting in a minimal sight line impact to the neighbouring building overall. There are no balconies in the current design on the north facade to prevent overlooking.



FIG.3.12 SIDE YARD OF ADJACENT EXISTING RESIDENTIAL

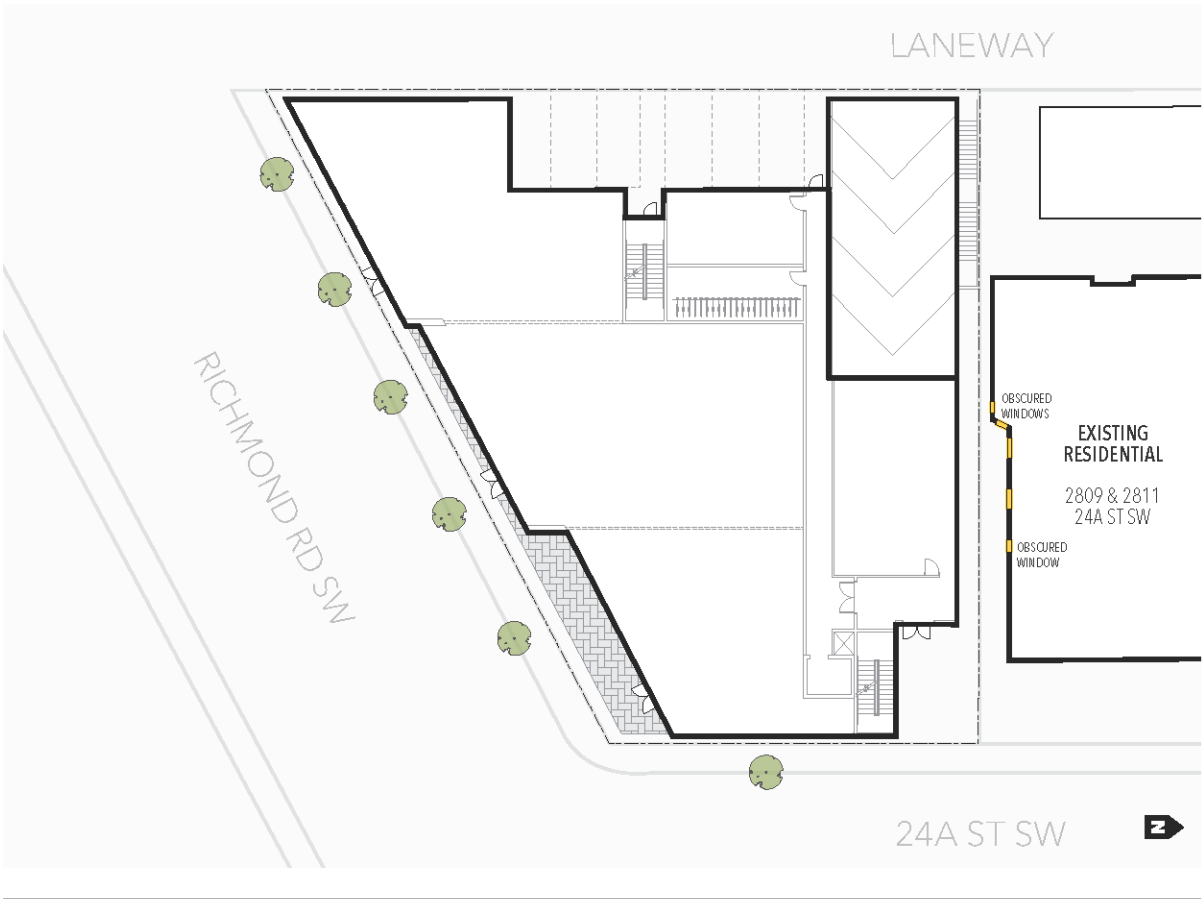


FIG.3.13 GROUND FLOOR PLAN | GROUND FLOOR WINDOWS

Development Permit/Engagement Overview

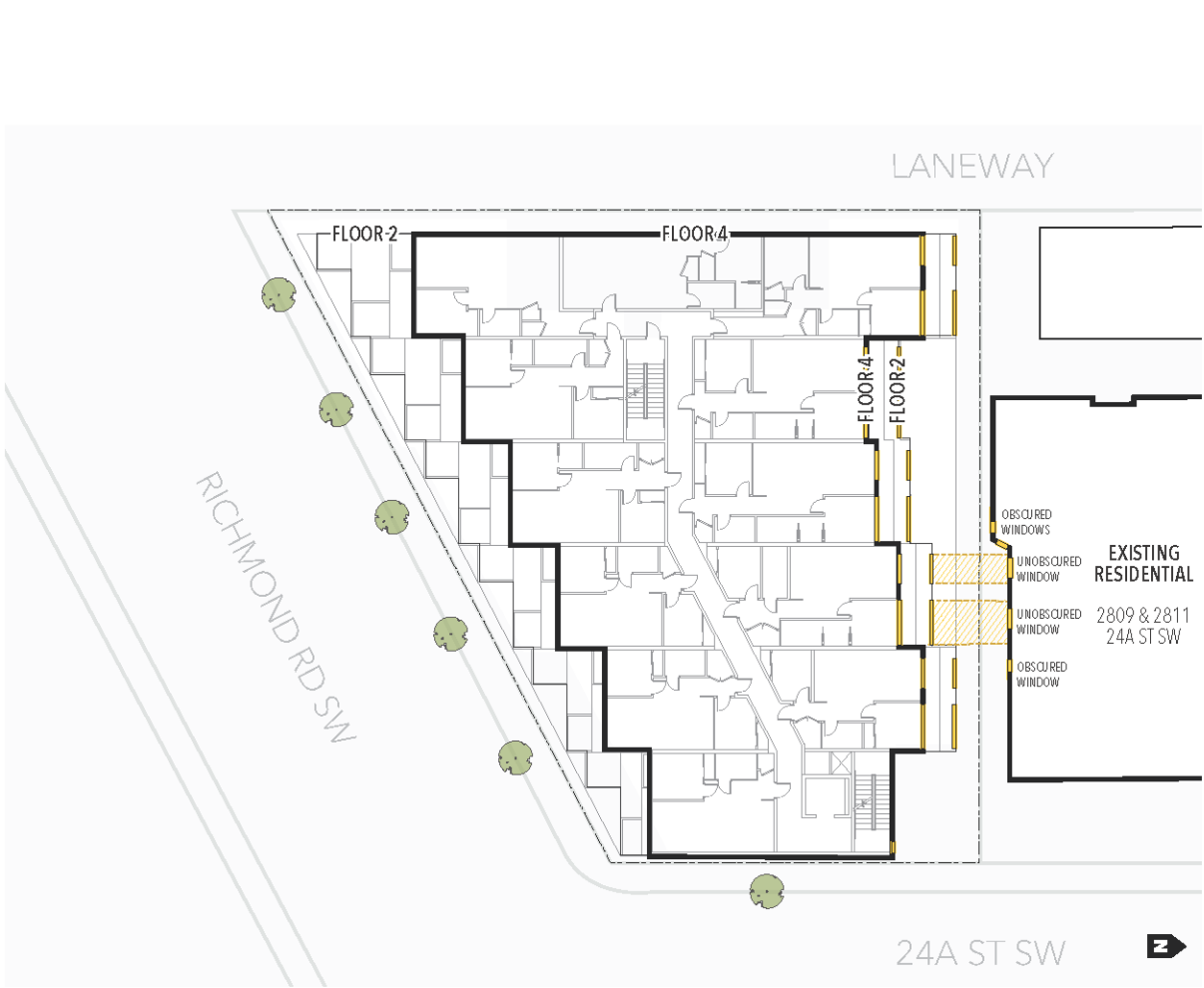


FIG.3.14 FLOOR 4 PLAN | FLOORS 2 & 4 WINDOWS & SIGHT LINES

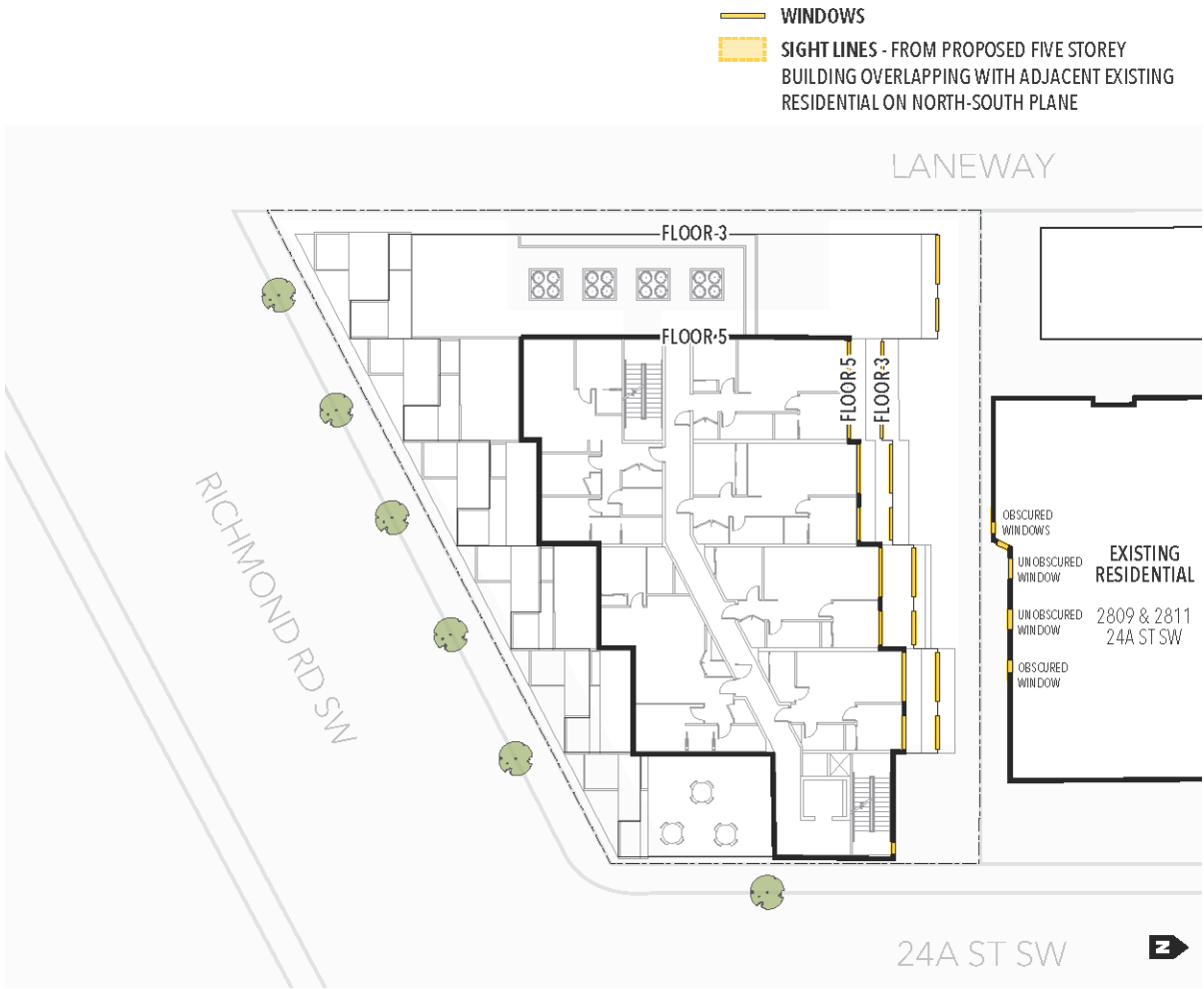


FIG.3.15 FLOOR 5 PLAN | FLOORS 3 & 5 WINDOWS



Development Permit/Engagement Overview

TRANSPORTATION IMPACT STATEMENT (TIS)

ABOUT THE TIS

As part of a comprehensive planning and design process, Eagle Crest retained Bunt & Associates Transportation Planners and Engineers to complete a Transportation Impact Statement (TIS). The TIS measures the current performance of the transportation system against municipal and international standards to predict the relative impact that Cascade would have on the local transportation network. The study outlines expected vehicle traffic, available active mode facilities, and provided parking supplies.

The results of the TIS act as a resource for stakeholders and City Administration to reference when questions arise regarding the transportation network surrounding Cascade.

The Transportation Impact Statement (TIS) found that the Cascade proposal does not have a significant impact on the surrounding transportation network. The expected new vehicle trip generation is well below 100 trips per hour at both AM (20 vehicle trips) and PM (41 vehicle trips) peak hours. This threshold not being met means the proposed development does not require a more robust Transportation Impact Assessment (TIA). The existing network is operating below the designed capacity and will continue to do so with the proposed development.

*The complete TIS is available for download at:*  
[www.cascadeyy.com](http://www.cascadeyy.com)

TIS SCOPE

The TIS includes the following topic areas, developed by Bunt & Associates in consultation with Transportation Planning at The City:

1. **Traffic:**
  - Calculate daily traffic volumes for the study area.
  - Analyze weekday AM and PM peak hour capacity for existing and future (Cascade) traffic volumes in the study area.
2. **Active Modes:**
  - Determine level of pedestrian connectivity within a 20 minute walkshed of the site.
  - **Determine existing cycling infrastructure near the site.**
  - Assess existing transit infrastructure within 150 metres of the site and level of service.
  - Determine expected active modes trips using municipal census data.
3. **Parking:**
  - Determine bylaw parking requirements for Cascade.
  - Outline on-street parking availability and restrictions.
  - Conduct a study that determines on-street parking demand.

Development Permit/Engagement Overview

TIS FINDINGS BY THE NUMBERS

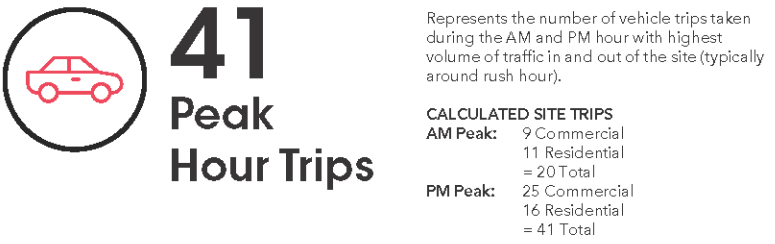


FIG.3.16 VEHICLE TRIPS GENERATED BY PROPOSED DEVELOPMENT



FIG.3.18 ON-SITE PARKING

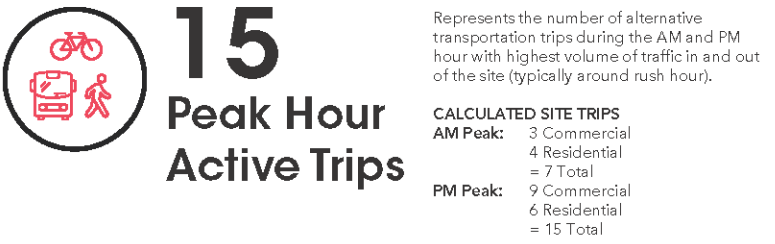


FIG.3.17 ALTERNATIVE TRANSPORTATION TRIPS GENERATED BY PROPOSED DEVELOPMENT



FIG.3.19 ON-STREET PARKING



FIG.3.20 PARKING PERMITS

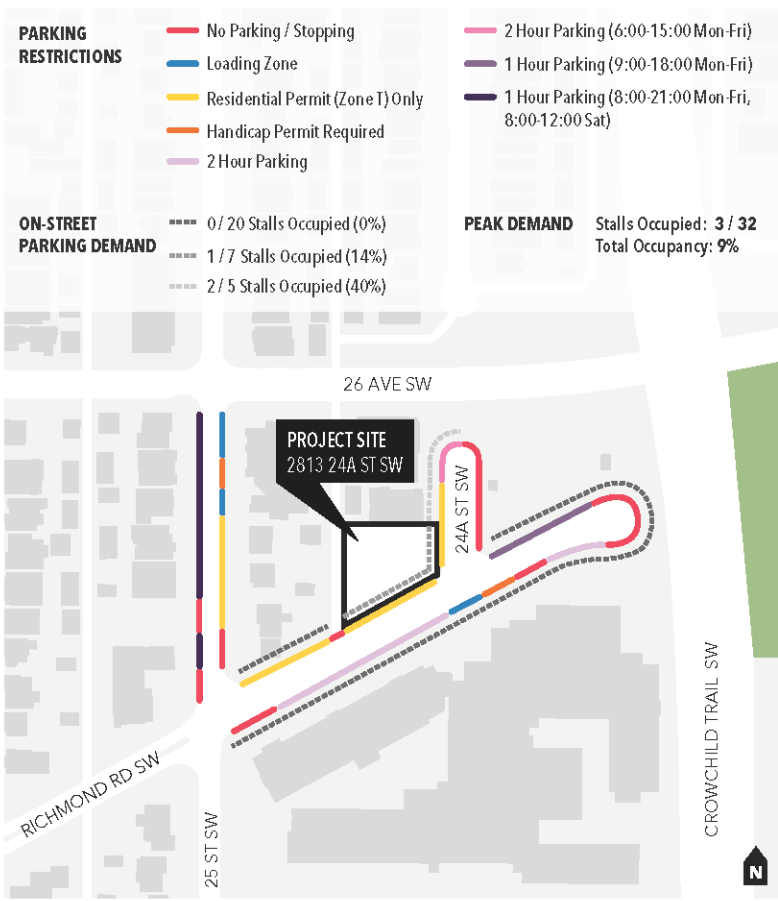


FIG.3.21 EXISTING ON-STREET PARKING DEMAND + RESTRICTIONS

## Development Permit/Engagement Overview

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# 4

Development Permit/Engagement Overview

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# STAKEHOLDER CONSULTATION

Development Permit/Engagement Overview

OUR ENGAGEMENT PROCESS

BALANCING  
MULTIPLE INTERESTS

Our engagement process is not merely a compilation of input by the project team. Our role requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions.

- 

**Calgary's Growth & Development Vision**  
Planning for the next generations of Calgarians
- 

**Our Design Principles**  
Key guiding principles for desirable design and development
- 

**Stakeholder Feedback**  
What various stakeholders think and say about an issue
- 

**Economic Viability**  
The needs of Eagle Crest to create a viable project

OUR  
COMMITMENT

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

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

CITY OF CALGARY  
REVIEW AND GUIDANCE

The City of Calgary (The City) Administration is responsible for the formal review and consideration of any applications for proposing a planning and development change. For applications proposing a Land Use Redesignation (rezoning) and Local Plan Amendment, City Administration is responsible for making a recommendation of approval or refusal to Calgary Planning Commission (CPC). CPC makes a recommendation of approval or refusal to City Council for decision at a Public Hearing of Council. For Development Permit, The City Administration will act as the decision-maker as long as the site-specific Land Use District and Local Plan has been amended to support the proposed development form.

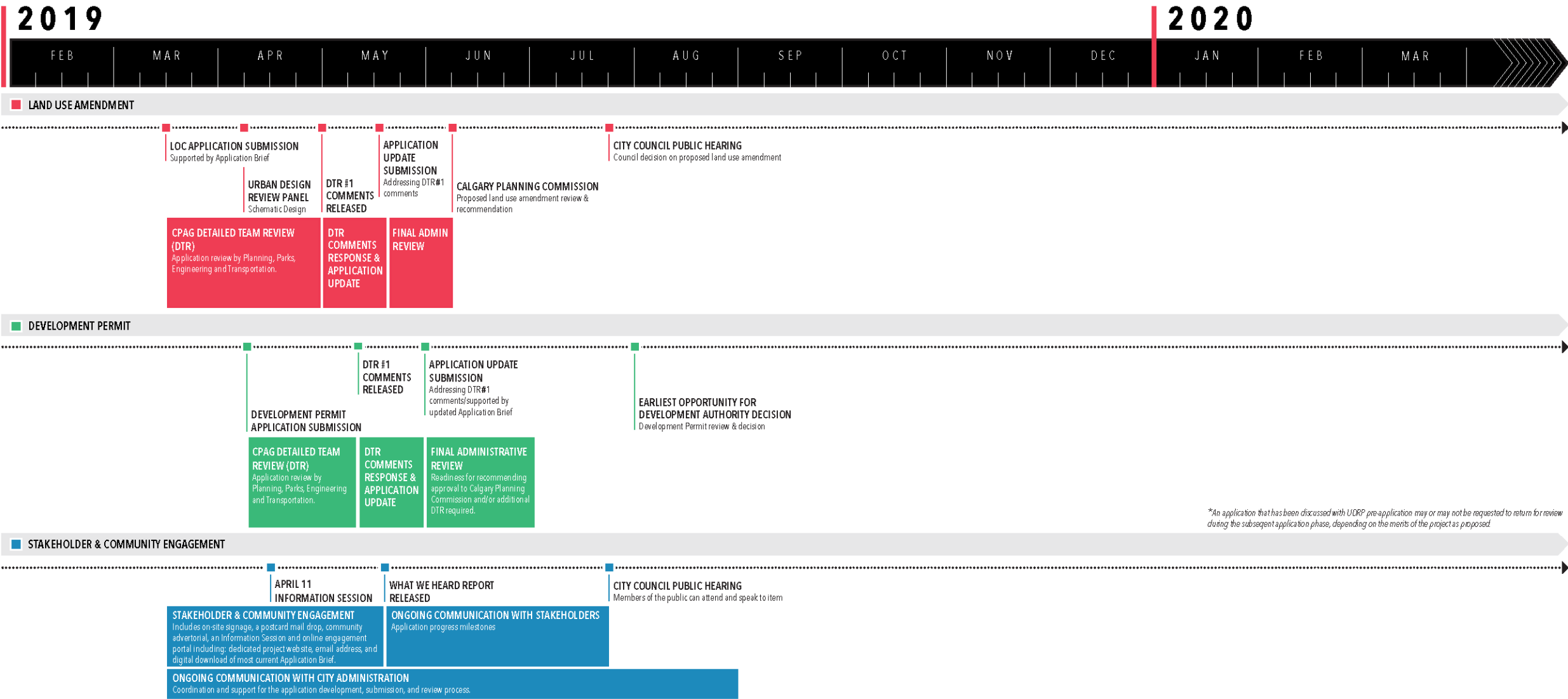
The City will provide guidance and advice to the Applicant in shaping and implementing the voluntary stakeholder outreach process. Baseline best-practice methods of outreach are always encouraged by The City, including multiple opportunities and methods for stakeholders to learn about and share their thoughts on the proposed change. The City Administration will participate in key Applicant-led outreach activities and will make available direct contact information through all Applicant outreach materials and methods.

Any input collected through the project team outreach program will be reviewed by City Administration and summarized in reports to Calgary Planning Commission and City Council prior to final decisions being made.



Development Permit/Engagement Overview

GENERALIZED PROJECT TIMELINE



Development Permit/Engagement Overview

ENGAGEMENT SUMMARY



ENGAGEMENT  
ACTIVITIES

A fulsome engagement process was initiated by the project team on March 13, 2019 and was ongoing after formal submission for Land Use Redesignation application. The aim of the process has been to inform area residents and stakeholders of the project and to receive feedback on the proposed concurrent Land Use Redesignation (LOC2019-0036) and Development Permit (DP2019-1660) for Cascade. In order to elicit as much feedback as possible during this period from a range of stakeholders, a variety of feedback mechanisms were employed by the project team, including:

- Project Website & Email Inbox
- Project Phone Line / Inbox
- Postcards / Letters to Residents
- On-Site Signage
- Community Newsletter Advertorial
- Information Session
- Face to Face Stakeholder Meetings
- What We Heard Report



PROJECT WEBSITE &  
EMAIL INBOX

The project website, [www.cascadeyyc.com](http://www.cascadeyyc.com) was launched on March 13, 2019. It has been utilized to disseminate project information, provide updates, and solicit feedback. It includes a built in feedback form for visitors to share their thoughts and get in contact with the project team. The website has been updated periodically with new and revised materials. The project team received nine (9) emails from the website from five (5) stakeholders. 278 unique visitors accessed the website for a total of 289 website visits from when the site went live to May 17, 2019, when this What We Heard Report was completed.



PROJECT PHONE  
LINE / INBOX

A direct line to a project voicemail inbox allowed stakeholders another way to communicate with the project team. The phone number was advertised on the website, mailers, advertorial, and site signage. Three (3) phone calls were received from two (2) stakeholders between March 13 and May 17, 2019.

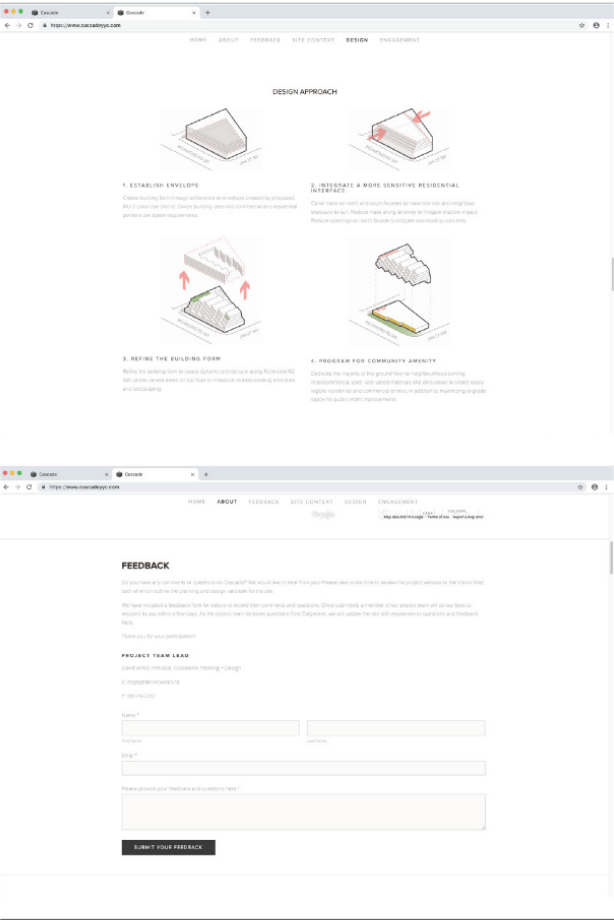


FIG.4.1 WEBSITE VISUALS

Development Permit/Engagement Overview

ENGAGEMENT SUMMARY



POSTCARDS / LETTERS  
TO RESIDENTS

Postcards were hand delivered to area residents, businesses and stakeholders within 200 metres of the site. The mail drop radius is highlighted in Figure 4.2. One mailer was delivered on March 21, 2019 to direct stakeholders to the project website, email, inbox, and phone line with any questions or feedback. It also acted as an invitation to the April 11, 2019 Information Session.



ON-SITE  
SIGNAGE

Installing on-site signage early in the application process (March 26, 2019) allowed the project team to communicate directly with surrounding community members. The signage directed visitors to the website, provided contact information, and advertised the Information Session. It has been updated periodically.



COMMUNITY NEWSLETTER  
ADVERTORIAL

A full page advertorial was placed in the April 2019 edition (digital and print) of the Richmond Knob Hill Review as another method of inviting community members to the Information Session. The Review is delivered to 3,600 households monthly. The advertorial was also shared by the Richmond Knob Hill Community Association on their website and Facebook page in advance of the Information Session.



FIG. 4.2 MAILER DISTRIBUTION AREA (RED)



FIG. 4.3 ON-SITE SANDWICH BOARD



**About the Project**

Situated at the corner of Richmond RD SW and 24th St SW, Cascade is proposed as a mixed-use multi-residential development with commercial-retail units at grade. Comprised of 42 dwelling units, the proposed five storey building has been designed to respond to an existing commercial and multi-residential development context as well as future redevelopment and intensification potential in the recently closed multi-acre Viscount Bennett site owned by the Calgary Board of Education directly across the street.

**Drop-In Information Session Invitation**

Please join us for a drop-in style information session where members of the project team will be present to discuss the planning and design rationale behind Cascade. We look forward to receiving feedback from our neighbours both in person and on our website where information session boards will be posted after the event, at [www.cascadeyyo.com](http://www.cascadeyyo.com). Refreshments will be provided. We hope you can join us!

**Find out more and share your thoughts!**

[www.cascadeyyo.com](http://www.cascadeyyo.com)  
[engage@reviewworks.ca](mailto:engage@reviewworks.ca)  
587.747.0317

**Date:** Thursday, April 11  
**Time:** 5:00pm - 7:00pm  
**Location:** 2433 26th AV SW  
Richmond Knob Hill Community Association

FIG. 4.4 FULL PAGE RICHMOND KNOB HILL REVIEW ADVERTORIAL: APRIL 2019



Development Permit/Engagement Overview

ENGAGEMENT SUMMARY



INFORMATION  
SESSION

An Information Session was hosted by the project team as an opportunity to facilitate discussion with community stakeholders on Cascade. The event was held at the Richmond Knob Hill Community Association Hall on Thursday, April 11, 2019, from 5:00-7:00pm. 33 stakeholders attended and had the opportunity to provide their feedback in person via discussion with members of the project team or to leave their thoughts on a sounding board. Representatives of The City of Calgary Administration and Ward 8 Office participated in the Information Session.



FACE TO FACE  
STAKEHOLDER MEETINGS

Meeting with project stakeholders and community groups formed another part of the engagement process for Cascade. The project team introduced itself and shared the Cascade Vision Brief 1.0 with contacts at the Richmond Knob Hill Development Committee and the Ward 8 Office on March 13, 2019. No formal meeting requests were made by either of these groups. These stakeholders were provided updates periodically and were invited to the Information Session.

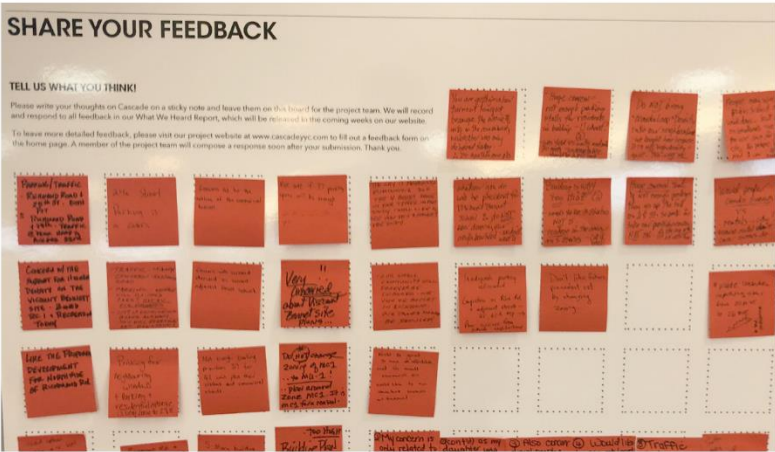


FIG.4.5 INFORMATION SESSION PHOTOGRAPHS



225

POSTCARDS  
DELIVERED IN 200M  
RADIUS



289

WEBSITE  
VISITS



33

OPEN HOUSE  
ATTENDEES

FEEDBACK

60

UNIQUE PIECES OF  
SOUNDING BOARD  
FEEDBACK

9

EMAIL  
EXCHANGES

FIG.4.6 ENGAGEMENT BY THE NUMBERS

Development Permit/Engagement Overview

WHAT WE HEARD REPORT



WHAT WE  
HEARD REPORT

A What We Heard Report is included as an engagement best practice. It provides an account of all community consultation activities undertaken in support of a project application, the feedback received throughout the process and the project team’s response to common questions and concerns.



STAKEHOLDER FEEDBACK  
OVERVIEW

In reviewing feedback collected during the community engagement process as of May 17, 2019, the project team identified a series of key themes that were most commonly raised with stakeholders. The themes are expanded upon over the following pages and each is separated into the following subsections for reader clarity:

- An overview of what we heard
- Examples of verbatim feedback related to the theme collected during the engagement process
- The project team’s response

Each project team response addresses the comments and input received throughout the process by explaining the team’s own thought process and planning and design rationale. Changes and non-changes to the proposal resulting from issues or concerns are also identified. All verbatim comments collected throughout the engagement process to the May 17, 2019 publication date of this report have been appended to this What We Heard Report.



IDENTIFIED FEEDBACK  
THEMES

The main themes identified by the project team throughout the engagement process that will be points of focus in this What We Heard Report include:

- Street Network Congestion
- Transit Provision
- Parking
- Future of the Viscount Bennett Centre
- Building Height, Density, and Shadowing
- Commercial Retail Units

It should be noted that the majority of the feedback the project team received throughout the engagement process was less related to the Cascade proposal and pertained more to growth and change within the greater neighbourhood of Richmond.



Development Permit/Engagement Overview

STREET NETWORK CONGESTION

WHAT WE  
HEARD

The most common feedback stakeholders gave the project team was that a number of locations in the Richmond local transportation network are not operating safely. Although not appreciably impacted by Cascade, stakeholders desired that these locations should be addressed prior to further development in Richmond. One stakeholder who owns three single family dwelling units across the lane from Cascade expressed their concern over the capacity of the laneway to accommodate increased traffic.

VERBATIM  
FEEDBACK

- *Concern about 29 ST+ Richmond intersection as my daughter was run over due to uncontrolled intersection no lights, no flashing lights. Only stop sign*
- *Concern with increased demand on current adjacent street network*
- *Congestion on Rich. Rd + adjacent streets – 25, 25A esp. – Poor access from outside neighbourhood.*
- *29 ST + 26 AV intersection need calming or circle!*
- *Concerns with 25th St + Richmond Rd congestion*
- *Increased traffic on Richmond Rd plus future development will represent significant problems. Richmond at 29 St and 33 (traffic circle!)*
- *Traffic on Richmond Road is a significant concern...we need speed bumps, PED Xs etc.*

PROJECT TEAM  
RESPONSE

As part of a comprehensive planning and design process for Cascade, Eagle Crest retained Bunt & Associates (Bunt) to complete a Transportation Impact Statement (TIS) for the proposal. The TIS measures the current performance of the transportation system against municipal and international standards to predict the relative impact that Cascade will have on the local transportation network. The study determines if transportation network improvements are necessary to accommodate this impact. Please refer to the Transportation Impact Statement Section of Chapter 3 for a full review of the scope and findings of the TIS. The TIS has also been posted on the project website for review at [www.cascadeyyc.com](http://www.cascadeyyc.com).

The TIS concluded that the Cascade proposal does not appreciably impact network traffic conditions in Richmond. The expected new vehicle trip generation is well below 100 trips per hour at both AM (20 vehicle trips) and PM (41 vehicle trips) peak hours. This threshold not being met means the proposed development does not require a more robust Transportation Impact Assessment (TIA). The existing network is operating below the designed capacity and will continue to do so with the proposed development.

The project team heard the concerns of community members regarding the greater street network and issues concerning traffic calming, speeding, and pedestrian safety. There are specific intersections and streets in Richmond that stakeholders felt could be improved to operate more safely. This feedback has been diarized in the verbatim section of the What We Heard Report and is summarized below so The City of Calgary has this information to inform any future streetscape and network upgrades in Richmond.

- **Richmond RD SW and 29 ST SW:** This intersection is a bottleneck for motorists attempting to access 33 AV SW. Stakeholders felt its lack of stop control or signalization makes left turn movements dangerous. They also felt it was dangerous for pedestrians and would benefit from traffic calming measures.
- **Richmond RD SW and 25 ST SW:** This stop-controlled intersection becomes congested during rush hour as motorists attempt to enter the neighbourhood.
- **26 AV SW and 29 ST SW:** Stakeholders felt that this signalized intersection with laddered crosswalks is still dangerous for safe pedestrian movements and expressed desire for additional traffic calming measures.
- **26 AV SW and 25 ST SW:** This intersection is close to the 26 AV SW overpass over Crowchild TR SW and has reduced visibility. Stakeholders requested a stop control or signalization here.
- **Richmond RD SW “Wedge”:** Stakeholders noted that this two lane street is quite wide and as a result motorists speed down its length, making it challenging for children and families to safely cross.

Regarding the lane, it will be paved and improved where it interfaces with Cascade. Bunt has noted that based on industry standard rates, the expected daily traffic volume generated by developments abutting the lane is currently 244 vehicles a day and estimated at 596 vehicles per day with the development of Cascade. This total expected daily traffic volume is well below the City of Calgary’s acceptable limit of up to 1,500 vehicles per day in a lane.

Development Permit/Engagement Overview

TRANSIT PROVISION

WHAT WE  
HEARD

Another common piece of feedback received by the project team (most notably at the April 11, 2019 Information Session) was that transit provision was being reduced in the immediate vicinity of Cascade due to network rerouting. Some stakeholders felt that there should be more on-site parking as a result. This section of the What We Heard Report clarifies this misconception.

VERBATIM  
FEEDBACK

- *With proposed cut backs on local bus routes, this could create a lack of public transport in area.*
- *The City is proposing eliminating 3 of the 4 busses done in your Traffic Impact Study. I would like to see how this changes the study.*
- *People may use public transit on weekdays...but don't on weekends – we have to use cars for groceries etc. therefore people will have min 1 car – not enough building parking*
- *Assumptions made about access + frequency of buses when calculating no. of parking stalls needed for building. Looks like only 1 BRT stop sits on other side of 6-lane highway from development. The buses that currently travel Crowchild in + out of downtown do not come every 10 minutes – the usually come within minutes of each other + then you have to wait 20-30 minutes until next group.*

PROJECT TEAM  
RESPONSE

The project team would like to thank stakeholders for identifying this revision to Calgary Transit service for the project team. Bunt completed their initial TIS prior to the Route Review being undertaken by The City and have since updated their report.

The latest version of the TIS published on May 13, 2019 takes into consideration the *2019 Calgary Transit Service Review*. It notes that the primary change in transit service impacting the neighbourhood of Richmond will be the introduction of the new MAX Southwest BRT Line in autumn of 2019, which will include northbound and southbound stops at Crowchild TR SW and 26 AV SW, within 150m of Cascade. Beyond this major change, other route revisions impacting the site include the extension of Route 6 to Westhills, the removal of Route 18, and the replacement of Route 112 with Route 22. Ultimately, transit service for Cascade will be improved as a result of these route revisions and the site continues to be serviced by high frequency transit.

A route revision figure and table denoting service provision are incorporated in section 3.3 of the updated TIS, available for download on the project website at [www.cascadeyyyc.com](http://www.cascadeyyyc.com).

Development Permit/Engagement Overview

PARKING

WHAT WE  
HEARD

Stakeholders also expressed concern over the amount of parking being provided on-site for Cascade. Rather than the proposed number of stalls, stakeholders desired a greater ratio of 1 stall per dwelling unit. A smaller number also felt that any parking study completed should incorporate parking demand generated by the existing and future use at the Viscount Bennett Centre.

VERBATIM  
FEEDBACK

- *24a street Parking is a concern*
- *Parking – Where will visitors park – NOT ON OUR STREETS*
- *Not enough parking provision 37 for 42 unit plus their visitors and commercial clients.*
- *Inadequate parking allocated*
- *There needs to be one parking stall per residential unit (.7 is simply not enough)*
- *PARKING!! Not enough assigned to commercial (3) businesses. Street Parking? High traffic levels w/ 2 large senior housing within one block*
- *Residential “Area T” Parking permit, will be dissolved/revoked because of Viscount closure creating further parking/traffic concerns...not addressed in plan.*

PROJECT TEAM  
RESPONSE

The project team’s building design has been refined by architect FAAS for the ultimate Development Permit (DP2019-1660) submission. The underground parkade (accessed from the lane) now holds 30 stalls and five (5) additional stalls are situated at the rear of the building at grade off the lane. A final dwelling unit count of 42 has been reached and is primarily composed of two (2) bedroom dwelling units. The 30 stall parkade will be used for residential and residential visitor parking and will exceed Bylaw requirements by two (2) stalls to be available as additional residential parking. Parking stall ratio calculations showing that the provided parking exceeds Bylaw requirements for the proposed MU-1 Land Use District are detailed in Table 4.1 of the TIS, available for download on the project team website at [www.cascadeyyc.com](http://www.cascadeyyc.com).

Parking studies in multiple North American jurisdictions (Toronto, Vancouver, Seattle) have consistently found that rental buildings (which Cascade is currently proposed as) have approximately 25% lower parking demand when compared to owner-occupied condo buildings. As such, usage as a rental building would be expected to reduce site parking demand. Furthermore, due to the scale of the building and its proposed Land Use District of MU-1, the residents of Cascade will not qualify for the Residential Parking Permit (RPP) “T Restriction” in Richmond and will therefore have no impact on existing RPP zone parking. The seven (7) parking stalls that front onto the Cascade parcel will be revised from RPP restricted to two (2) hour parking.

The rear lane will now accommodate five (5) commercial visitor stalls. At 530m² of gross usable commercial floor area, the total commercial

parking requirement is six (6) stalls, meaning that there will be a deficiency of one (1) commercial visitor stall and a relaxation to this bylaw requirement will be requested.

The City of Calgary’s Parking Policies state the following regarding commercial relaxations: *Often with new developments comes the opportunity to review the management of on-street space around the development site and area. If there is significant on-street capacity, it may make sense to permit a relaxation of the development’s off-street parking and/or loading requirements.*

To confirm whether the proposed one (1) stall relaxation is appropriate and as part of their TIS, Bunt has undertaken a parking restriction and on-street demand study to determine peak occupancy of stalls within a block of the site. The Viscount Bennett Centre is permanently closed and has no parking requirements. Any future rezoning application at the Viscount Bennett Centre will require a Transportation Impact Assessment (TIA) to review traffic impacts associated with any future parking realities.

The study determined that of the 32 on-street stalls within a block of the site, at peak demand on a standard weekday (in this case, Wednesday, February 13, 2019), only three (3) stalls were occupied. Their counts indicate that there is sufficient on-street capacity (even at peak demand) to accommodate the one (1) stall commercial off-site demand. For more details on this study and associated parking study figures, please reference the Transportation Impact Statement section of Chapter 3: Studies or Section 4.2 of the TIS.

Development Permit/Engagement Overview

FUTURE OF THE VISCOUNT BENNETT SITE

WHAT WE  
HEARD

Many stakeholders were more interested in the future of the recently closed Viscount Bennett Centre, as they felt redevelopment here would impact them substantially more than the development proposal for Cascade. A small number of stakeholders were concerned that if approved and constructed, Cascade would set a development precedent for the Viscount Bennett Centre lands.

VERBATIM  
FEEDBACK

- *Concern with the support for higher density on the Vicount Bennett site – zoned R-C1 + recreation today.*
- *Very concerned!! About Viscount Bennett site plans...*
- *Whatever you do will be precedent for Viscount Bennet School therefore do NOT over densify our neighbourhood – we don't want it*
- *The real concern is the Viscount Bennett site...*
- *What is the plan for the Viscount Bennett site?*
- *As far as Viscount Bennett school is concerned, we need another junior/senior high school either built on that site or the existing school having a major overhaul and re-opened.*

PROJECT TEAM  
RESPONSE

To clarify, the project team is undertaking a Land Use Redesignation (LOC2019-0036) and Development Permit (DP2019-1660) application process for only Cascade (2813 24A ST SW). The project team believes that the Viscount Bennett Centre lands will be redeveloped in the future into an Activity Centre condition with a mix of uses that are more intense than what currently exists on the site, but this understanding and casemaking has no bearing on the actual sale and any future redevelopment of the Viscount Bennett Centre lands. Any future development application for these lands will be subjected to the same rigorous Land Use Redesignation and Development Permit process as Cascade and must stand on its own merit. The City will also ensure that any applicant for these lands engages with the community on any redevelopment scenario.

The Viscount Bennett Centre is currently owned by the Calgary Board of Education (CBE). It is the decision of the CBE as to if and when they will sell the Viscount Bennett Centre lands. The project team understands that there is no set timeline for sale and redevelopment at this point, but that the CBE is considering a variety of options for the site.

The Municipal Development Plan (MDP) and Developed Area Guidebook (DAG) outline that The City of Calgary aims to accommodate 33% of population growth within Developed Areas by 2039. This will be achieved by supporting greater housing choice that reinforces more complete and resilient neighbourhoods in established communities like Richmond. If the CBE sells the Viscount Bennett Centre lands, there is no redevelopment scenario that The City would accept that does not in some way intensify the 11.7 acre Viscount

Bennett Centre site, considering its proximity to the primary transit network and Inner City location approximately 3km from downtown Calgary. This intensification would take into consideration the existing built form context of the surrounding blocks.

Development Permit/Engagement Overview

BUILDING HEIGHT, DENSITY, AND SHADOWING

WHAT WE  
HEARD

Most stakeholders believed the building design for Cascade was visually appealing. Parking was the greatest site-specific concern for stakeholders, but a small number tied the perceived lack of parking to there being too many dwelling units over too many storeys, or too much residential density proposed for the site. One next door neighbour noted that the Cascade proposal would permanently shadow their garden and a portion of their yard.

VERBATIM  
FEEDBACK

- *Privacy for neighbouring windows + Parking + residential entrance is very close to 2811.*
- *5 storey building too high in residential area*
- *TOO HIGH Building plan of 5 stories does NOT fit our neighbourhood*
- *Do NOT bring “Marda Loop” Density into our neighbourhood – we bought here because it is NOT high density + quiet. This is NOT OK.*
- *Consider fewer units – very dense for such a small lot.*

PROJECT TEAM  
RESPONSE

To reiterate, the proposed Land Use Redesignation is in line with Municipal Development Plan (MDP) and Developed Areas Guidebook (DAG) goals of accommodating 33% of population growth within Developed Areas by 2039 through provision of greater housing choice in Inner City neighbourhoods like Richmond. The Richmond ARP (1986) has been periodically amended but does not fully reflect the aspirations of the MDP and the DAG, so they are being considered in combination with the ARP. The ARP places the Cascade site in a Medium Density Land Use area, meaning multi-family development is appropriate. The current Land Use District for the site is M-C1 (Multi-Residential - Contextual Low Profile), which has a maximum height of 14m over four storeys. Cascade proposes a mix of uses with a maximum height of 19m over five storeys in a more flexible Land Use District of MU-1 (Mixed Use - General). The building has been designed within the MU-1 District building envelope and complies with building height restrictions and setback requirements. The proposed Land Use Redesignation is reasonable considering existing zoning and the City of Calgary’s future development goals. The project team will be proceeding with the ultimate ask of 42 dwelling units over five storeys with Commercial Retail Units (CRUs) at grade.

The project team recognizes that the proposed change will create new sight lines and impact privacy for the multi-residential neighbour directly north of the subject site at 2809 and 2811 24A ST SW and also somewhat impacts the single family dwelling units backing onto the shared lane. Where possible, the building has been massed in a manner that it gathers at the centre of the subject site away from lower profile neighbouring properties. Openings have been minimized on

the north facade of Cascade to prevent overlooking and direct sight lines into units in neighbouring buildings. This is further depicted in Figures 3.12 - 3.15 in a Side Yard Relationship Study in Chapter 3 of this Application Brief.

The building massing also reduces shadowing impacts to neighbouring residences. On the top storey, stepbacks have been introduced to further mitigate shadowing across the laneway - this space doubles as a building amenity that will be screened to prevent overlooking into neighbouring properties. The shadow studies of the proposed building mass are presented in Figures 3.1-3.11 at the City mandated times of 10am, 1pm, and 4pm on the solstices and the equinox. They show that Cascade produces negligible shadow impacts on neighbouring buildings through the year with the exception of the multi-residential neighbour at 2809 and 2811 24A ST SW. This neighbour has expressed interest in selling to Eagle Crest in the future, a future project opportunity that Eagle Crest is open to considering.



Development Permit/Engagement Overview

COMMERCIAL RETAIL UNITS

WHAT WE  
HEARD

Few stakeholders commented on the proposed Commercial Retail Units (CRUs) in Cascade. Stakeholders who did were curious regarding the size and number of proposed CRUs and who they are meant to serve. Stakeholders who commented on the CRUs were split on whether this part of Richmond RD SW has a need for CRUs.

VERBATIM  
FEEDBACK

- *Concern as to the nature of the commercial business.*
- *Would be great to have affordable rent for small businesses. We would like to see constant business not transient.*
- *Yes to small scale retail!*
  - *Me too*
- *Whoever you people are, you have not put alot of thought into this project and we don't need commercial or retail in what you propose, we have 2 strip malls between 28th and 29th St. Again, you will plague us with more traffic not to mention those ridiculous pedestrian refuges down the middle of Richmond Rd from 24A street to 29 street.*

PROJECT TEAM  
RESPONSE

There are three CRUs proposed for Cascade, oriented toward the Richmond RD SW frontage of the subject site. These three units split 530m<sup>2</sup> of space (approximately 5,700ft<sup>2</sup>), which make them relatively small (approximately 177m<sup>2</sup> or 1,900ft<sup>2</sup> each). They are meant to be neighbourhood serving (such as a medical clinic or cafe), to pair well with the commercial use already in this area (dentist's office, former Canada Post building), and to support future population and jobs on the Viscount Bennett Centre lands.

The closest retail option for residents that live in this part of Richmond is currently located 700m southwest of Cascade in a strip mall at the corner of Richmond RD SW and 29 ST SW. Incorporating three small scale, neighbourhood-serving CRUs will be a walkable amenity for residents who live in this part of Richmond, especially those at the senior's residence who may have mobility barriers.

Cascade has been setback at grade to allow more space for public realm improvements that beautify the building and make the CRU bays attractive to prospective leasees, including new street trees and landscaping, street furniture, and room for an outdoor cafe condition for one of the CRUs.

If commercial-retail use is determined by the market to be unviable at Cascade, the MU-1 Land Use District provides the flexibility of not requiring active commercial at grade. The CRUs could be revised to Live Work Units or Dwelling Units in the future should this be the case.

Development Permit/Engagement Overview

VERBATIM FEEDBACK

ONLINE FEEDBACK | EMAIL INBOX AND WEBSITE FEEDBACK FORMS

*Note: This section of the What We're Hearing Report composes an inventory of all written verbatim feedback collected by the project team through various channels during the engagement process. The project team has applied best practice privacy rules to this What We're Hearing Report. Names have been redacted in all instances to protect the anonymity of those who provided feedback.*

Respondent #1

From:

Date:

Subject:

March 21, 2019

Greater Street Network Congestion, Photography Services

"I live 200 meters away from your proposed project, great idea. I am a professional photographer and I would like to offer my services as a progress photographer for the project. I have a lot of experience and samples I can show you. Because it is so close to my house and studio I could offer a very reasonable rate to photograph the project from demolition to show suite. Please contact me if you are at all interested.

PS: as a resident at -25th Street SW, I hope this project will at last inspire the city to install traffic lights at 26th Ave. and 25th. Street SW, otherwise I fear the accident rate will balloon at an already very accident prone intersection, with the increased number of cars in the area. "

March 22, 2019

Good morning ,

Thank you for taking the time to reach out to the Cascade project team with your feedback.

We have forwarded your email to our client, who will follow up if they are interested in using your photography services as the project progresses - the LOC and DP stages precede any sort of construction by likely at least 1 year, and that is only if they are approved.

Our Transportation Impact Statement, available for download on our website at [www.cascadeyy.com](http://www.cascadeyy.com), notes that the proposed development as currently designed will have a negligible impact on the transportation network surrounding the site and no upgrades are contemplated in relation to this project at this point. However, we appreciate hearing anecdotes from area residents regarding their lived experiences with the transportation network in the area as it gives us a better understanding of pinch points that exist in the system, which we can in turn share with The City as part of our engagement process.

Your input has been heard and will be recorded, compiled, and addressed in a What We Heard Report that will be made available to the public before we proceed with the formal decision-making stages for the application. While we will welcome and will listen to feedback, this does not necessarily mean we'll address everything suggested by our neighbours and the community at-large. Where we are changing our plans based on feedback, we will identify those changes. Where we do not make changes based on those shared ideas, we will explain why the changes didn't occur.

Thank you for your time.

Respondent #2

From:

Date:

Subject:

April 10, 2019

Building Height, Scale, Traffic Impacts

"I am against anything of this magnitude for our area. The powers that be seem to ignore the issue of traffic on Richmond Rd, which is the only way in and out of Richmond Park. We are 8 blocks long and 1 wide, we are called the wedge. The line ups of cars to turn onto 29th st to get to Crowchild is outrageous the speeders who use this section of Richmond Rd as a raceway is way out of control. The only way this would work is it you open up Richmond Rd to Crowchild or an overpass to Crowchild, Something to take the pressure of off Richmond Rd.


As far as Viscount Bennett school is concerned, we need another junior/senior high school either built on that site or the existing school having a major overhaul and re-opened. We have alot of tots and yound children in our neighbourhood and they will need a school exactly where the orginal one sits. If I had an 11 o 12 year old girl, I would NOT put her on the bus alone to either have to go to the schools south on Crowchild or AE Cross way up Richmond Rd. I went to Viscount Bennett myself for 7 years 7-12 so that location is perfect for us and all surrounding neighbourhoods. Whoever you people are, you have not put alot of thought into this project and we don't need commercial or retail in what you propose, we have 2 strip malls between 28th and 29th St. Again, you will plague us with more traffic not to mention those ridiculous pedestrian refuges down the middle of Richmond Rd from 24A street to 29 street. Not in the least bit

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acceptable, not with what you will cause to us who live here and have lived here most of our lives. Money, power and greed is what is fuelling this project, what else is new?"

 April 11, 2019

Hello [REDACTED],

Thank you for taking the time to reach out to the Cascade project team to provide your feedback.

Our Transportation Impact Statement, available for download on our website at [www.cascadeyc.com](http://www.cascadeyc.com), notes that the proposed development as currently designed will have a negligible impact on the transportation network surrounding the site through the day and no street upgrades are contemplated in relation to the project at this point. However, we thank you for your comments regarding the intersection of Richmond RD SW and 29 ST SW, as they give us a better understanding of pinch points that do exist in the greater neighbourhood system, which we can in turn share with The City of Calgary as part of our engagement process as Richmond Knob Hill continues to grow as an Inner City neighbourhood.

Regarding the Viscount Bennett site, we have no control as the urban planners representing the landowner of 2813 24A ST SW over what the Calgary Board of Education (CBE) will do with their 11.7 acre parcel. What we do understand is that the school building is at the end of its lifecycle and will have to be redeveloped in the future. It is the decision of the CBE on what direction will be taken: they may sell the property for redevelopment into other uses, sell some of the property for redevelopment and use the funds from the sale to help build a new school, or redevelop it entirely into a new school.


On the commercial uses, the strip malls you refer to are the closest retail options for residents that live in this part of Richmond and are 700m away (the 7-11 on 26 AV SW is 800m away). The commercial units proposed are meant to be small in nature, neighbourhood serving (potentially medical clinic, coffee shop etc), dovetail with the commercial use already in this area (dentist) and much closer for residents in this part of the community, including those at the senior's residence who may have mobility barriers that prevent them from travelling far.

Your input has been heard and will be recorded, compiled, and addressed in a What We Heard Report that will be made available to the public before we proceed with the formal decision-making stages for the application. While we will welcome and will listen to feedback, this does not necessarily mean we'll address everything suggested by our neighbours and the community at-large. Where we are changing our plans based on feedback, we will identify those changes. Where we do not make changes based on those shared ideas, we will explain why the changes didn't occur.

If you would like to speak with a member of the project team about project details in person, we will be hosting an Information Session this evening at the Richmond Knob Hill Community Hall (2433 26 AV SW) between 5-7pm.

Kind Regards,

[REDACTED]

 Respondent #2

**From:** [REDACTED] [REDACTED]  
**Date:** April 11, 2019  
**Subject:** Exchange #2, Traffic Impact


"Hi [REDACTED],

What day is that Information Session?

The other concern we have is, on top of the traffic volume, it brings more pollution from more cars and we are already anticipating a huge increase in poor air quality with the new ring road a few kilometres away, not to mention what your new building will belch out with the size of it. These are all valid concerns for us. Keep in mind, we bought our house in 1952 and moved in early 1953. I am second generation in Richmond Park back in my family home and we didn't want our small little neighbourhood touched with all this densification. The problem is Richmond Rd as I mentioned and the reasons why.

What is the point of an information meeting when you are going away with your project and ignoring us anyway. We know how it all works, we are not stupid people here.

[REDACTED]"

 April 11, 2019

Hi [REDACTED],

The Information Session is today (5-7pm at the Richmond Knob Hill Community Hall - 2433 26 AV SW).

Building a more compact form that houses more people closer to

Development Permit/Engagement Overview

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the centre of the city and connecting them there by frequent transit cuts down on pollution/vehicle use and utilizes resources in a more environmentally friendly manner.

Your point on Richmond RD SW still stands and we will share this with our contacts at The City in our What We Heard Report. This is the reason for the Information Session: to collect lived experiences from area residents beyond information we already possess and to improve the project accordingly (or in this case, share more information with The City on the local transportation network). If you choose to join us, I look forward to meeting you. I'll be the tall person wearing a blue jacket. If you are busy, we will be posting our engagement boards for review on our website tomorrow at [www.cascadeyyyc.com](http://www.cascadeyyyc.com).

Thank you,

[Redacted]

 Respondent #2

From: [Redacted]

Date: April 11, 2019

Subject: Exchange #3, General Opposition to Project

“Oh so most likely buses running up and down Richmond Rd as well, belching out diesel. Will there be some officials from city roads and the ghost of Evan Woolley, who doesn’t answer e-mails or phone calls, which is why the development committee was disbanded and was headed up by Doug Roberts, a lawyer and very intelligent and well informed man?

[Redacted]”

 April 12, 2019

[Redacted],

Your input has been heard and will be recorded, compiled, and addressed in a What We Heard Report that will be made available to the public before we proceed with the formal decision-making stages for the application. While we will welcome and will listen to feedback, this does not necessarily mean we’ll address everything suggested by our neighbours and the community at-large. Where we are changing our plans based on feedback, we will identify those changes. Where we do not make changes based on those shared ideas, we will explain why the changes didn’t occur.

Thank you for your time,

[Redacted]

 Respondent #2

From: [Redacted]

Date: April 12, 2019

Subject: Exchange #4, General Opposition to Project (no response provided)

“Hi [Redacted],

I have lived a long time and I know and you know, when the city approves something it goes through. When a developer presents a plan, most of it, sometimes all of it goes ahead no matter what anyone says. Look at that huge building on the corner of Crowchild and 33rd ave sw.. The people of Marda Loop, South Calgary and us fought that one, it’s height, the mature trees being chopped down, not enough frontage and guess what? No surprise, it went through anyway, even though it was overheight and many other issues.

Your companies and others like them present a proposal and if it doesn’t fit the parameters of building codes and what is annexed near them, the city just changes the zoning to accommodate you. As, I said, we are not stupid here, we know how it works and we know the development companies and city council lead by Nenshi are in bed together, as it fits Nenshi’s plans to densify and pack us all in like sardines.


What happens when alot of lions are caged in a small area???? And you think people are different? Look at the road rage, which we never had until there are too many vehicles on immature roadways.

[Redacted]”

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 Respondent #3

From: [REDACTED]

Date: April 11, 2019

Subject: Greater Street Network Congestion

“Totally unacceptable. Richmond Road at 29 St is already dangerous and during rush hours we can not get out of our neighbourhood. Please no not do this”

 April 11, 2019

Hello [REDACTED],

Thank you for taking the time to contact the project team with your feedback.


Our Transportation Impact Statement, available for download on our website at [www.cascadeyc.com](http://www.cascadeyc.com), notes that the proposed development as currently designed will have a negligible impact on the transportation network surrounding the site through the day and no street upgrades are contemplated in relation to the project at this point. However, we appreciate your comments regarding the intersection of Richmond RD SW and 29 ST SW as it gives us a better understanding of pinch points that do exist in the greater neighbourhood system, which we can in turn share with The City as part of our engagement process as Richmond Knob Hill continues to grow as an Inner City neighbourhood.

Your input has been heard and will be recorded, compiled, and addressed in a What We Heard Report that will be made available to the public before we proceed with the formal decision-making stages for the application. While we will welcome and will listen to feedback,

this does not necessarily mean we’ll address everything suggested by our neighbours and the community at-large. Where we are changing our plans based on feedback, we will identify those changes. Where we do not make changes based on those shared ideas, we will explain why the changes didn’t occur.

If you would like to speak with a member of the project team about project details in person, we will be hosting an Information Session this evening at the Richmond Knob Hill Community Hall (2433 26 AV SW) between 5-7pm.

Thank you.  
[REDACTED]

 Respondent #4

From: [REDACTED]

Date: April 15, 2019

Subject: Building Height, Viscount Bennett lands, Traffic Impact, Parking

“We are alarmed that the proposed building is 5 stories high. This is unacceptable in our neighbourhood and not at all in keeping with the low density neighbourhood zoned RC1. We do NOT want to have the high density that has destroyed Marda Loop’s charm and made it into a stressful part of the city to go into. We do not want the increased traffic in the neighbourhood. We want your project to be in keeping with existing projects...,no higher than 3 stories high. 5 stories is too high and if allowed will be a benchmark with is unacceptable when the viscount bennet land is being proposed for development. We do NOT want a shopping centre complex like Marda loop. We also note that you only have 30 parking stalls... this is NOT enough for the building. You need 1 per tenant. Why are they not condos where the people own them? Rentals won’t have as high a pride in their home, owners will. Our neighbourhood is made up of owners. We don’t want the high turnover. You need to provide parking to the people living there, or they will take up parking for the existing homes who own their homes and do not want others taking up the parking spots just because you didn’t provide enough parking for your project. This is not well thought through. Just because Marda loop area is saturated, does not mean you can bring that density and chaos to our neighbourhood. We bought here for the quiet neighbourhood that has pride in ownership, not renters and lovely views. Your building is 2 stories TOO high, and not enough parking and should be condos, not renters. Lower turnover and pride in ownership. Your event was




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advertised too late for more turnout because the gazette only came in mail the afternoon of the event. Our gazette actually arrived the day after the event. So, you did not get a thorough turnout. As well, it was a blizzard..bad weather kept people at home.”

 April 15, 2019

Hello [REDACTED]

Thank you for taking the time to contact the project team with your feedback.

To address some of your concerns:

**Existing land use tied to building height:** The five storey building form with maximum height of 19m representing the proposed land use redesignation exceeds the existing land use, M-C1 on the site by one storey and 5m (current maximum building height on parcel is 14m, for a four storey buildout potential). To clarify, no parcels on this block are zoned R-C1.

**Viscount Bennett site precedent:** The Viscount Bennett site will be a long term redevelopment project by whoever decides to purchase it/ if and when the Calgary Board of Education decides to sell it. Each project must stand on its own: any redevelopment proposal on the Viscount Bennett lands would have to go through exactly the same rigorous land use redesignation process as Cascade.

**Traffic:** The Transportation Study that we had completed for this project noted that at 42 units, Cascade will produce a negligible impact on the surrounding transportation network. This study is posted on our website for your review at [www.cascadeyy.com](http://www.cascadeyy.com). We have heard from many community members that there are a number of locations in the

greater neighbourhood street network that they feel are unsafe, which we will be sharing with The City in our forthcoming What We Heard Report.

**Parking:** As for parking, the study confirmed that the proposed number of underground parkade stalls (31) meets City of Calgary bylaw requirements for residential and residential visitor parking and in fact provides three more stalls than required for these uses per the bylaw. There are six stalls provided on the lane for commercial parking, which represents a deficiency of two stalls for the total commercial requirement of eight stalls. However, there are seven on-street parking stalls that front onto the property which can more than accommodate these two commercial visitor stalls. No resident of this building will be able to qualify for the permit program through the Parking Authority due to the proposed land use district. The subject site is also well provisioned by frequent transit.

**Rental vs Condominium:** The current building at 2813 24A ST SW is rental, not condominium. A final decision on whether or not the building will be rental or condo has not yet been made and will be determined closer to construction, should this proposal be approved. A side note, as a renter who lives in a high quality rental-only building that uses similar materials and has similar unit sizes to what is being proposed in Cascade, I take great pride in my unit (as do many other renters in Calgary).

**Event Advertisement:** Beyond the Richmond Review Advertorial, which was digitally released on April 1, 2019, a member of our team dropped a mailer on March 21, 2019 to every house on a block that fell within 200m of the subject site. These mailers acted as invitations to our engagement event and linked recipients to the project website/contact information. We installed on-site signage at 2813 24A ST SW on March

26, 2019 that advertised not only the proposed land use redesignation but also the Information Session. We launched a website on March 13, 2019 that outlines project information and advertised the event. The Richmond Knob Hill Community Association shared our advertisement on both their website and Facebook page on Sunday, April 7, 2019, ahead of the event. We contacted the Community Association to introduce ourselves and the project on March 13, 2019. The project team has undertaken a thorough approach to advertising this event (in five separate ways) and continues to receive feedback by email and phone on our Information Session boards, which were posted on the website the day after the event. We unfortunately cannot control the weather the day of our events, which is why we share our materials online after our events are over, so those unable to join us are able to provide their feedback at a time convenient for them.

Your input has been heard and will be recorded, compiled, and addressed in a What We Heard Report that will be made available to the public before we proceed with the formal decision-making stages for the application. While we will welcome and will listen to feedback, this does not necessarily mean we’ll address everything suggested by our neighbours and the community at-large. Where we are changing our plans based on feedback, we will identify those changes. Where we do not make changes based on those shared ideas, we will explain why the changes didn’t occur.


Kind regards,

[REDACTED]

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 Respondent #5

**From:** [REDACTED]

**Date:** April 24, 2019

**Subject:** Sale of Neighbouring Property

“Hi [REDACTED],

It’s [REDACTED] here, you met myself and my husband at the open house for the proposed development going up next to our condo block.

I just wanted to follow up to thank you and your team for putting that info session together. At the meeting we spoke about the potential of our space being developed and since chatting with the rest of the residents of our space, there is interest in selling.

Please keep in touch if anything comes up!

[REDACTED]”

 May 2, 2019

Hello [REDACTED],

Thanks for your note and time at the information session.

I’ll certainly make our client aware that you and your neighbours may be interested in selling. Cascade is a good project site size, but our client may have interest in more assembly now or in the future. Also, given the fluid nature of these blocks and Canada Post building before for sale, I think our application will change local build-developer’s thinking about the local potential.

[REDACTED]

 Respondent #5

**From:** [REDACTED]

**Date:** May 2, 2019

**Subject:** Sale of Neighbouring Property, Building Manager Contact Information


“Thanks [REDACTED],

Please keep us posted.

Also- it would be nice to have a contact for the manager at the property next door, if you have access to that info?

Thank you,

[REDACTED]”

 May 2, 2019

Good morning [REDACTED],

Contact information for current property manager below:

[REDACTED]


Kind Regards,

[REDACTED]

Development Permit/Engagement Overview

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ENGAGEMENT HOTLINE FEEDBACK | PHONE CALL LOG

 Respondent #1

From: [REDACTED]

Date: March 22, 2019

Subject: Recommendations from Building Manager


This individual called the project team as the Building Manager of the current apartment at 2813 24A ST SW. He noted that he has lived in Richmond for three years and that the community is a good place to live and invest.

He recommended that if the future building is rental, that criminal record and background checks are taken out on any prospective tenants.

He encouraged the project team to reach out to him if there are any questions regarding future building management and wished the project team the best of luck with Cascade.

 *March 25, 2019*

A member of the project team responded to this individual with a voicemail message, thanking them for their input and advising that their feedback would be incorporated into the What We Heard Report.


 Respondent #1

From: [REDACTED]


Date: March 29, 2019

Subject: Building Manager Inquiry

Another phone call from the Building Manager, inquiring as to when residents would be receiving their damage deposits back.

 *No response*

A member of the project team forwarded this inquiry to Eagle Crest.


 Respondent #2

From: [REDACTED]

Date: April 1, 2019

Subject: Project synergies, request for further information

This individual is a developer who owns the three lots that interface with Cascade to the west across the lane. He called first to commend the project team’s website, engagement materials, and the design of the building. He was concerned about how the projects will share the lane, most notably the impact of a 42 unit building on traffic on the lane. He looks forward to future conversations with the project team on shared solutions and work that could be mutually beneficial to both team projects. He expressed interest in meeting with the project team in person.

 *April 1, 2019*

A member of the project team called this individual back and asked what items they would like to specifically focus on. The conversation focused on intended land use redesignations and building interfacing. The detailed conversation was more suited to having an architect present, so the team member invited this individual to the Information Session, where they could speak with more members of the project team at once.

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SOUNDING BOARD FEEDBACK - APRIL 11, 2019 INFORMATION SESSION

- My concern is only related to increased traffic on Richmond Rd.
  - Concern about 29 ST+ Richmond intersection as my daughter was run over due to uncontrolled intersection no lights, no flashing lights. Only stop sign
  - Also concern about opening up currently closed acces from Crowchild and/or 33 AV + 25A ST into community.
  - Would like to see at least the same amount of underground spots as units
  - Traffic study: was it done when Viscount was open or closed? Big difference.
- Traffic Study needs to incorp Viscount Bennett closure + potential plans.
- Parking/Traffic:
  - Richmond Road + 25th ST: both P+T
  - Richmond Road + 29th - Traffic @peak hard to access 33rd
- Concern with the support for higher density on the Vicount Bennett site - zoned R-C1 + recreation today.
- Like the proposed development for north side of Richmond Rd.
- Would rather see a 4 level building.
- 24a street Parking is a concern
- Traffic - major concern - Richmond Road.
  - Parking - Where will visitors park - NOT ON OUR STREETS
  - City is eliminating buses already - how will everyone get downtown?

- Privacy for neighbouring windows + Parking + residential entrance is very close to 2811.
- Richmond Rd + 29th Street is bad now. Something should be done ahead of any new building.
- Concern as to the nature of the commercial business.
- Concern with increased demand on current adjacent street network
- Not enough parking provision 37 for 42 unit plus their visitors and commercial clients.
- 5 storey building too high in residential area
- Not sure if 37 parking spots will be enough
- Very concerned!! About Viscount Bennett site plans...
- Do NOT change zoning of MC1... to MU-1! ... plan around zone MC 1. It is MC1 for a reason.
- TOO HIGH Building plan of 5 stories does NOT fit our neighbourhood
- The City is proposing eliminating 3 of the 4 busses done in your Traffic Impact Study. I would like to see how this changes the study.
- Our small community will forever be changed - not why we bought in Richmond. Our taxes should be reduced!
- Would be great to have affordable rent for small businesses. We would like to see constant business not transient.
- Inadequate parking allocated

- Congestion on Rich. Rd + adjacent streets - 25, 25A esp. - Poor access from outside neighbourhood.
- Don't like future precedent set by changing zoning.
- You are getting a low turnout tonight because the notice of mtg in the community newsletter was only delivered today. Therefore do another one pls
- Whatever you do will be precedent for Viscount Bennet School therefore do NOT over densify our neighbourhood - we don't want it
- Huge concern - not enough parking stalls for residents in building-!! Whaat? :( Was told 45 units and only 30 spots - unacceptable - should be 1 per unit
- Building is WAY too HIGH :( Needs to be 3 stories NOT 5. Nowhere in the area are 5 stories - cut it back
- Do NOT bring "Marda Loop" Density into our neighbourhood - we bought here because it is NOT high density + quiet. This is NOT OK.
- Huge concern that of NOT enough parking they go up the hill on 25 St to park therefore take our parking away. NOT OK. :( We are NOT OK with this
- People may use public transit on weekdays...but don't on weekends - we have to use cars for groceries etc. therefore people will have min 1 car - not enough building parking
- Would prefer condo owners vs. rentals.. why? Because rental don't care - owners do.
- # of units vs parking is a problem.

Development Permit/Engagement Overview

VERBATIM FEEDBACK

SOUNDING BOARD FEEDBACK - APRIL 11, 2019 INFORMATION SESSION

<ul style="list-style-type: none"><li>● *please consider improving stair from 24A ST to 26 AVE *bad condition*</li></ul>	<ul style="list-style-type: none"><li>● Can we have a style for the area? We don't want a piecemeal, ugly mix match designs</li></ul>	<ul style="list-style-type: none"><li>● Parking is already an issue. How will you ensure enough parking spots for residential/commercial?</li></ul>
<ul style="list-style-type: none"><li>● Please Provide a new "Mailer Drop" - not all residents received one.</li></ul>	<ul style="list-style-type: none"><li>● Increased traffic on Richmond Rd plus future development will represent significant problems. Richmond at 29 St and 33 (traffic circle!)</li></ul>	<ul style="list-style-type: none"><li>● What is the plan for the Viscount Bennett site?</li></ul>
<ul style="list-style-type: none"><li>● There needs to be one parking stall per residential unit (.7 is simply not enough)</li></ul>	<ul style="list-style-type: none"><li>● No green! Space for new residents</li></ul>	<ul style="list-style-type: none"><li>● With proposed cut backs on local bus routes, this could create a lack of public transport in area.</li></ul>
<ul style="list-style-type: none"><li>● Concerns traffic congestion Richmond Rd + 29th St - difficulty when V.B. school was open.</li></ul>	<ul style="list-style-type: none"><li>● Very concerned of density on road systems. Where and how will you deal with traffic congestion? [City] 25 St and 26 Ave corner!</li></ul>	
<ul style="list-style-type: none"><li>● Traffic @ 29th will be an issue...it is already dangerous.</li></ul>	<ul style="list-style-type: none"><li>● Yes to small scale retail!<ul style="list-style-type: none"><li>○ Me too</li></ul></li></ul>	
<ul style="list-style-type: none"><li>● Richmond Road traffic w all the proposed development will need to be addressed.</li></ul>	<ul style="list-style-type: none"><li>● Consider fewer units - very dense for such a small lot.</li></ul>	
<ul style="list-style-type: none"><li>● 29 ST + 26 AV intersection need calming or circle!</li></ul>	<ul style="list-style-type: none"><li>● Assumptions made about access + frequency of buses when calculating no. of parking stalls needed for building. Looks like only 1 BRT stop sits on other side of 6-lane highway from development. The buses that currently travel Crowchild in + out of downtown do not come every 10 minutes - the usually come within minutes of each other + then you have to wait 20-30 minutes until next group. Lesson: each unit needs a parking stall, not .7 per unit.</li></ul>	
<ul style="list-style-type: none"><li>● TIS wrong as three bus routes being taken away?</li></ul>		
<ul style="list-style-type: none"><li>● Concerns Re: Viscount Bennett site development</li></ul>		
<ul style="list-style-type: none"><li>● Concerns with 25th St + Richmond Rd congestion</li></ul>		
<ul style="list-style-type: none"><li>● The real concern is the Viscount Bennett site...</li></ul>		
<ul style="list-style-type: none"><li>● Traffic congestion at Richmond Rd. and 29th St. must be addressed.</li></ul>	<ul style="list-style-type: none"><li>● Traffic on Richmond Road is a significant concern...we need speed bumps, PED Xs etc.</li></ul>	
<ul style="list-style-type: none"><li>● PARKING!! Not enough assigned to commercial (3) businesses. Street Parking? High traffic levels w/ 2 large senior housing within one block</li></ul>	<ul style="list-style-type: none"><li>● Traffic safety at Richmond Rd and 25 St. - congestion going to 26 Ave and 29 St.</li></ul>	
<ul style="list-style-type: none"><li>● Residential "Area T" Parking permit, will be dissolved/revoked because of Viscount closure creating further parking/traffic concerns...not addressed in plan.</li></ul>	<ul style="list-style-type: none"><li>● Would prefer ownership over rental</li></ul>	



**Development Permit/Engagement Overview**

Development Permit/Engagement Overview



Development Permit/Engagement Overview



Development Permit/Engagement Overview

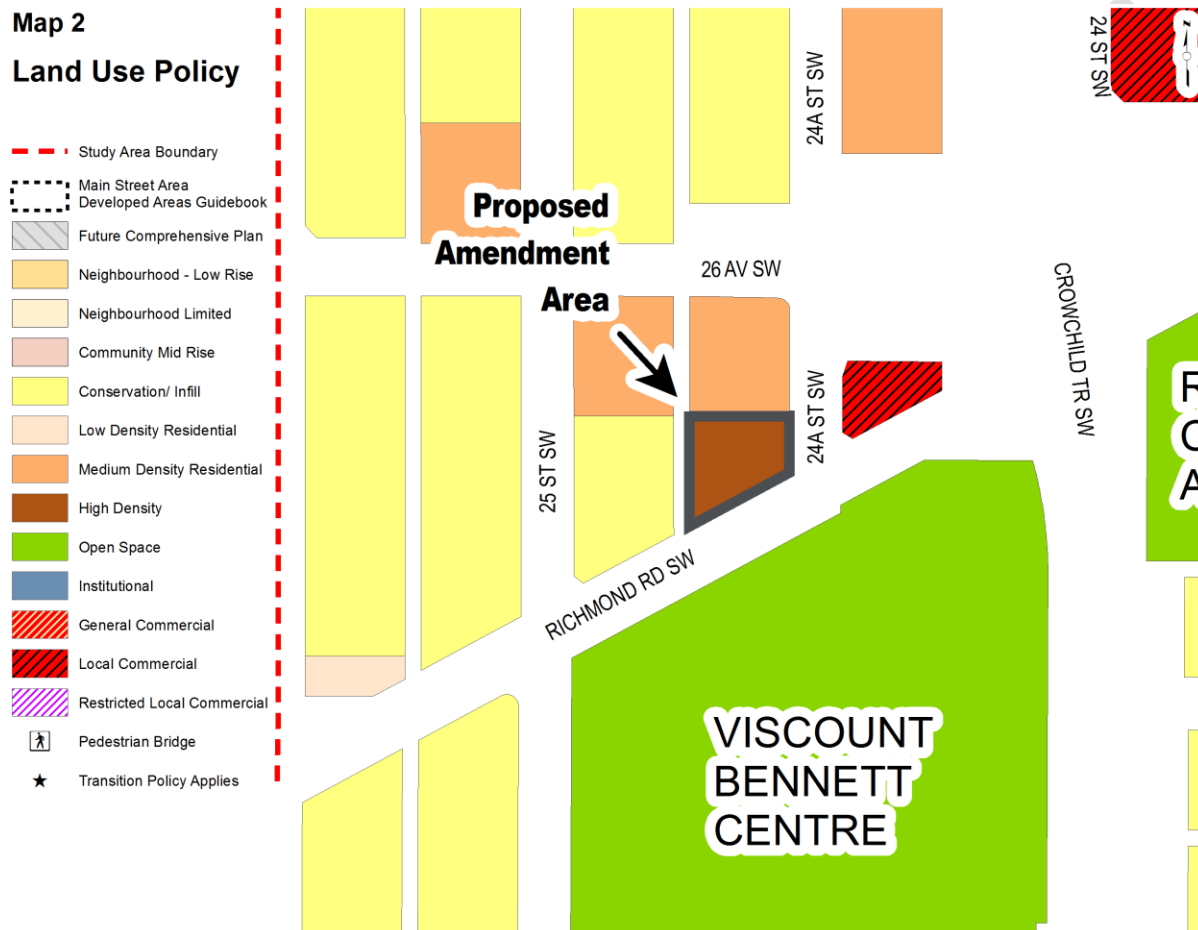


460 – 5119 Elbow Drive SW    P 403 201 5305  
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[civicworks.ca](http://civicworks.ca)

## Proposed Amendment to the Richmond ARP

1. The Richmond Area Redevelopment Plan attached to and forming part of Bylaw 17P85, as amended, is hereby further amended as follows:
  - (a) Amend Map 2 entitled 'Land Use Policy', by changing 0.12 hectares  $\pm$  (0.30 acres  $\pm$ ) located at 2813 - 24A Street SW (Plan 5661O, Block 47, Lots 7 to 10) from 'Medium Density Residential' to 'High Density' as generally illustrated in the sketch below:







Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0756

## Policy Amendment and Land Use Amendment in Beltline (Ward 11) at 1520 – 4 Street SW, LOC2019-0045

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### EXECUTIVE SUMMARY

This application was submitted by Stantec Architecture on 2019 March 29 on behalf of the landowner Grosvenor Canada Limited c/o Suncor Energy Centre. The application proposes to change the designation of a portion of 1520 – 4 Street SW from DC Direct Control District (Bylaw 50D2018) to DC Direct Control District, based on the Centre City Mixed Use District (CC-CX) to allow for:

- a broad range of commercial uses at the junction of two main streets;
- an increase in base density from 5.0 floor area ratio (FAR) to 7.9 FAR to recognize the existing density/FAR developed on the site; and
- an increase to the maximum bonus density from 8.2 to 9.0 FAR.

A minor amendment to the *Beltline 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*.

A development permit application for a new 11-storey office building in place of an existing 10-storey office building 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 amendment to the Beltline Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.12 hectares  $\pm$  (0.30 acres  $\pm$ ) located at 1520 – 4 Street SW (Portion of Plan 1910115, Block 120, Lot 51) from DC Direct Control District **to** DC Direct Control District to accommodate a new 11-storey office building with guidelines (Attachment 4); and
4. Give three readings to the proposed bylaw.

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ISC: UNRESTRICTED  
CPC2019-0756

## **Policy Amendment and Land Use Amendment in Beltline (Ward 11) at 1520 - 4 Street SW, LOC2019-0045**

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### **PREVIOUS COUNCIL DIRECTION / POLICY**

At the 2018 February 20 Regular Public Hearing Meeting of Council, Council approved Bylaws 9P2018 and 50D2018, which amended the ARP and redesignated multiple parcels in the Beltline from:

- Centre City Mixed Use District (CC-X);
  - Centre City Commercial Corridor District (CC-COR);
  - Commercial – Corridor 1 (CCOR1f3h46) District;
  - Centre City Multi-Residential High Rise District (CC-MH); and
  - DC Direct Control District;
- to
- DC Direct Control District to accommodate transfer of heritage density and mixed-use development.

Refer to **Land Use** section below for background.

### **BACKGROUND**

This application was submitted by Stantec Architecture on 2019 March 29 on behalf of the landowner Grosvenor Canada Limited c/o Suncor Energy Centre (Attachment 1). A Development Permit (DP2019-1505) for a new 11-storey office building with commercial uses at grade was also submitted by Stantec Architecture on 2019 March 29 and is under review (Attachment 6).

The current development permit revises a development permit (DP2018-2886) previously approved by CPC for a phased mixed-use project involving the renovation of the existing office building on the subject site and the construction of two new residential towers to the north.

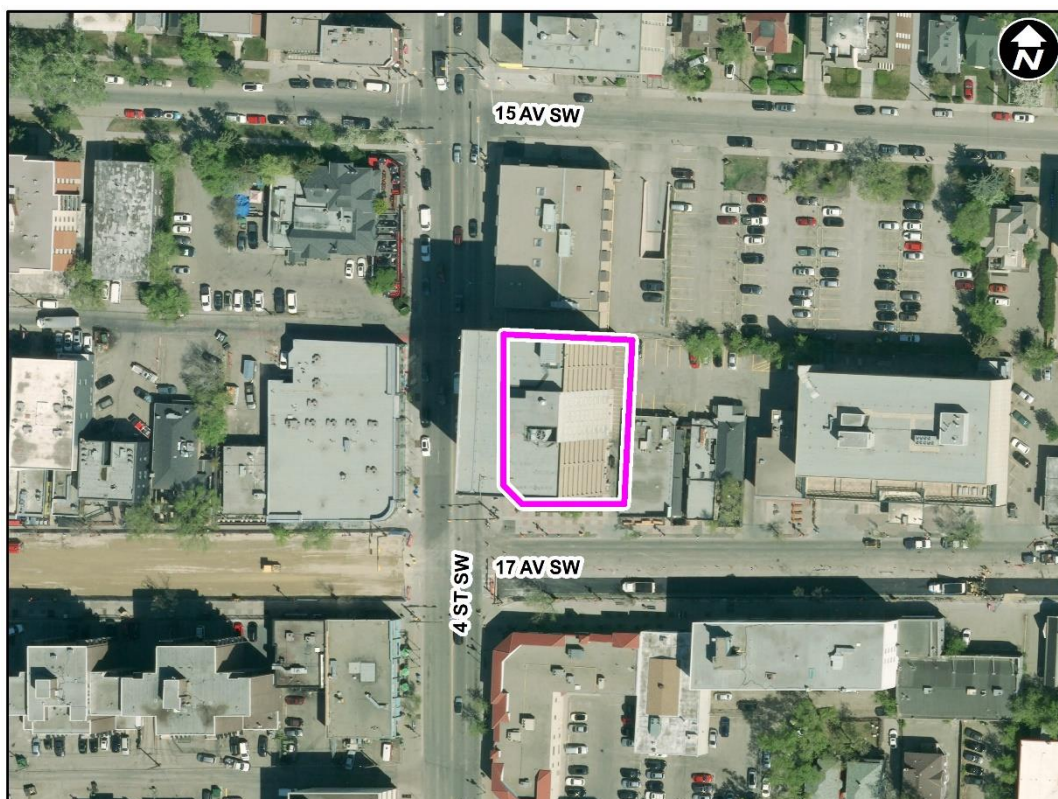
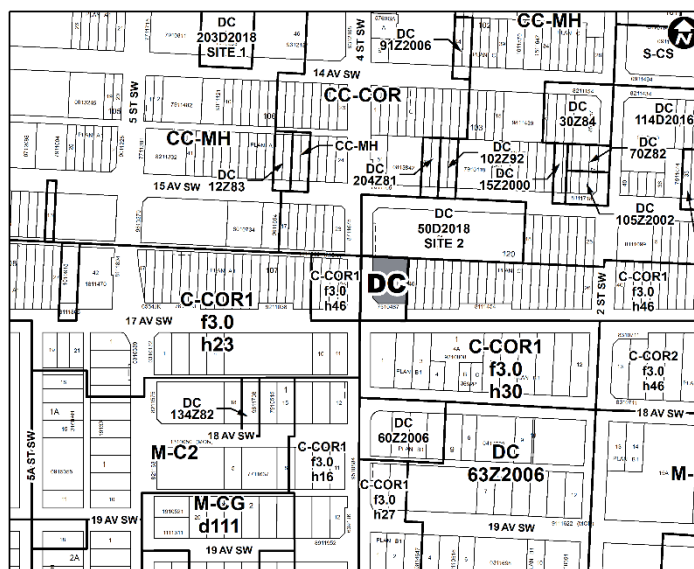
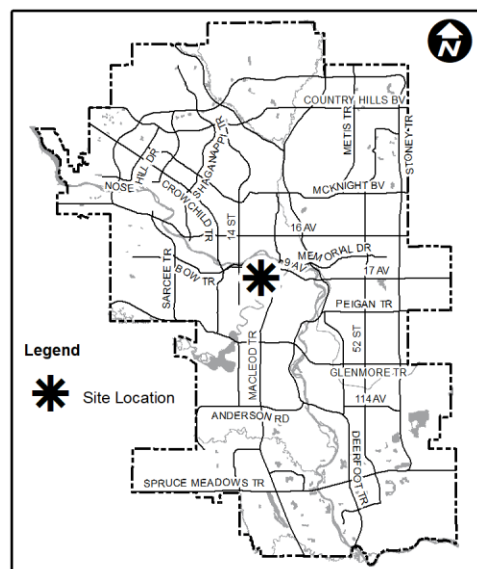
The current development permit (DP2019-1505) seeks to deconstruct the existing office building and construct a new office building. A new building is proposed as it has been determined that it is more economical to deconstruct the existing office building and, in its place, rebuild a new office building that meets modern standards.

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Policy Amendment and Land Use Amendment in Beltline (Ward 11) at 1520 - 4  
Street SW, LOC2019-0045

Location Maps



## **Policy Amendment and Land Use Amendment in Beltline (Ward 11) at 1520 - 4 Street SW, LOC2019-0045**

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### **Site Context**

The subject site is located in the Beltline on the northeast corner of 17 Avenue SW and 4 Street SW. The site is approximately 0.12 hectares in size with approximate dimensions of 40 metres by 31 metres. The property is currently developed with a ten-storey office building with commercial uses at grade.

To the north, on the south side of 15 Avenue SW, is a two-storey commercial building and surface parking lot. A development permit (DP2017-2886) has been previously approved by CPC for a phased development of a mixed-use project involving the renovation of the existing office building on the subject site and the construction of two new residential towers.

To the north, on the north side of 15 Avenue SW, are a mix of apartment and single detached dwellings, designated Centre City Commercial Corridor District (CC-COR), DC Direct Control Direct (Bylaw 204Z81 and 102Z92) to allow for commercial uses in the buildings, and Centre City Multi-Residential High Rise District (CC-MH).

To the east are three buildings converted to retail/restaurant use and low-rise office, designated Commercial – Corridor 1 (C-COR1f3h46) District.

To the south, across 17 Avenue SW, is a two storey commercial building with multiple retail and consumer service spaces, designated Commercial – Corridor 1 (C-COR1f3.0h30) District.

To the west, across 4 Street SW, is a single-storey commercial building with multiple retail and restaurant spaces, and another single storey commercial building containing the Rose and Crown pub, designated Commercial – Corridor 1 (C-COR1f3h46) District and Centre City Commercial Corridor District (CC-COR), respectively.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The proposal allows for a range of building types that are comparable in scale to the existing development on-site. Although 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 Considerations**

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

### **Land Use**

The existing DC Direct Control Direct (Bylaw 50D2018) contains four sites and was intended to accommodate the transfer of heritage density and mixed-use development.



## **Policy Amendment and Land Use Amendment in Beltline (Ward 11) at 1520 - 4 Street SW, LOC2019-0045**

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Site 1, the south portion of the site, is based on the Centre City Mixed Use District (CC-X) with additional uses, and sets a maximum base density of 5.0 FAR with the ability to provide bonus initiatives that could provide for an additional 3.2 FAR, to a maximum of 8.2 FAR.

Site 2, the north portion of the site, is based on the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) with additional uses, and received 2.55 FAR through heritage density from Site 3 and 4.

Sites 3 and 4 were density donor sites for the purposes of the heritage density transfer to Site 2. The existing DC Direct Control District is attached as Attachment 3. No changes are proposed to the existing Sites 2, 3, or 4.

The proposed DC Direct Control District remains the same as the existing land use, with exception to the following changes:

- an increase in base density from 5.0 to 7.9 FAR to recognize the existing density/FAR developed on the site (an increase of 2.9 FAR or 3,450 square metres Gross Floor Area (GFA)); and
- an increase in the maximum bonus density from 8.2 FAR to 9.0 FAR with bonusing provided (an increase of 0.8 FAR or 950 square metres GFA) on the existing Site 1.

The base density is increased to recognize the density/FAR of the existing 1970's building on the site. The increase in the base density of 2.9 FAR will recognize approximately 3,450 square metres of GFA or \$930,000 of bonusing (expressed as Beltline Community Investment Fund - BCIF contribution) that would otherwise be required under the existing DC Direct Control District, based on the current land value set by the ARP.

The proposed increase to the base and maximum bonus density/FAR are appropriate for this site as:

- the existing developed density on the site was considered as part of a comprehensive planning analysis of existing density and amenities in the Beltline, and densities established through the adoption of the original Beltline ARP and Centre City Districts;
- the new maximum base density recognizes the existing developed density on the site and accounts for a change in construction approach from a development permit previously approved by CPC;
- a DC Direct Control District provides the ability to regulate specific characteristics of a proposal on a site specific basis, without creating precedent that applies city-wide;
- new bonus density (density above the new base density/existing developed density) is still captured through bonusing mechanisms; and
- the scale of future development allowable under the proposed DC District is similar to the existing development on the site.

The proposed DC Direct Control District is attached as Attachment 4.

## **Policy Amendment and Land Use Amendment in Beltline (Ward 11) at 1520 - 4 Street SW, LOC2019-0045**

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### ***Development and Site Design***

The rules of the proposed DC Direct Control District provide guidance for redevelopment of the site including appropriate uses, FAR, building massing, landscaping and parking.

### ***Transportation***

A Transportation Impact Assessment was provided by the applicant to support assessment of a development permit application for the site, key findings are summarized below.

#### Walking and Cycling

Schools, commercial corridors, and parks are within walking distance of the subject site. The nearest full-service grocery store is within 950 metres (a 12 minute walk).

#### Transit

The site is within 850 metres (a 10 minute walk) of the Victoria Park-Stampede LRT Station and 800 metres of the downtown core. Stops for Routes 3, 6, 7, 17, and 449 are within a block.

#### Vehicle Access

17 Avenue SW and 4 Street SW are both classified as Neighbourhood Boulevards in the Calgary Transportation Plan, and direct vehicle access from these streets is discouraged. The sites' frontage along 15 Avenue SW provides multiple access options for vehicles including loading and servicing.

#### Parking

There is limited on-street parking along 4 Street SW in order to accommodate a well-used bus stop, and parking along 17 Avenue SW is prohibited during the afternoon peak. Parking along 15 Avenue SW is managed through time limits and pricing in order to balance supply and demand, including provision for loading zones.

### ***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.

### ***Environmental***

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

### **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.

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## **Policy Amendment and Land Use Amendment in Beltline (Ward 11) at 1520 - 4 Street SW, LOC2019-0045**

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Administration received a letter in support to the application from the Beltline Communities Association (Attachment 5).

Administration received no letters of support or opposition to the application. Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The design compatibility 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 (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.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The subject parcel is located within the Activity Centres – Centre City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage developing high density residential and support services that support the Centre City as the business and cultural heart of the city.

The proposal is in keeping with relevant MDP policies as the rules of the proposed DC Direct Control District provides for a development form that allows for a high-density mixed-use development.

#### ***Beltline Area Redevelopment Plan: Part 1 (Statutory – 2006)***

The subject parcel is located within Area D as identified on Map 4: Density Areas in the ARP. The maximum base and bonus density for sites in Area D west of Centre Street is 3.0 FAR as identified in Table 5.1: Density Areas in the ARP. To accommodate the proposed DC Direct Control District, a minor amendment to Table 5.1 is required to provide a site specific increase to the allowable base and bonus density on the subject site (Attachment 2).

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### **Social, Environmental, Economic (External)**

Development enabled by this application has the potential to allow more Calgarians to choose to live in a location well served by existing infrastructure and in close proximity to services, employment, community amenities and transit. Mixed-use development of the subject site has the potential to allow for population growth that will support local services and create a livable, diverse and high density urban community.

### **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.

### **REASON(S) FOR RECOMMENDATION(S):**

Administration recommends approval of this application as it recognizes existing density developed on the subject site and due to its alignment with relevant planning policy contained in the *Municipal Development Plan* and *Beltline Area Redevelopment Plan* by supporting high-density mixed-use development and intensification within the Centre City.

### **ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Amendment to the Beltline Area Redevelopment Plan: Part 1
3. Existing DC Direct Control District (50D2018)
4. Proposed DC Direct Control District Guidelines
5. Beltline Neighbourhoods Association Letter
6. Development Permit (DP2019-1505) Summary

## **Applicant's Submission**

The subject site is located on the corner of 17th Avenue S.W. and 4th Street S.W., within the Beltline neighbourhood, and currently contains a 10 storey commercial office building, with ground floor retail uses. The site is associated with a concurrent Land Use Redesignation and Development Permit that were approved in Q1 2018. The LUR approved a Direct Control District that included two DC sites and associated planning and design regulations for the subject site. The DP approved the phased development of a mixed-use project involving the renovation of the existing office building (on DC Site 1), and the creation of two new residential towers (on DC Site 2).

The submitted application seeks approval for the deconstruction of the existing office building (DC Site 1) and construction of a new office building. A new building is proposed (as opposed to renovation of the existing building) as it has been determined that it is more economical to deconstruct the current building and, in its place, rebuild a new office building that meets modern standards and cater for future life cycling/renovations to ensure highest standards as it ages. The new office building follows the same design philosophy as the original Development Permit.





# **Proposed Amendment to the Beltline Area Redevelopment Plan: Part 1**

1. The Beltline Area Redevelopment Plan: Part 1, being Bylaw 2P2006, as amended, is hereby further amended as follows:

- (a) Delete Table 5.1 entitled 'Density Areas' and replace with the following:

Table 5.1 Density Areas

Density area	Base density (Floor Area Ratio FAR)	Maximum density with bonuses and transfers of density (in FAR)
A	5.0	7.0
B	*3.0 for Commercial West of Macleod Trail 5.0 for Commercial East of Macleod Trail 5.0 for Residential/mixed-use	*3.0 for Commercial West of Macleod Trail 8.0 for Commercial East of Macleod Trail 9.0 for Residential/mixed-use
C	5.0 for Commercial 8.0 for Residential/mixed-use	8.0 for Commercial 12.0 for Residential/mixed-use
D	3.0 7.9 For the southern portion of the parcel legally described as as Plan 1910115, Block 120, Lot 51	3.0 West of Centre Street 4.0 East of Centre Street 9.0 For the southern portion of the parcel legally described as as Plan 1910115, Block 120, Lot 51



**Existing DC Direct Control District (50D2018)**

**BYLAW NUMBER 50D2018**

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT LOC2017-0175)  
\*\*\*\*\***

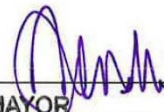
**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**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".
2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON	<u>MARCH 19 2018</u>
READ A SECOND TIME ON	<u>MARCH 19 2018</u>
READ A THIRD TIME ON	<u>MARCH 19 2018</u>

  
\_\_\_\_\_  
MAYOR

SIGNED ON MARCH 19 2018

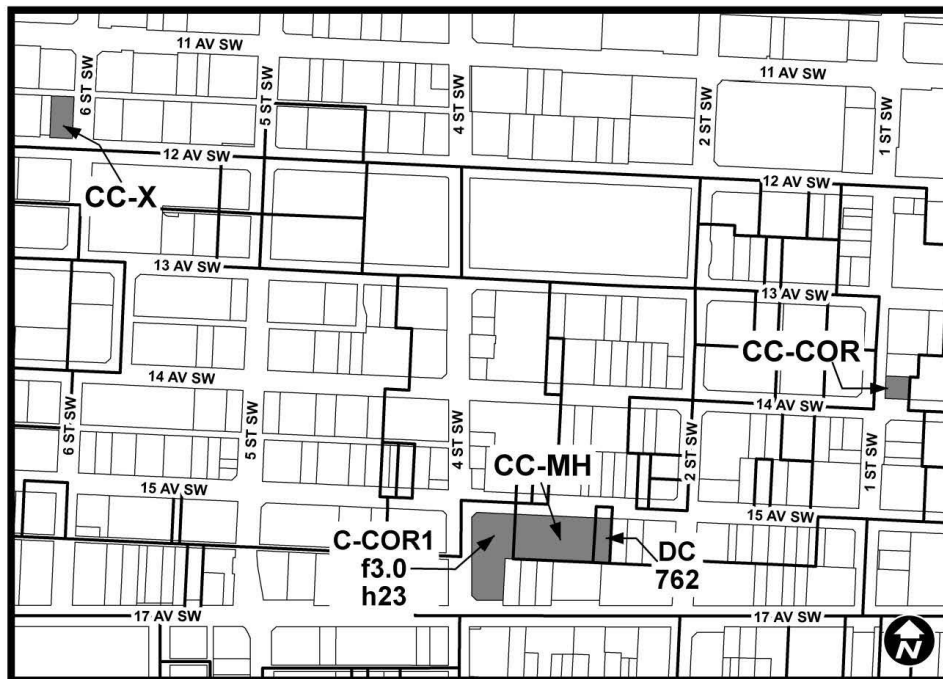
  
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ACTING CITY CLERK

SIGNED ON MARCH 19 2018

**Existing DC Direct Control District (50D2018)**

AMENDMENT LOC2017-0175  
BYLAW NUMBER 50D2018

**SCHEDULE A**

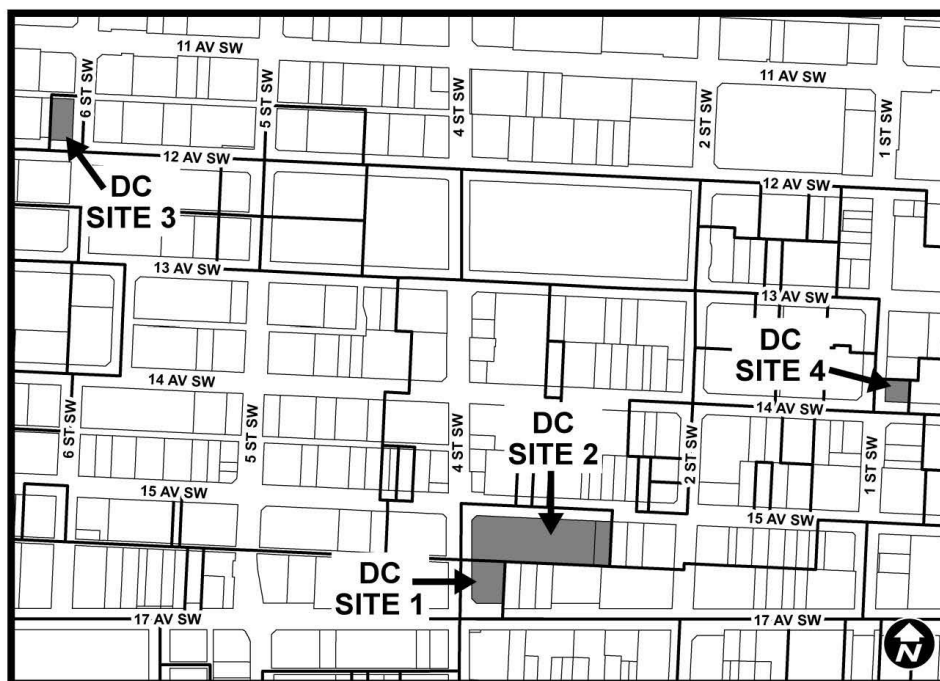




## Existing DC Direct Control District (50D2018)

AMENDMENT LOC2017-0175  
BYLAW NUMBER 50D2018

### SCHEDULE B



### DC DIRECT CONTROL DISTRICT

#### Purpose

1 This Direct Control District is intended to:

- (a) allow Heritage Density Transfer to a **DC receiving parcel** (site 2) from **DC source parcels** (sites 3 and 4) as allowed by Part 11, Division 7, of Land Use Bylaw 1P2007.
- (b) allow for additional **uses** on Sites 1 and 2.

#### 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.

## Existing DC Direct Control District (50D2018)

### AMENDMENT LOC2017-0175 BYLAW NUMBER 50D2018

#### 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) "**DC receiving parcel**" means the *parcels* legally described as Lots 1-17, Block 120, Plan C with the municipal addresses, 1506 and 1508 4 Street SW and 319, 323, 327, 333, and 337 15 Avenue SW which are the *parcels* receiving an increase in *density* of 14,032.7 square metres from the *DC source parcels*.
- (b) "**DC source parcel**" means the *parcels* legally described as as Lots 21-23, Block 72, Plan A1 with the municipal address 1121 6 Street SW and Lots 38-40, Block 100, Plan C with the municipal address 1324 1 Street SW which are the *parcels* from which the transfer of *density* is being made.

#### Site 1

0.12 hectares (± 0.30 acres)

#### Application

- 5 The provisions in sections 6 through 9 apply only to Site 1.

#### Permitted Uses

- 6 The *permitted uses* of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

#### Discretionary Uses

- 7 The *discretionary uses* of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District with the addition of:

- (a) **Drinking Establishment – Large;**
- (b) **Restaurant: Food Service Only – Large;**
- (c) **Restaurant: Licensed – Large; and**
- (d) **Restaurant: Neighbourhood.**

#### Bylaw 1P2007 District Rules

- 8 Unless otherwise specified, the rules of the Centre City Mixed Use (CC-X) District of Bylaw 1P2007 apply in this Direct Control District.

#### Floor Area Ratio

- 9 (1) The maximum *floor area ratio* is 5.0.
- (2) The maximum *floor area ratio* may be increased from 5.0 to 8.2 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.

## Existing DC Direct Control District (50D2018)

### AMENDMENT LOC2017-0175 BYLAW NUMBER 50D2018

#### Site 2

0.55 hectares ( $\pm$  1.36 acres)

#### Application

10 The provisions in sections 11 through 15 apply only to Site 2.

#### Permitted Uses

11 The *permitted uses* of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

#### Discretionary Uses

12 The *discretionary uses* of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District with the addition of:

- (a) Dinner Theatre;
- (b) Drinking Establishment – Large;
- (c) Drinking Establishment – Medium;
- (d) Food Kiosk;
- (e) Night Club;
- (f) Restaurant: Food Service Only – Large;
- (g) Restaurant: Food Service Only – Medium;
- (h) Restaurant: Licensed – Large;
- (i) Restaurant: Licensed – Medium; and
- (j) Restaurant: Neighbourhood.

#### Bylaw 1P2007 District Rules

13 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-MHX) of Bylaw 1P2007 apply in this Direct Control District.

#### Floor Area Ratio

- 14 (1) The maximum *floor area ratio* is 7.55, which includes the 14,032.7 square metres which has been transferred from Sites 3 and 4.
- (2) The maximum *floor area ratio* may be increased from 7.55 to 9.0 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.

#### Location of Uses

15 The following *uses* must not front onto 15 Avenue SW:

- (a) Dinner Theatre;
- (b) Drinking Establishment – Large;
- (c) Drinking Establishment – Medium;
- (d) Food Kiosk;
- (e) Night Club;
- (f) Restaurant: Food Service Only – Large;
- (g) Restaurant: Food Service Only – Medium;
- (h) Restaurant: Licensed – Large;
- (i) Restaurant: Licensed – Medium; and

## Existing DC Direct Control District (50D2018)

### AMENDMENT LOC2017-0175 BYLAW NUMBER 50D2018

#### (j) Restaurant: Neighbourhood.

##### Site 3

0.08 hectares (± 0.21 acres)

##### Application

16 The provisions in sections 17 through 20 apply only to Site 3.

##### Permitted Uses

17 The *permitted uses* of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

##### Discretionary Uses

18 The *discretionary uses* of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District.

##### Bylaw 1P2007 District Rules

19 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 apply in this Direct Control District.

##### Floor Area Ratio

20 (1) The maximum *floor area ratio* is 1.42

(2) The bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007 do not apply to site 3 of this Direct Control District.

##### Site 4

0.05 hectares (± 0.12 acres)

##### Application

21 The provisions in sections 22 through 25 apply only to Site 4.

##### Permitted Uses

22 The *permitted uses* of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

##### Discretionary Uses

23 The *discretionary uses* of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District.

##### Bylaw 1P2007 District Rules

24 Unless otherwise specified, the rules of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 apply in this Direct Control District.

## Existing DC Direct Control District (50D2018)

AMENDMENT LOC2017-0175  
BYLAW NUMBER 50D2018

### Floor Area Ratio

- 25     (1)     The maximum *floor area ratio* is 1.55
- (2)     The bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007 do not apply to site 4 of this Direct Control District.

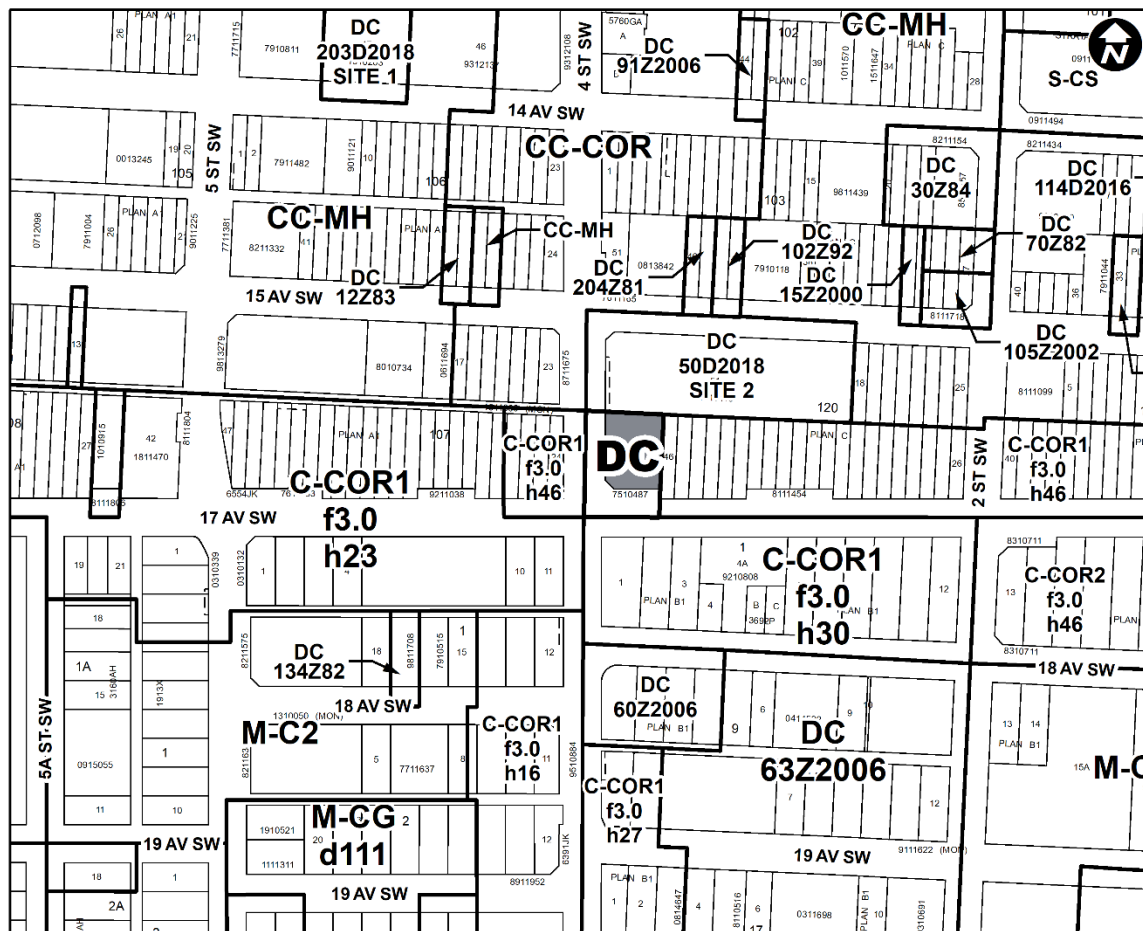




## Proposed Direct Control Guidelines

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

### SCHEDULE A



### DIRECT CONTROL DISTRICT

#### Purpose

1 This Direct Control District is intended to:

- recognize the density of the existing development on the subject site as of the date of adoption of this Direct Control bylaw;
- allow for a broad range of commercial uses at the junction of two main streets; and
- implement the bonus density provisions of Part 11, Division 7 of Land Use Bylaw 1P2007.

## Proposed Direct Control Guidelines

### Compliance with Bylaw 1P2007

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

### Reference to Bylaw 1P2007

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

### Permitted Uses

- 4 The **permitted uses** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

### Discretionary Uses

- 5 The **discretionary uses** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District, with the addition of:

- (a) **Drinking Establishment – Large;**
- (b) **Restaurant: Food Service Only – Large;**
- (c) **Restaurant: Licensed – Large; and**
- (d) **Restaurant: Neighbourhood.**

### Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 apply in this Direct Control District.

### Floor Area Ratio

- 7 (1) Unless otherwise referenced in subsection (2), the maximum **floor area ratio** is 7.9.
- (2) The maximum **floor area ratio** referenced in subsection (1) may be increased to 9.0 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.

## Beltline Neighbourhoods Association Letter



May 17, 2019

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

ATTN: Desmond Bliek, File Manager

**RE: LOC2019-0045 – 1520 4th Street SW – Land Use Amendment**

Dear Desmond,

I am writing this letter on behalf of the Beltline Urban Development Committee (BUDC) in response to the above-noted land use amendment.

The BNA wrote a letter of support for this project during its initial development permit application (DP2017-2886) as we felt that the development would be a great addition to the neighbourhood. The project brings density and unique features like "pedestrian mews" and a rooftop "cafe" that the BUDC was enthusiastic about.

While we liked the concept of refurbishing the building on DC Site 1, we understand that there are reasons why it has become more viable to replace the building. Although this new building exceeds the height and FAR of what would presently be allowed on this site, we support this land use amendment to allow it as the project remains true to the intent of the original scheme.

The applicant engaged with the Beltline Urban Development Committee during this shift in strategies, and after reviewing the circulation we feel that the replacement of the building on DC Site 1 does not alter the goals of the project.

In closing, the BUDC supports this land use amendment and looks forward to seeing the development take shape. Thank you for giving us an opportunity to provide a comment.

Please note that the BNA's Director of Planning, Tyson Bolduc, has not been a part of this review process due to his prior professional involvement with this project.

Sincerely,

**Rob Gairns**

Planning Coordinator, Beltline Urban Development Committee  
BNA Board Member



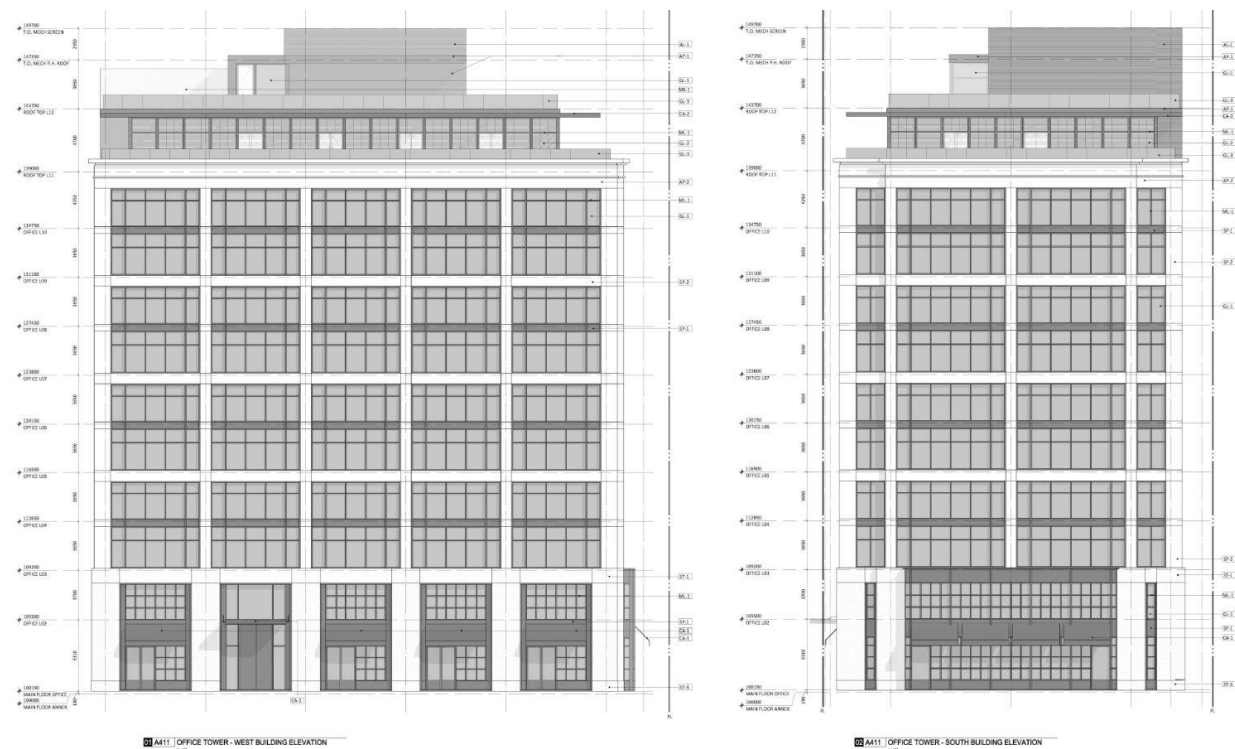


## Development Permit (DP2019-1505) Summary

A development permit application (DP2019-1505) was submitted by Stantec Consulting Ltd. on 2019 March 29. The development permit application is for a new 11 storey office building with commercial uses at grade and underground parkade. The following images from the development permit submission provide an overview of the proposal and are included for information purposes only.

The development permit will determine the ultimate building design, number of units 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 1: West (left) and South (right) Elevations of Proposed Development**





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Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0786

**Land Use Amendment in Walden (Ward 14) at multiple addresses, LOC2018-0273**

**EXECUTIVE SUMMARY**

This land use amendment application was submitted by Situated Consulting Co. on behalf of the landowners Genstar Titleco # 3 Limited on 2018 December 21. The application proposes to redesignate the subject site, comprised of six parcels, from a Multi-Residential – At Grade (M-G d60) District to a DC Direct Control District, based on the existing M-G d60 District with the additional use of a child care service.

The proposal is in keeping with applicable municipal policies and guidelines including the *Municipal Development Plan*, the *East Macleod Trail Area Structure Plan* and the *Child Care Service Policy and Development Guidelines*.

A development permit application has not 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 0.14 hectares  $\pm$  ( 0.35 acres  $\pm$ ) located at 175, 179, 183, 187, 191 and 195 Walcrest Way SE, (Plan 16Y0162, Block 4, Lots 36-41) from a Multi-Residential – At Grade (M-G d60) District **to** DC Direct Control District based on the Multi-Residential – At Grade (M-G) District to accommodate the additional use of Child Care Service, with guidelines (Attachment 3); and
2. Give three readings to the proposed bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

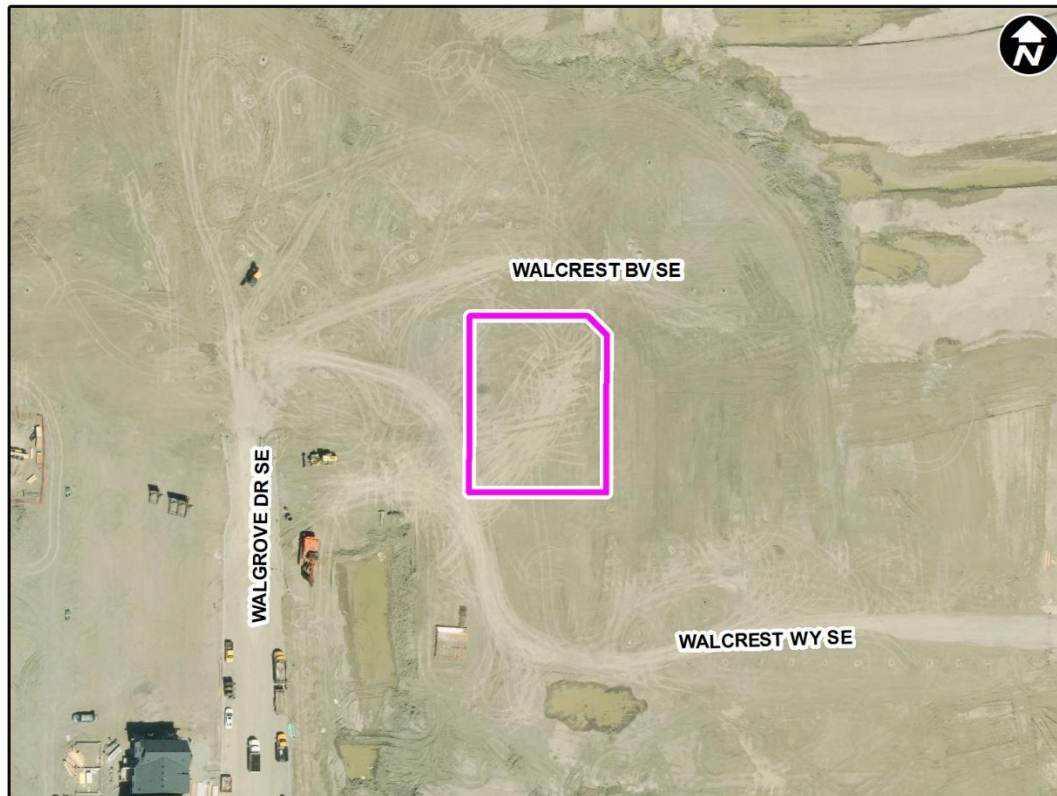
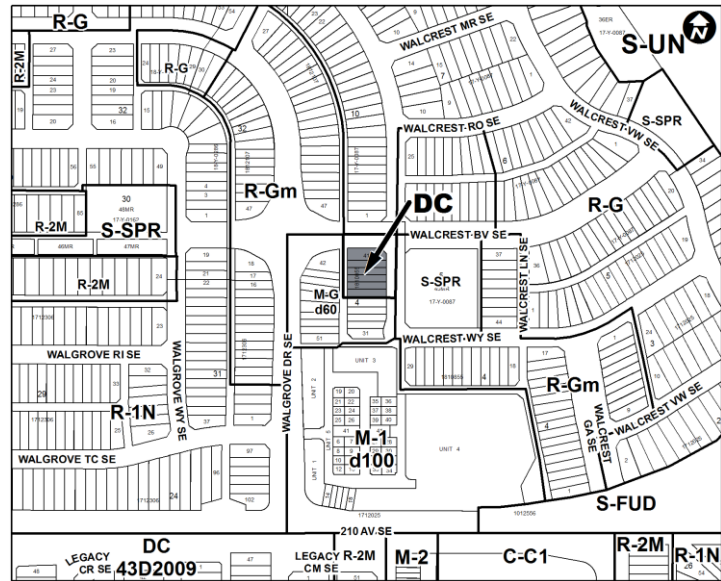
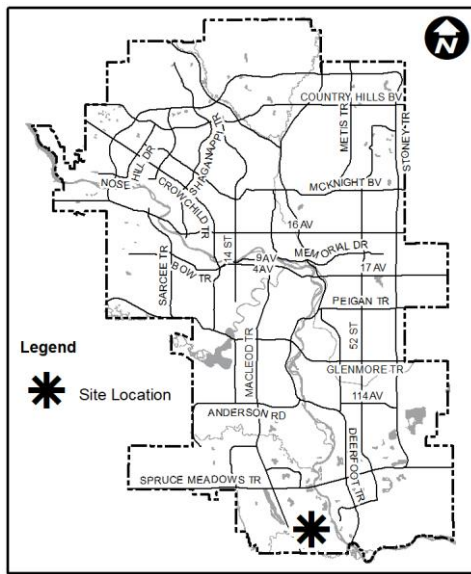
This land use amendment was submitted by Situated Consulting Co on behalf of Genstar Titleco # 3 Limited on 2018 December 21. A development permit has not been submitted at this time. As noted in the Applicant's Submission (Attachment 1), there is an intent to consolidate these parcels and develop a purpose-built child care service building on the site.

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Location Maps





## **Land Use Amendment in Walden (Ward 14) at multiple addresses, LOC2018-0273**

### **Site Context**

The subject site is comprised of six undeveloped parcels in the southeast community of Walden. The site is bound by Walcrest Boulevard SE to the north and Walcrest Way SE to the east. Five undeveloped M-G d60 designated parcels are located to the south and five undeveloped M-G d60 parcels also exist to the west of the site, separated by a paved laneway.

A public sidewalk exists along the site's northern and eastern frontages. A recently completed public park exists across Walcrest Way SE. The surrounding area is currently developing with much of the public street network completed and a range of lower density residential developments including single and semi-detached dwellings and lower intensity multi-residential developments such as townhomes completed or nearing completion.

As identified in *Figure 1*, Walden achieved its peak population in 2018, reaching 5,619 residents.

*Figure 1: Walden Peak Population*

<b>Walden</b>	
Peak Population Year	2018
Peak Population	5,619
2018 Current Population	5,619
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2018 Civic Census

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

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

In addition to the uses that are allowable under the existing M-G d60 District, this proposal will allow for the additional discretionary use of child care service through a Direct Control District. The proposal is in keeping with applicable legislation for this area as identified 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**

The subject site is currently designated as a Multi-Residential – At Grade (M-G d60) District. The M-G District is a multi-residential district with lower heights and densities that is intended be located in proximity to lower density forms of housing in developing areas in the city. The district is designed to provide all units with pedestrian access at-grade and contains provisions for



### **Land Use Amendment in Walden (Ward 14) at multiple addresses, LOC2018-0273**

outdoor spaces for social interaction. The district's density modifier of 60 units per hectare allows for a maximum of eight dwelling units on the site. The district's minimum density requirement of 35 units per hectare requires that a minimum of five dwelling units be developed on the site. The district also allows for two forms of home-based child care for up to ten children (home based child care – class 1 and 2).

This application proposes redesignating the site to a DC Direct Control District that is based on the existing M-G d60 District with the intent of:

- allowing for the additional discretionary use of child care service; and
- allowing for residential uses and development on-site that is consistent with the existing M-G d60 District and the surrounding area's land uses and developments if a child care service is never realized or ceases.

Land Use Bylaw 1P2007's Special Purpose – Community Institution (S-CI) District was also considered as a potential district. However, as the S-CI District allows for a number of uses that would not necessarily be compatible in this location and context and does not contain residential uses to revert to if a child care service is not developed or ceases, it is believed to be less suitable and flexible than the proposed DC Direct Control District.

#### ***Development and Site Design***

A discretionary use development permit will be required to develop a child care service use and the Applicant has met with Administration to share a preliminary development concept for the site. The ultimate building and site design as well as the number of children, on-site parking stalls, location of pick-up and drop-off stalls, and outdoor play areas will be determined through the development permit process. The child care service operators will also require Provincial licensing and thus the proposed facility will also be further evaluated by the Calgary Region Child and Family Services Authority.

Any future child care service should strive to achieve a design that integrates harmoniously with the low density single and multi-residential development character in the area and incorporate design measures to mitigate and/or minimize as many of the commercially-oriented attributes often associated with child care service facilities that may impact adjacent residential developments. This could include the location of on-site pick-up and drop-off stalls, on-site parking, loading areas for deliveries and the location and design of waste management storage and pick-up facilities.

The City's *Child Care Service Policy and Development Guidelines* offer development guidelines for both multi-residential and low density residential sites. Notwithstanding that the proposed DC Direct Control District would be considered as a multi-residential site, it is recommended that many of the low density residential guidelines also be utilised to inform the design of a child care service use, including:

**Land Use Amendment in Walden (Ward 14) at multiple addresses, LOC2018-0273**

- development of a building that is similar in scale, size and building coverage to other residential developments on the same blockface;
- development of a building that limits access or egress and large window openings away from side setback areas that are adjacent to other residential developments;
- strategic location and design of outdoor play spaces to minimize impacts on adjacent residential developments – including restricting the placement of any play structures in a side setback area and incorporation of maximum structure heights if placed in a front yard setback to ensure the aesthetic of the streetscape is not negatively impacted; and
- upholding restrictions on the number and size of any identification signage to ensure the residential aesthetic of the development is maintained.

If feasible, Administration also recommends that any purpose-built child care service be designed in a manner that may allow for adaptive re-use of the building for other uses in the district including for multi-residential development should the child care service use ever cease.

Lastly, as per the *Child Care Service Policy and Development Guidelines*, early and ongoing communication between the operator and the surrounding neighbours is often an important factor in the successful approval of a child care service facility. Administration encourages the operator to engage in communication initiatives such as the development of a 'Good Neighbour Agreement' to establish accountability and cooperation and to build relationships that are responsive to the needs of neighbours and the service provider.

***Environmental***

There are no known environmental conditions or concerns associated with the site which is already subdivided and designated for residential purposes. While an Environmental Site Assessment was not required for this application, the Applicant did provide Administration with a copy of the Phase I Environmental Site Assessment for the area which was originally submitted in support of the approved outline plan for this area (LOC2014-0176).

***Transportation***

A Transportation Impact Assessment and parking study was completed in support of the land use application. The area road network can support the proposed child care service development. The parking supply and design will be determined at the development permit application stage. The subject site has vehicular and pedestrian access from Walcrest Way SE and Walcrest Boulevard SE, with the main vehicular parking area to be accessed from the lane.

There are future bus stops on Walgrove Boulevard SE which is located approximately 250 metres from the subject site. Existing sidewalks are located along both sides of Walcrest Way SE and Walcrest Boulevard SE which will support the child care service. On-street parking is available and unregulated in the area.

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### ***Utilities and Servicing***

The site is located within the Walden Phase 52 subdivision which has provided water, sanitary, and storm mains within Walcrest Way SE that can service the site. The existing mains are adequately sized to support this proposed land use amendment. However, because each individual lot has been pre-serviced to accommodate rowhouse style development, the existing service connections will need to be removed and upgraded with a single set of service connections sized appropriately for the proposed development at the development permit stage.

### **Stakeholder Engagement, Research and Communication**

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

A letter in support of the proposal was submitted by the Walden Community Association (Attachment 2). No citizen comments were received 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, Commission's recommendation and the date of the Public Hearing will be advertised.

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (2014)***

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

#### ***Interim Growth Plan (2018)***

The recommendation aligns with policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by promoting efficient use of land, regional infrastructure, and by establishing strong, sustainable communities.

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

The *Municipal Development Plan* (MDP) encourages the development of individual and community health and the overall promotion of a good quality of life for citizens. City-wide MDP policies for Creating Great Communities specifically recognizes child care services as integral parts of 'complete communities' and supports the accommodation of these services as appropriate within residential communities and workplace contexts.

In addition to the MDP's specific child care policies, the site is identified as a Residential Developing Area – Planned Greenfield with Area Structure Plan in the MDP. These are areas

### **Land Use Amendment in Walden (Ward 14) at multiple addresses, LOC2018-0273**

that have local area policy plans (Area Structure Plans) in place and are in the process of developing. Typically, these areas are characterized as relatively low-density residential neighbourhoods containing single-detached housing, smaller pockets of multi-residential and locally-oriented retail in the form of strip developments located at the edges of communities.

#### ***East Macleod Trail Area Structure Plan (Statutory – 2007)***

The *East Macleod Trail Area Structure Plan* (ASP) provides local planning policy for the area and supports the creation of a range of housing opportunities and choices, mixing of land uses and utilization of green infrastructure and buildings.

The ASP also encourages a community structure with pedestrian-oriented development with a full range of daily goods, services and amenities within walking distance of all households. Community adaptability, including a land use and public system framework which allows for development adaptability and intensification over time within selected locations is also an important objective of the plan (Section 4.5).

The proposed DC Direct Control District which allows for either residential development or a child care service supports the ASP as it is flexible and can meet the needs of the community in the near term and be responsive to lifestyle changes as the community changes over time.

The site is also in close proximity to an identified Neighbourhood Node in the ASP which is intended to be a hub for social interaction for the surrounding residential areas and to provide transit-supportive uses such as schools, daycares and local commercial uses adjacent to transit stops.

#### ***Child Care Service Policy and Development Guidelines (Non-statutory – 2009)***

In addition to the above supporting statutory policies, The City has also adopted *Child Care Service Policy and Development Guidelines* which are intended to provide land use and development guidance for the development child care service facilities throughout the city.

These guidelines are in place to ensure that there are opportunities to develop accessible child care services of different sizes in a variety of land use districts, to provide development guidelines to manage the impact of these services in low density areas and to aid in the use of discretion for child care services in other contexts.

This land use proposal is supported by the overall policy guidelines which recognize that child care services are an integral part of complete communities and that they may be included as a discretionary use within all multi-residential areas, neighbourhood or commercial areas and workplace contexts (Overall Policy A.1, A.7 and A.9, p. 1).

More specific child care service development guidelines for multi-residential districts are also contained within the policy (Development Guidelines E.1 – E.6, p. 5). These guidelines are intended to inform more detailed site and building design at the development planning stage. CPAG believes that the site's characteristics will allow for these specific development guidelines to be realized.

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**Land Use Amendment in Walden (Ward 14) at multiple addresses, LOC2018-0273**

**Social, Environmental, Economic (External)**

The proposed land use allows for the development of a Council-recognized essential service for citizens and contributes toward the goal of realizing complete communities. The DC Direct Control District which allows for greater use flexibility (e.g. a child care service and/or residential uses) enables greater ability to adapt to changing needs of a community over time.

**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 significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

The proposal is consistent with applicable policies of the *Municipal Development Plan*, the *East Macleod Trail Area Structure Plan* and the *Child Care Policy and Development Guidelines* and will support the development of child care service that contribute to the goal of establishing complete communities within the city.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Community Association Letter
3. Proposed Direct Control District Guidelines



## Applicant's Submission

This land use redesignation application proposes to redesignate six (6) adjacent single unit parcels from a Multi-Residential – At Grade Housing (M-G) (M-Gd60) to a Direct Control District that is based on the current M-G District designation with Child Care Service as a discretionary use. The intent of the land use redesignation is to provide the opportunity for a Child Care Service to be developed on these parcels once consolidated into one site.

The site is located within the Community of Walden in Southeast Calgary. The six parcels are located at the corner of Walcrest Boulevard and Walcrest Way in the southeast portion of the community, directly north of 210<sup>th</sup> Avenue SE. The municipal addresses are 175, 179, 183, 187, 191, 195 Walcrest Way SE.

With this proposed land use redesignation, the intent is to develop and operate Walden Child Care. This facility will be a childcare service to accommodate 120 children, providing a needed service to families within Walden and surrounding Southeast sector communities.

The proposed land use redesignation provides opportunity for a Childcare Service, a service that is in alignment with multiple City policies, ranging from the Municipal Development Plan, Area Structure Plan and Childcare Service and Policy Guidelines.

Within the Municipal Development Plan (MDP), the site is identified in a Developing Residential Community/Planned Greenfield. These areas are identified for a range of residential uses and local commercial. The MDP also contains City-wide policies which recognize childcare services as an integral part of complete communities. The City-wide policy supports accommodation of these services as an appropriate use within residential communities.

In addition to the MDP, the addition of a childcare service use on this site is also in alignment with the City's Childcare Service and Policy Guidelines. These guidelines state that childcare services may be allowed as a discretionary use in all multi-residential areas, neighbourhood or community commercial areas and work place contexts. The immediate adjacent surrounding uses to the site are multi-family residential, and municipal reserve. (MGd60, M-1d100, and S-SPR). As per the City-wide MDP policies, and the Childcare Service and Policy Guidelines, a childcare service is compatible with these existing uses.

The East Macleod Area Structure Plan (ASP), within which the site is located, provides further policy guidance. The land use map within the ASP identifies this site within a residential area. The ASP states that compatible and complementary high-density residential, community- oriented institutional, recreational, and local commercial uses are encouraged within the residential area to create complete communities.

The site is located within the approved Outline Plan (LOC2014-0176). This plan identifies the site to be located within a Neighbourhood Node boundary. The intent of a Neighbourhood Node, as per the ASP, is to provide a transit focus and a hub of social interaction for the surrounding residential areas. Nodes are intended to contain a concentration of higher density housing as well as other suitable transit-supportive uses (such as schools, daycares, and local commercial uses). The addition of a Child Care Service within the node enhances the area by providing additional uses to the approved multi-family uses. The sites adjacency to the park /municipal reserve parcel on Walcrest Way is also complementary to enhancing use of this park and creating a more vibrant node.



## Community Association Letter

# WALDEN COMMUNITY ASSOCIATION

151 Walden Gate SE, #300 • Calgary Alberta T2X0R2 •

Date: June 5, 2019

Stuart Gripton  
Senior Planner, Community Planning  
The City of Calgary  
Mail Code #8073  
PO Box 2100, Station M, Calgary AB  
T2P 2M5

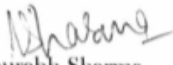
Dear Stuart Gripton:

On behalf of the Walden Community Association, I am writing to you to inform you of our support for the land use redesignation application LOC2018-0273, which proposes a redesignation of six multi-family (MG) lots on Walcrest Way to a Direct Control District to accommodate a daycare facility.

We are in support of this land use redesignation as the proposed daycare facility is located within a Neighbourhood Node boundary, as per the Area Structure Plan. A daycare facility is a complementary use to the surrounding approved uses of multi-family (MG) and municipal reserve across the street. As a young community, a daycare facility will also provide a much-needed use within the community of Walden to serve the residents.

We appreciated that the landowner, the St Germain family, and their planning consultant, Situated Co, attended our Community Association meeting in March 7, 2019 to discuss the proposed redesignation. We were able to have an open discussion about how this use can best benefit the residents of Walden. We are pleased to know that this application is being recommended for approval at the June 20th Calgary Planning Commission. We look forward to continuing to have conversations with the St Germain family as they move forward with the development permit and ultimately, as a contributing business within the Walden Community.

Sincerely,

  
Saurabh Sharma  
President, WCA







## Proposed Direct Control District Guidelines

### Reference to Bylaw 1P2007

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

### Permitted Uses

- 4 The ***permitted uses*** of the Multi-Residential – At Grade (M-G) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

### Discretionary Uses

- 5 The ***discretionary uses*** of the Multi-Residential – At Grade (M-G) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

- (a) **Child Care Service.**

### Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – At Grade (M-G) District of Bylaw 1P2007 apply in this Direct Control District.

### Density

- 7 (1) The minimum ***density*** is 35 ***units*** per hectare.
- (2) The maximum ***density*** is 60 ***units*** per hectare.

### Relaxations

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

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ISC: UNRESTRICTED  
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## **Land Use Amendment in Dover (Ward 9) at 2903 - 28 Street SE, LOC2019-0042**

### **EXECUTIVE SUMMARY**

This application was submitted by Allure Fine Homes Inc c/o Max Tayefi on 2019 March 27. The land use amendment proposes the redesignation of a 0.37 hectare  $\pm$  (0.91 acre  $\pm$ ) parcel from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – Contextual Low Profile (M-C1) District. This proposal is intended to allow for:

- a comprehensive development of the subject parcel for multi-residential buildings;
- a maximum of 54 dwelling units;
- a maximum height of 14 metres; and
- the uses listed in the M-C1 District.

This proposal aligns with applicable *Municipal Development Plan* and local area policy.

No development permit has been submitted with this application.

### **ADMINISTRATION RECOMMENDATION:**

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

1. **ADOPT**, by bylaw, the proposed redesignation of 0.37 hectares  $\pm$  (0.91 acres  $\pm$ ) located at 2903 - 28 Street SE (Plan 7675AC, Block 5) from Special Purpose – Future Urban Development (S-FUD) District **to** Multi-Residential – Contextual Low Profile (M-C1) District; and
2. Give three readings to the proposed bylaw.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

None

### **BACKGROUND**

This application was submitted by Allure Fine Homes Inc c/o Max Tayefi on 2019 March 27. The land use amendment proposes to redesignate the land to allow for comprehensive development of the site as multi-residential buildings. As per the Applicant's Submission (Attachment 1), the intended built form is townhouses with an internal drive aisle accessible from 28 Avenue SE.

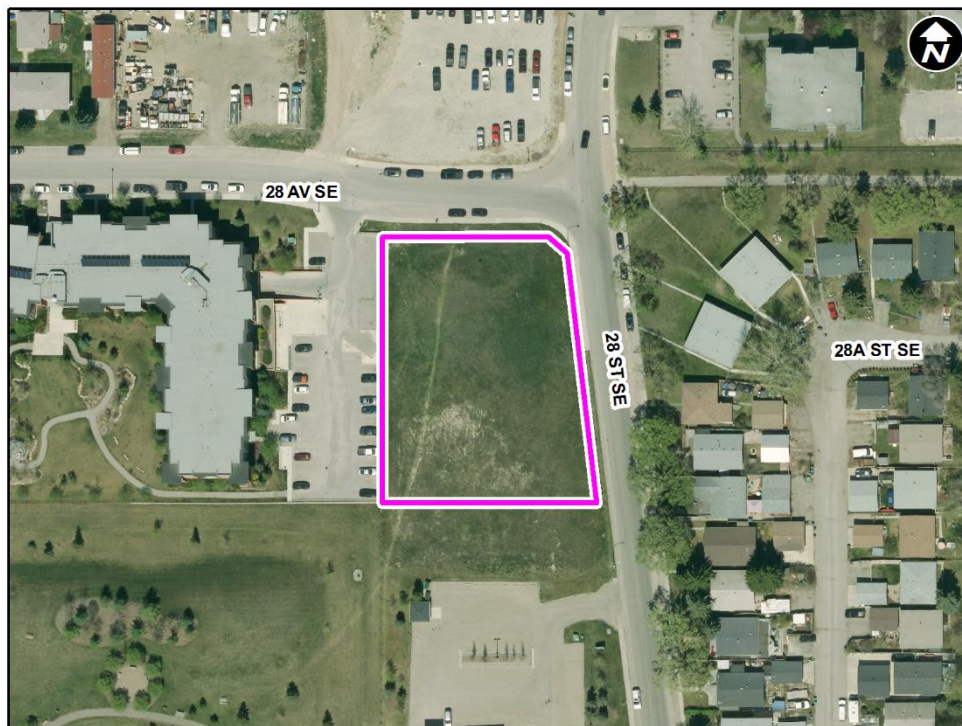
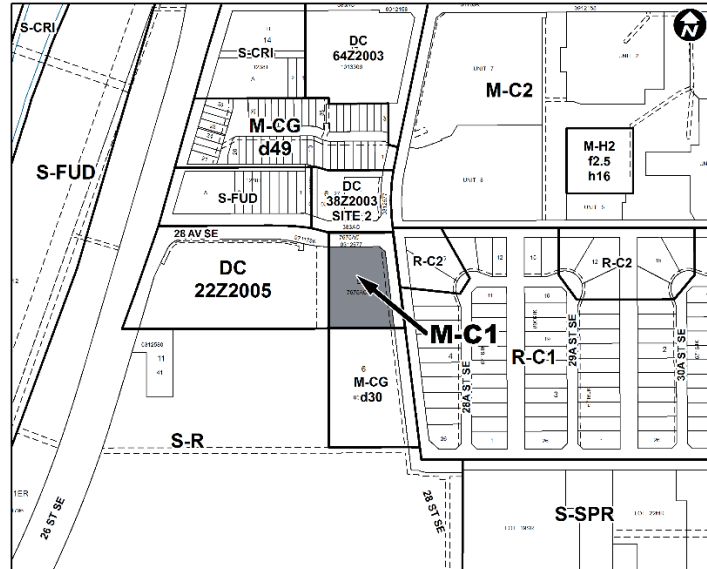
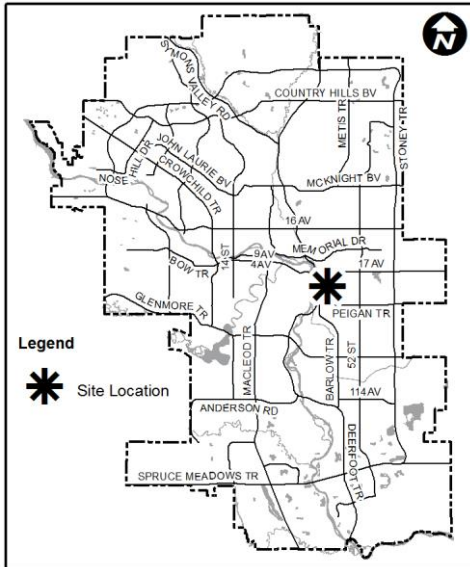
No development permit has been submitted with this application.

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**Land Use Amendment in Dover (Ward 9) at 2903 - 28 Street SE, LOC2019-0042**

**Location Maps**



## **Land Use Amendment in Dover (Ward 9) at 2903 - 28 Street SE, LOC2019-0042**

### **Site Context**

The parcel is located in the community of Dover within southeast Calgary. The site is currently undeveloped. To the north, across 28 Avenue SE, is another vacant parcel with townhouses on a parcel beyond. To the east, across 28 Street SE, is a residential neighbourhood comprised of single detached and semi-detached dwellings. The West Dover School (K-5) is also nearby to the east. Directly to the west is a three storey multi-residential building. To the south is a place of worship and Valleyview Park.

As identified in *Figure 1*, below, the adjacent community of Dover has experienced a population decline from its peak in 1982.

*Figure 1: Community Peak Population*

<b>Dover</b>	
Peak Population Year	1982
Peak Population	11,953
2018 Current Population	10,514
Difference in Population (Number)	-1,439
Difference in Population (Percent)	-12%

*Source: The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the Dover community profile.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The proposal represents an increase in density and allows for a building type that has the ability to be compatible with the established building form of the existing neighbourhood and complementary to development to the west.

### **Planning Considerations**

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

#### **Land Use**

The current designation of the parcel is Special Purpose – Future Urban Development (S-FUD) District, which is intended to protect lands for future urban forms of development and density by restricting premature subdivision and development of parcels of land, while allowing for a limited range of temporary uses that can easily be removed when land is redesignated.

The proposed Multi-Residential – Contextual Low Profile (M-C1) District allows 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 M-C1 District allows for a maximum building height of 14 metres. There is no listed maximum floor area ratio. The M-C1 District does have a density limit of 148 units per hectare (60 units per acre) which will allow for a

### **Land Use Amendment in Dover (Ward 9) at 2903 - 28 Street SE, LOC2019-0042**

maximum of 54 units on the subject parcel. Given the context of the site, this land use redesignation will support local services and businesses and be complementary to the nearby residential neighbourhood.

#### ***Development and Site Design***

The purpose of this application is to allow for townhouses with an internal drive aisle. When development permits for the site are submitted, they will be reviewed by Administration to assess the proposal against the relevant bylaws, policies, and guidelines.

#### ***Environmental***

No environmental issues have been identified at this time.

#### ***Transportation***

Pedestrian and vehicular access to the site is currently available from 28 Avenue SE and 28 Street SE. The site is served by Calgary Transit Route 155 West Dover / Forest Lawn with a bus stop directly in front of the site on 28 Street SE. On-street parking is permitted on both 28 Avenue SE and 28 Street SE. The site is located adjacent to Valleyview Park and a regional pathway within the park that provides walking and cycling connections to the Bow River Pathway system.

#### ***Utilities and Servicing***

Sanitary sewers are presently available to service the development. At the development permit stage, a sanitary servicing study may be required to determine whether off-site upgrades are required.

Water 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.

#### **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 Dover Community Association had no objections to the proposal. No letters of objection or support from adjacent landowners or the general public were received by Administration.

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.



## **Land Use Amendment in Dover (Ward 9) at 2903 - 28 Street SE, LOC2019-0042**

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (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.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment and policy amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

Map 1: Urban Structure of the *Municipal Development Plan* (MDP) identifies the subject site as being located within the Developed – Established area. There are design briefs for the area but no statutory local area plan. Section 3.5 of the MDP addresses Developed Residential Areas and encourages modest redevelopment of the Established Areas in a form and nature that respects the scale and character of the neighbourhood. A redesignation to M-C1 is compatible with the context of the site and represents modest intensification.

There is no statutory local area plan for the subject area. There are two non-statutory documents, the 1974 *Dover Design Brief* and the 1995 *Dover Land Use Study*. The application generally aligns with both.

### **Social, Environmental, Economic (External)**

The proposed land use district provides for a range of residential opportunities that may accommodate the needs of different demographic categories.

### **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.

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**Land Use Amendment in Dover (Ward 9) at 2903 - 28 Street SE, LOC2019-0042**

**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

The proposed land use redesignation is consistent with the applicable policies of the *Municipal Development Plan* and the land use is compatible with adjacent development. This proposal would help maintain population in an area experiencing population decline.

**ATTACHMENT(S)**

1. Applicant's Submission

## **Applicant's Submission**

MT-Arch has been retained by Allure Fine Homes Inc. to pursue a land use re-designation for 2903 28th Street SE in the neighborhood of Dover. At present, the empty site located at the corner 28 Ave SE and 28 St SE is designated as S-FUD (Future Urban Development).

We are pursuing a land use change to M-C1. The proposed re-designation provides an opportunity to develop the site to what is compatible with the neighborhood currently comprised of single detached and multi-family dwellings.

The proposed development will be townhouses with an internal road accessible from 28 Ave SE.

As part of our process, we engage the community on our projects at the early stages of development. Last February, we started a conversation with members of the neighborhood association showing them the preliminary schematics with a commitment to keeping them updated as the proposed development progresses.

We look forward to your support for our application.



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Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0584

## Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at 3604 Parkhill Street SW, LOC2019-0035

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### EXECUTIVE SUMMARY

This application was submitted by Kyle Letby on 2019 March 07 on behalf of himself and Christine Letby (the landowners). The land use amendment proposes the redesignation of a 0.067 hectares  $\pm$  (0.166 acres  $\pm$ ) parcel from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Medium Profile (M-C2) District in the southwest community of Parkhill. This proposal is intended to allow for:

- a comprehensive redevelopment of the subject parcel as a live-work and residential building;
- a maximum height of 16 metres (an increase from the current maximum height of 10 metres);
- a maximum floor area of 1,680 square metres  $\pm$ ; and
- the uses listed in the M-C2 District.

An amendment to the *Parkhill / Stanley Park Area Redevelopment Plan* is required to accommodate the proposed land use redesignation. The proposed land use amendment is consistent with the applicable policies of the *Municipal Development Plan*. No development permit has been submitted with this application.

### ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed amendments to the Parkhill / Stanley Park Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.07 hectares  $\pm$  (0.17 acres  $\pm$ ) located at 3604 Parkhill Street SW (Plan 1742S, Block C, Lots 1 to 3) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Medium Profile (M-C2) District; and
4. Give three readings to the proposed bylaw.

### PREVIOUS COUNCIL DIRECTION / POLICY

None.



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**Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at 3604  
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**BACKGROUND**

This application was submitted by Kyle Letby on 2019 March 07 on behalf of himself and Christine Letby (the landowners). This application proposes to change the land use designation of the site from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Medium Profile (M-C2) District to allow for residential and small-scale live-work development.

No development permit has been submitted with this application.



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**Site Context**

The parcel is located in the community of Parkhill within southwest Calgary. The site is currently developed with a single detached dwelling. The mixed-use development known as Mission 34 is across Mission Road SW to the north of the subject site. The development is of a form and scale that is similar to the Multi-Residential – Contextual Medium Profile (M-C2) District proposed in this application. To the west, south and east of the subject site are low density residential lands that have been developed with single detached and semi-detached dwellings. Further to the east of the site is Macleod Trail SE, which has a variety of commercial development.

As identified in *Figure 1*, below, the adjacent community of Parkhill has experienced a population decline from its peak in 1968.

*Figure 1: Community Peak Population*

<b>Parkhill</b>	
Peak Population Year	1968
Peak Population	1,739
2018 Current Population	1,693
Difference in Population (Number)	-46
Difference in Population (Percent)	-3%

*Source: The City of Calgary 2018 Civic Census*

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

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The proposal represents an increase in density and allows for a building type that has the ability to be compatible with the established building form of the existing neighbourhood and complementary to development across the street.

**Planning Considerations**

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

**Land Use**

This application proposes to change the land use designation of the site from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Medium Profile (M-C2) District to allow for residential and small-scale live-work development. The existing R-C2 District is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of duplex dwellings, semi-detached dwellings, and single detached dwellings.

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The proposed land use district is the M-C2 District, which provides for multi-residential development in a variety of forms at medium height and medium density. The district does not limit density based on the number of dwelling units, but rather limits density through building form with a maximum floor area ratio of 2.5. The proposed district would allow for approximately 1,675 square metres of floor area to be developed under the 16 metre height limit. It may be applied in close proximity to, or adjacent to, low density residential development and is intended for locations at community nodes or transit and transportation corridors and nodes. The subject site meets the location criteria of the M-C2 District.

### ***Development and Site Design***

The purpose of this application to allow for additional residential density and live-work units. When development permits for the site are submitted, they will be reviewed by Administration to assess the proposal against the relevant bylaws, policies, and guidelines.

### ***Environmental***

No environmental issues have been identified at this time.

### ***Transportation***

Pedestrian and vehicular access to the site is currently available from Mission Road SW and Parkhill Street SW. There is no rear lane. The site is located within a 600 metre radius of the 39 Avenue Red Line LRT Station and is therefore within the Transit Oriented Development area. The site is served by Calgary Transit Route 449 Eau Claire / Parkhill with a bus stop approximately 100 metres west of the site on Mission Road SW. On-street parking is permitted on Mission Road SW, however on-street parking is prohibited along the frontage of the site on Parkhill Street SW.

### ***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.

### **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 Parkhill Stanley Park Community Association did not respond to the circulation. One letter of objection and one of support from adjacent landowners or the general public were received, and only a small number of enquiries were responded to by Administration.

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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 (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.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment and policy amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The site is located within the borders of the Macleod Trail Urban Main Street as shown on Map 1: Urban Structure of the *Municipal Development Plan* (MDP) and as defined through policy (two blocks on either side of a Main Street). Urban Main Streets are intended to have a mix of uses and achieve a minimum density of 200 people and jobs per hectare (overall). This application is supported by MDP policy.

#### ***Parkhill / Stanley Park Area Redevelopment Plan (Statutory – Revised 2017)***

The site is located within the Low Density Residential Conservation and Infill policy category of the *Parkhill / Stanley Park Area Redevelopment Plan* (originally adopted in 1994, revised in 2008 and 2017). This category does not support the proposed redesignation and an amendment to the Area Redevelopment Plan is being proposed along with the redesignation.

The proposed amendment will change the classification of this site from Low Density Residential Conservation and Infill, to Low/Medium Density Multi-family. The MDP is used to evaluate applications to amend local area plans such as the ARP. The MDP envisions more urban development for the area than the ARP does and so the policy amendment to bring the ARP into greater alignment with the MDP is supported.

### **Social, Environmental, Economic (External)**

The proposed land use district provides for residential and live-work opportunities that may accommodate the needs of different demographic categories.

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**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.

**REASON(S) FOR RECOMMENDATION(S):**

The proposed policy amendment and land use redesignation are consistent with the applicable policies of the *Municipal Development Plan*. The land use is compatible with adjacent development and complementary to newer development across the street to the north.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Amendments to the Parkhill Stanley Park ARP





## Applicant's Submission

### Planning Analysis

**Address: 3604 Parkhill Street SW, Calgary, Alberta Lots 1-3, Block C, Plan 1742S**

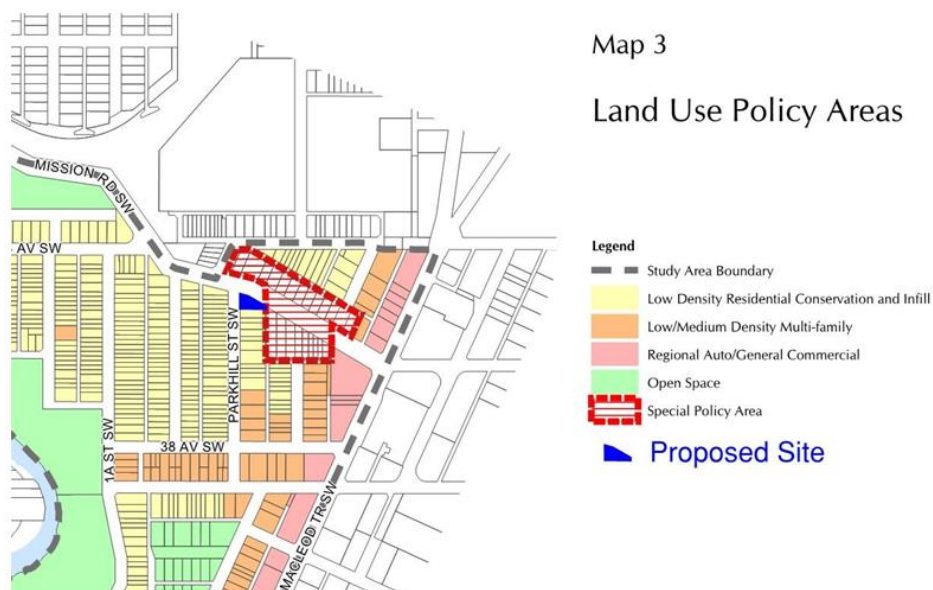
**Applicant: Kyle Letby**

**Current Land Use: R-C2**

**Proposed Land Use: M-C2, f2.5**

### Location

The subject site is located at 3604 (Lots 1-3, Block C, Plan 1742S) on the corner of Parkhill Street and Mission Road. It comprises approximately 0.0678 hectares (0.17 acres) and is owned by the Letby family who are also the applicants for this land use designation. The site is situated on a corner lot that hosts a steep grade and currently has one single family residence with a driveway off Parkhill Street. Currently the site does not provide much in terms of streetscape to Mission Road other than a retaining wall and some landscaping. The steep grading on the site, combined with the retaining wall effectively produce a barrier wall between the site and Mission Road. This property has been owned by the applicant for many years and they are currently looking to develop it by removing the house and constructing a mixed use apartment building in its place.



Map 3 Stanley Park / Parkhill ARP, Consolidated Office Version 2017 May

## **Applicant's Submission**

### **Surrounding context**

The existing house currently forms part of a low density residential streetscape along Parkhill Street consisting of a variety of 1-2 storey houses ranging from renovated craftsmen style homes over 100 years old to recently constructed modern infill housing. The adjacent properties directly to the south and across Parkhill street to the west are renovated 2-storey single family properties. To the north is a very recently constructed apartment building marketed by the developer as Mission 34 which houses approximately 47 residential units and has commercial space for lease on the main floor.

### **Current and Proposed Land Use Designation**

#### Current

The current land use designation of the subject site is RC-2 Contextual One & Two Dwelling Residential district. This is also the current land use of properties to the south and west while properties to the north and east have been zoned as Direct Control districts. The Direct Control Districts are intended to facilitate current and future development as part of the 2011 Mission Road Main Street Innovation Project which encourages these lots to be redeveloped as multi-residential developments with some mixed uses. In the Stanley Park / Parkhill ARP there is a description of this Innovation Project and a map that indicates the intended location of the project along Mission Road (Refer Figure 6 on the next page). Both sides of Mission Road are designated from Macleod Trail to Parkhill Street as part of this special policy except for the Letbys' site.

#### Proposed

In order to allow the Letbys' project to become part of the mixed use fabric developing along Mission Street, they are proposing to re-designate the land use of their site from RC-2 to MC-2. This change will allow for the construction of a building up to 16m high but with an 11m restriction of the height adjacent to residential lots and 10m along the street. Further restrictions on building area and height that the MC-2 land use provides includes a maximum FAR of 2.5. Based on preliminary building and site designs and a planning analysis, the proposed land use on this particular site will support 3 stories of residential apartments on a one storey parkade accessing Mission Road.

## Applicant's Submission



Figure 6 Stanley Park / Parkhill ARP, Consolidated Office Version 2017 May

### ARP Amendment

In order to proceed with an application for land use re-designation, an application to amend the Stanley Park / Parkhill ARP is also being submitted. The amendment would consist of modifying only the subject site indicated on maps in the ARP to indicate the proposed land use. Based on the fact that the subject site is located along Mission Road and is a corner lot with only one low-rise adjacency and is directly across the road from an existing multifamily condo complex, the

## **Applicant's Submission**

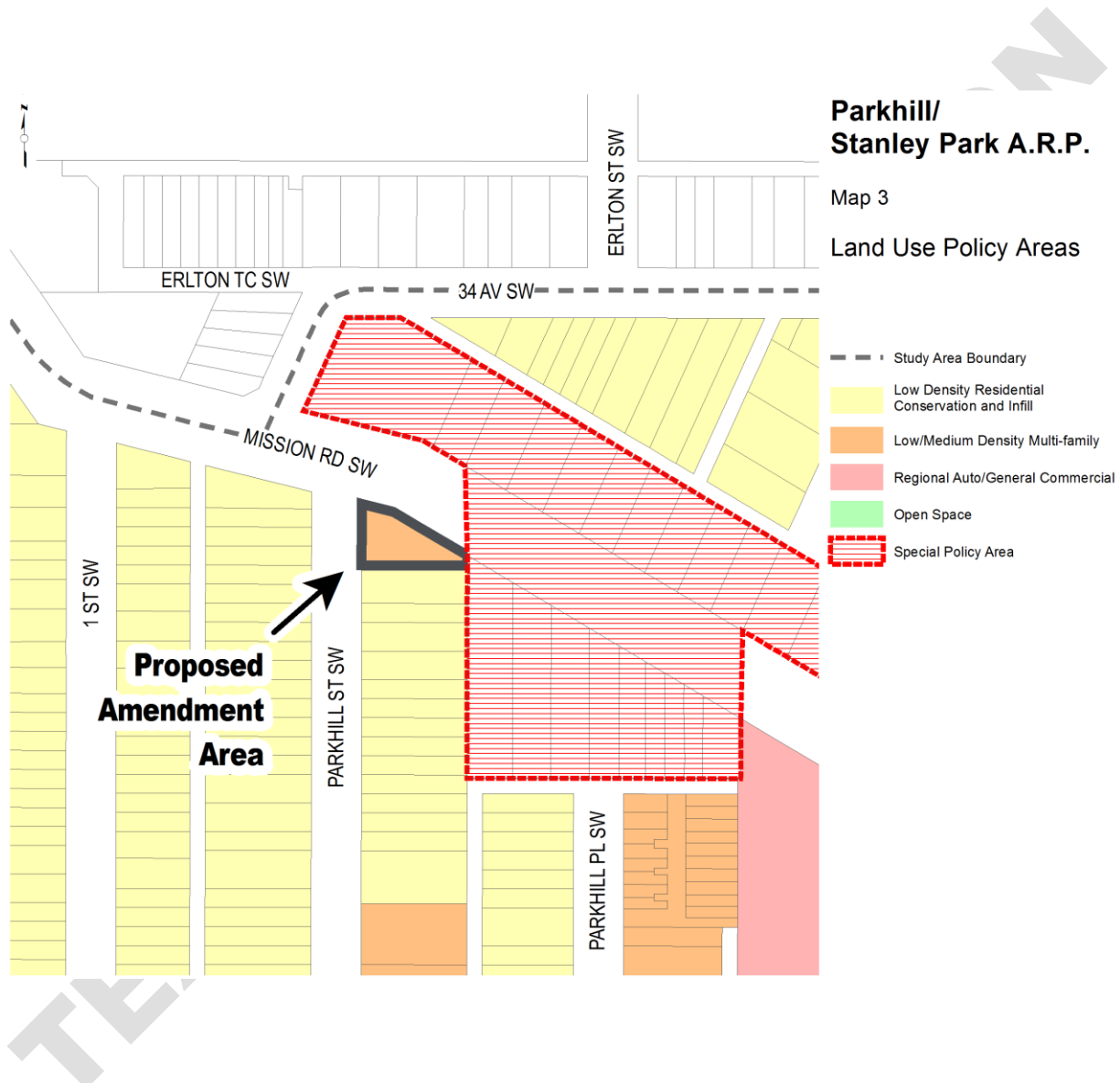
amendment to the ARP is deemed to have a minimal impact on the surrounding residential community.

### **Project Vision**

It has long been the Letby family's dream to redevelop their property at 3604 Parkhill Street SW with a project that would not only provide them with some investment opportunity but to also transform the site and streets it faces into a highly engaging, interactive place with an exciting development. The subject site on the corner of Parkhill Street and Mission Road is next to an area which has been undergoing a slow but steady process of revitalization and densification as part of the Parkhill Area Redevelopment Plan (ARP). The development is seeking to preserve the pedestrian oriented streetscape and scale of Parkhill Street while opening up the north portion of the site to Mission Road as an interactive façade including the common apartment entry, parkade access, suite balconies. The steep grade along the site can be utilized to conceal most of the parkade and keep the building height lower along Parkhill Street while it opens up along Mission Road. This innovative approach to the building grade allows the development to provide at-grade access at both the higher Parkside Street grade line and at the lower Mission Road parkade level. The intent is to provide a unique apartment development that provides high quality spaces and encourages interaction and neighbourhood values.

## Proposed Amendments to the Parkhill / Stanley Park ARP

1. The Parkhill / Stanley Park Area Redevelopment Plan, being Bylaw 20P94, as amended, is hereby further amended as follows:
  - (a) Amend a portion of Map 3 entitled 'Land Use Policy Areas' by changing 0.07 hectare  $\pm$  (0.17 acre  $\pm$ ) located at 3604 Parkhill Street SW (Plan 1742S, Block C, Lots 1 to 3) from 'Low Density Residential Conservation and Infill' to 'Low/Medium Density Multi-family', as generally illustrated in the sketch below:







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**Land Use Amendment in Forest Lawn Industrial at 2601 - 52 Street SE,  
LOC2018-0261**

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**EXECUTIVE SUMMARY**

This application was submitted by Form 3 Design 2004 on behalf of the landowner Tribune Developments Inc on 2018 November 29. This application proposes to change the land use designation of approximately 9.14 hectares (22.59 acres) of an approximately 16.76 hectares (41.42 acres) brownfield land in the Forest Lawn Industrial area to allow for an industrial bareland condominium.

The site is designated as Industrial – General (I-G) District, with an Industrial – Edge (I-E) District in the eastern portion of the property, along 52 Street SE. The proposed land use redesignation involves redesignating all I-E lands and a portion of the I-G lands to Industrial – Commercial (I-C) District to allow for:

- light industrial uses without size limitations;
- small scale commercial uses;
- a maximum floor area ratio of 1.0 (the same allowed in the I-E and I-G Districts);
- maximum height of 12.0 metres (no change in the I-E areas; a decrease of 4.0 metres in the I-G areas); and
- the uses listed in the I-C District.

The proposed land use amendment is consistent with the applicable policies of the *Municipal Development Plan*, the *Eastfield Area Structure Plan*, and the *Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan*.

An outline plan application is associated with this land use redesignation application. Neither a subdivision application nor development permit application has been submitted.

**ADMINISTRATION RECOMMENDATION:**

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

1. **ADOPT**, by bylaw, the proposed designation of 9.14 hectares (22.59 acres) located at 2601 52 Street SE (Plan 4625JK, Block 24) from the Industrial – Edge (I-E) District and 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.

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**Land Use Amendment in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261**

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**BACKGROUND**

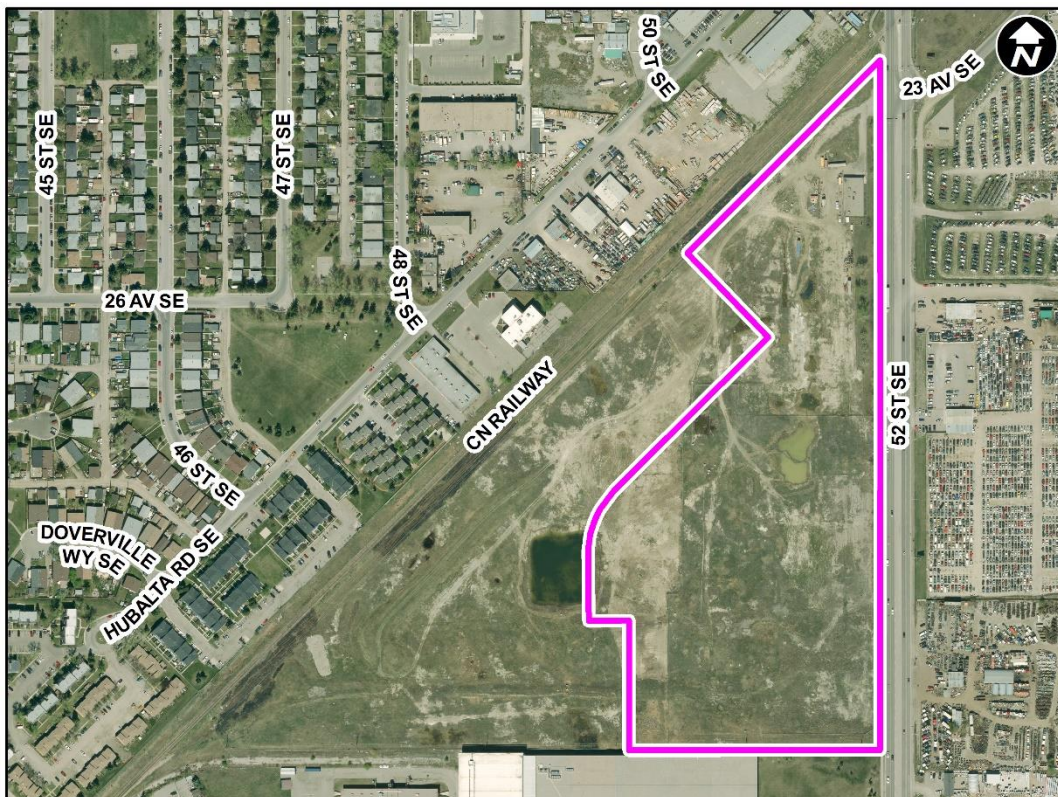
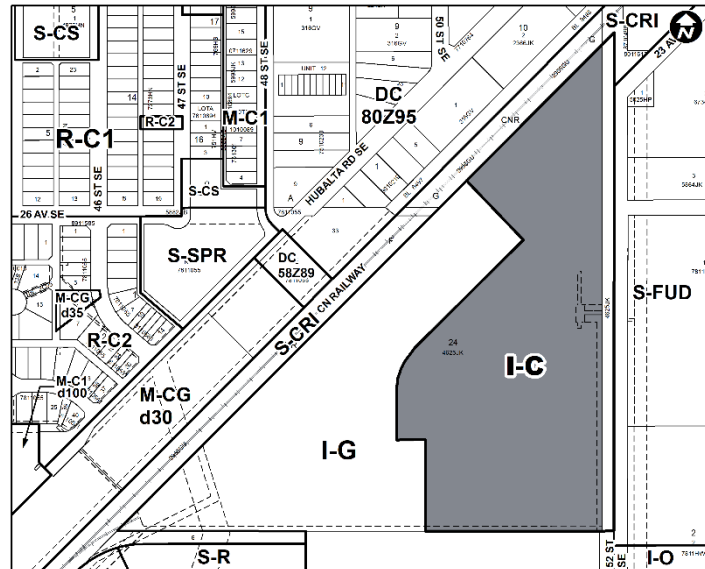
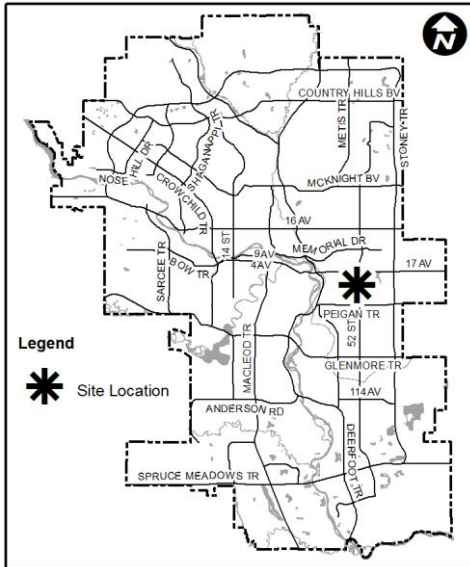
This application was submitted by Form 3 Design 2004 on behalf of the Landowner Tribune Developments Inc on 2018 November 29. This application proposes to change the land use designation of approximately 9.14 hectares (22.59 acres) of an approximately 16.76 hectares (41.42 acres) brownfield land in the Forest Lawn Industrial area to allow for an industrial bareland condominium.

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Land Use Amendment in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261

Location Maps



## Land Use Amendment in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261

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### Site Context

The site is located in the Forest Lawn Industrial area in southeast Calgary. The site was previously used for a steel manufacturing plant and rolling mill, which was operated by Western Steel Ltd until 1997. The majority of structures on the site were demolished following closure of the steel manufacturing plant and rolling mill, and one office building remains on site. The office building is anticipated to be removed at the time of redevelopment. The site is generally flat. The site is adjacent to 52 Street SE, which is identified as a component of the Primary Transit Network on Map 2: Primary Transit Network of the *Municipal Development Plan* (MDP) and an Arterial Street on Map 3: Road and Street Network of the MDP.

Special Purpose – Future Urban Development (S-FUD) District lands exist to the east of the site and are developed with automotive parts businesses. Industrial – General (I-G) District exist to the south of the site, along the eastern portion, and are developed with a distribution centre. Special Purpose – Recreation (S-R) District lands exist to the south of the site, along the western portion, and are developed with the East Calgary Twin Arenas, a private indoor recreational facility on public lands. An approximately 15-metre-wide Special Purpose – City and Regional Infrastructure (S-CRI) District exists between the site and the S-R site. An S-CRI site exists to the northwest of the site and contains a railway corridor used by Canadian National Railway. Multi-Residential – Contextual Grade-Oriented (M-CG) District lands and DC Direct Control District lands with rules based on the *Land Use Bylaw 2P80 I-2* General Light Industrial District exist to the northeast of the railway corridor.

The East Calgary Landfill exists further east of the automotive parts businesses east of 52 Street SE. A portion of the site is with a *Subdivision and Development Regulation* setback from the East Calgary Landfill.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of uses that are compatible with the context of the site. The proposal is consistent with 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 proposes to change the land use designation of approximately 9.14 hectares (22.58 acres) of an approximately 16.39 hectares (40.50 acres) brownfield site in the Forest Lawn Industrial area to allow for an industrial bareland condominium.

## **Land Use Amendment in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261**

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The I-E District is intended to be characterized by light industrial and limited commercial development on the perimeter of industrial areas, adjacent to residential development, where development is limited in term of types of uses, size, and potential nuisance. The Industrial – General (I-G) District is intended to be characterized by a wide variety of light and medium general industrial uses and a limited number of support commercial uses.

A land use redesignation of 2601 - 52 Street SE to the I-C District would continue to allow for light industrial uses, while allowing for small scale commercial uses that are compatible with and complement light industrial uses in the area. The site is on the perimeter of the industrial area and 52 Street SE is a major street.

### ***Development and Site Design***

The intent of this application is to allow for a range of industrial and commercial uses. If and when the applicant submits development permit applications for the redevelopment of the site, the submitted plans will be assessed against the relevant bylaws, policies, and guidelines.

### ***Environmental***

The site was previously used for a steel manufacturing plant and rolling mill, which was operated by Western Steel Ltd until 1995. Staged remediation was completed in 2010. All soils exceeding the Alberta Tier 2 guidelines were removed. Moderately elevated chloride, nitrate, and nitrite in certain shallow test wells are being monitored and reported to Alberta Environment Sustainable Resource Development (AESRD). The developer prepared an environmental risk management plan to support the proposed development of the site to ensure they remain in compliance with their AESRD approval and to minimize any risks to future developments. The proposed uses are appropriate and compatible with the current site conditions. Based on the latest reports, and in association with the proposed development, ongoing monitoring of the site may no longer be required, subject to review and approval from AESRD.

### ***Transportation***

Pedestrian and vehicular access to the site is available from 52 Street SE. In the Calgary Transportation Plan, 52 Street SE is classified as an Arterial Street and a High Occupancy Vehicle route. The site is located along the 52 Street SE Primary Transit Network. The site is served by Calgary Transit bus route 23, with a bus stop adjacent to the site on 52 Street SE. There a regional pathway along the west side of 52 Street SE that provides pedestrian and cycling connections to destinations to the south via the Rotary Mattamy Greenway.

A transportation impact assessment was submitted in support of this application. The proposed industrial bareland condominium would access 52 Street SE via a proposed signalized, all-turns intersection at the south end of the site and a proposed right-in/right-out access at the north end of the site. The proposed internal industrial roads that would serve the industrial bareland condominium units would be a private road and would follow the City of Calgary's standard industrial street cross section.



## **Land Use Amendment in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261**

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### ***Utilities and Servicing***

The site can be serviced from the existing water mains in 52 Street SE and the sanitary and storm trunk mains located in the southwest corner of the site. There is sufficient capacity to support the proposed development. At the time of development, the developer will provide service connections and extend private water, sanitary, and storm mains throughout the site to service the contemplated industrial bareland condominium units. No capital costs for servicing have been identified for this proposal.

The site is located within the Western Headworks Canal catchment boundary; therefore the future site developments will be restricted to the pre-development stormwater release/flow rate in accordance with the 1980 moratorium. Any proposed developments that may generate more than the allowable stormwater flow rate will be required to store the excess water on-site to ensure the site does not exceed the allowable rate.

### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. In addition, notification letters were sent to adjacent land owners and the application was advertised online. No public meetings were held by the applicant or Administration in association with the application.

No letters from the public were received by Administration by the Calgary Planning Commission report submission date.

The applicant met with the Erin Woods Community Association, the Forest Lawn Community Association, and the Dover Community Association. A letter of support was received from the Erin Woods Community Association.

Following Calgary Planning Commission, notification 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 (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.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the Interim Growth Plan. The proposed land use amendment builds on the principles of the Interim Growth Plan by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

## **Land Use Amendment in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261**

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

The site is within an Industrial; Standard Industrial area on Map 1: Urban Structure of the MDP. The intent of Standard Industrial Area is to have existing planned industrial areas that contain a mix of industrial uses at varying intensities, which should continue to offer a broad variety of industrial uses as the area redevelops, while maintaining an industrial character. The proposal is consistent with the MDP.

### ***Eastfield Area Structure Plan (Statutory – 1978)***

The site is within a Restricted Light Industrial/Commercial area on Map 6: Land Use of the *Eastfield Area Structure Plan* (ASP). The intent of the Restricted Light Industrial/Commercial area is to provide for restricted industrial/commercial development that is of very high quality and is visually attractive and environmentally acceptable to adjacent residential. The proposal is consistent with the ASP.

### ***Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan (Statutory – 1995)***

The site is within a Business/Industrial area on Map 2: Land Use Policy Area of the *Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan* (ARP). The intent of the Business/Industrial area is to continue to allow for industrial development, and to revitalize, stabilize, and visually improve the business/industrial area. The proposal is consistent with the ARP.

### **Social, Environmental, Economic (External)**

The proposal would allow for a range of industrial and support uses that would allow for redevelopment of a brownfield site and employment opportunities based on redevelopment.

### **Financial Capacity**

#### ***Current and Future Operating Budget***

There are no known impacts to the current and future operating budgets at this time based on the proposed land use. Infrastructure improvements are required for the associated outline plans and are referenced in the associated Planning & Development Report to Calgary Planning Commission regarding the outline plan application.

#### ***Current and Future Capital Budget***

There is no impact to the current capital budget as a result of this proposal. Infrastructure improvements are required for the associated outline plans and are referenced in the associated Planning & Development Report to Calgary Planning Commission regarding the outline plan application.

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**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

The proposal is consistent with the applicable policies of the *Municipal Development Plan*, the *Eastfield Area Structure Plan*, and the *Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan*, is appropriate and complimentary to the area context, and allows for redevelopment of brownfield lands and additional employment opportunities in a manner that makes effective use of existing infrastructure and services.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Outline Plan
3. Letter from the Erin Woods Community Association

## **Applicant's Submission**

The purpose of this submission is to re-classify a 16.76ha (41.41acre) site currently zoned I-E and I-G to that of a combination of I-C and I-G zonings as the concept plan attached indicates.

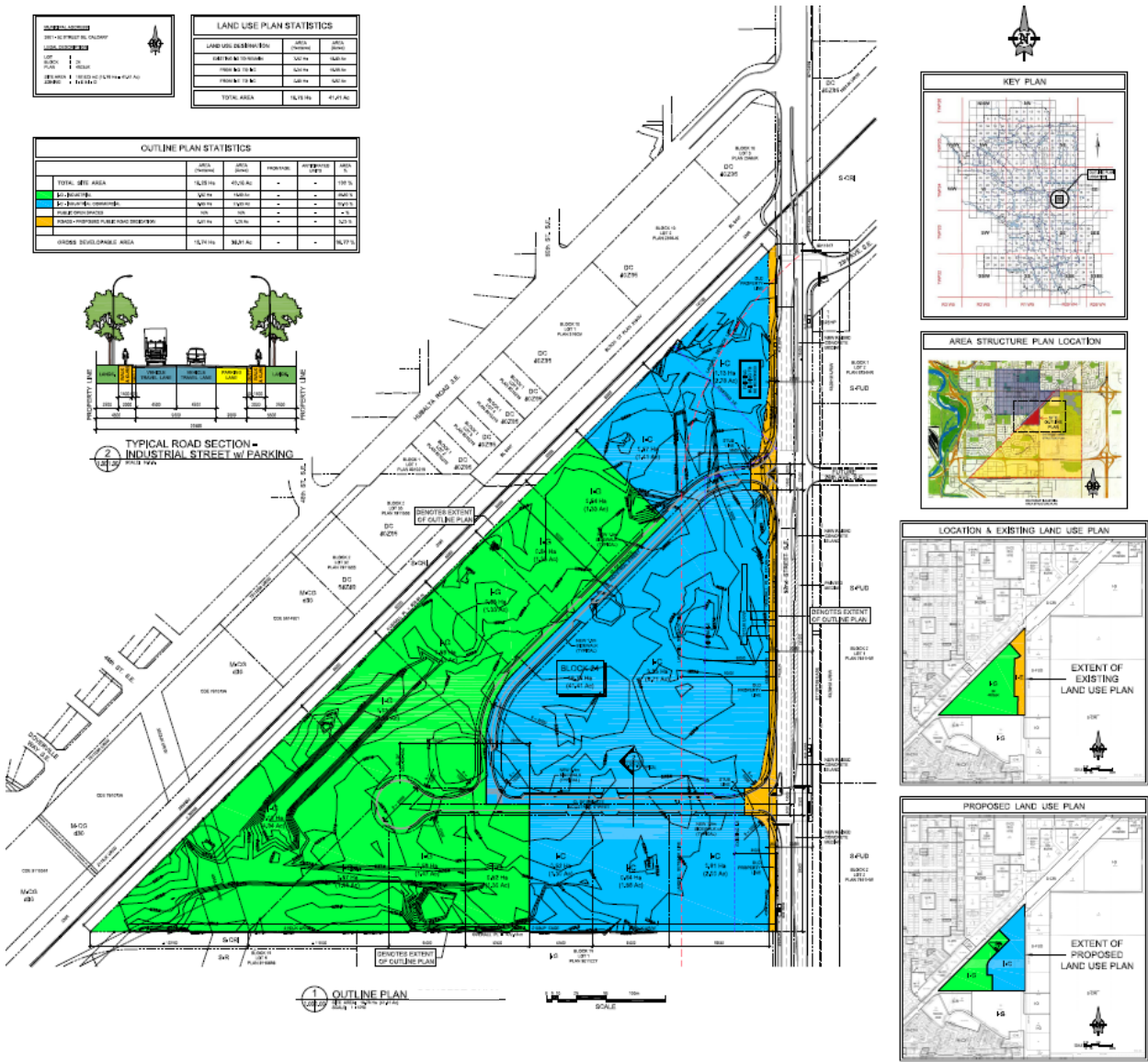
The site was previously known as the Western Steel Site. The steel plant was decommissioned in 1997 and has been under-going clean up since that date.

The development will consist of an industrial/commercial business park developed in a bare land condominium fashion to satisfy the requirements of Alberta Environment's risk management approval process.

We ask that city Administration, the City of Calgary Planning Commission and City Council support our request to re-classify the lands as shown.



Proposed Outline Plan







## **Letter from the Erin Woods Community Association**

Hello Ezra,

Thank you for the extension on the commenting period; as you know, there was some delay in the application information getting out to us. Further to our discussion regarding the planning jurisdictional boundaries, this site is included within the boundaries of EWCA per our Bylaws.

The applicant's rep at Form 3 Designs, Mike Hindmarsh, reached out to Erin Woods Community Association, as well as Forest Lawn CA and Dover CA. Myself, Anne Miller, and two FLCA reps met with Mike and the applicants yesterday to review this application.

We are pleased with the level of remediation that has happened on this, the old Western Steel site, and think that it would be advantageous for the surrounding communities to see some mixed commercial and light industrial on this site, represented by the I-G and I-E designations transitioning to I-C zoning on certain parts of the parcel, per the application.

Along with the change of the I-E zoning to I-C, we are interested in seeing that allowances / relaxations regarding the Landfill Setback Line be pursued on this project. Due to advancements in the mitigation techniques currently available regarding radon and other gases related to the East Calgary Landfill situated to the East of this site, we would like to see as much leeway as is environmentally prudent regarding the uses that will be allowed along the Eastern portion of the site.

Ideally, adding the possibility of more "active" uses such as coffee shops, restaurants, and other social meeting / entertainment places, which would draw patrons from the surrounding residential communities, as well as further afield, are extremely desirable, given the dearth of such businesses south of 17 Ave SE, and would bring life to the evening hours along this stretch of 52 Street. Revitalization of this area is sorely needed, and anything that can be done to remove the stigma of the pollution of the old steel site would be welcomed and appreciated.

As for the borders with Erin Woods (and other communities), we are confident that you will see to it that all necessary sound and visual mitigation will be put in place to protect adjacent and other potentially affected neighbours from possible impacts on the use and enjoyment of their properties, whether it be by trees, screening, sound attenuation, or other environmental methods.

Also, we expect that the bike and pedestrian pathway along 52 Street SE will be maintained, and perhaps even made a bit safer, as this is a vital transportation corridor for our residents.

Thank you for the opportunity to comment on this project. EWCA is hopeful that Eastpoint Business Park will be able to provide a variety of businesses that residents of Erin Woods will want to patronize on a regular basis, and will thus be a welcome addition to our neighbourhood.

**Letter from the Erin Woods Community Association**

Thank you,  
Lori Losowy  
President and planning director,  
Erin Woods Community Association

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0784

## Outline Plan in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261(OP)

### EXECUTIVE SUMMARY

This application was submitted by Form 3 Design 2004 on behalf of the landowner Tribune Developments Inc on 2018 November 29. This application is a framework for the subdivision of approximately 16.76 hectares (41.42 acres) of brownfield land in the Forest Lawn Industrial area. This application proposes Industrial –Commercial (I-C) District and Industrial – General (I-G) District lands.

The proposed land use amendment is consistent with the applicable policies of the *Municipal Development Plan*, the *Eastfield Area Structure Plan*, and the *Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan*.

#### ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan, located at 2601 - 52 Street SE (Plan 4625JK, Block 24) to subdivide the 16.76 hectares  $\pm$  (41.42 acres  $\pm$ ) with conditions (Attachment 1).

### PREVIOUS COUNCIL DIRECTION / POLICY

None.

### BACKGROUND

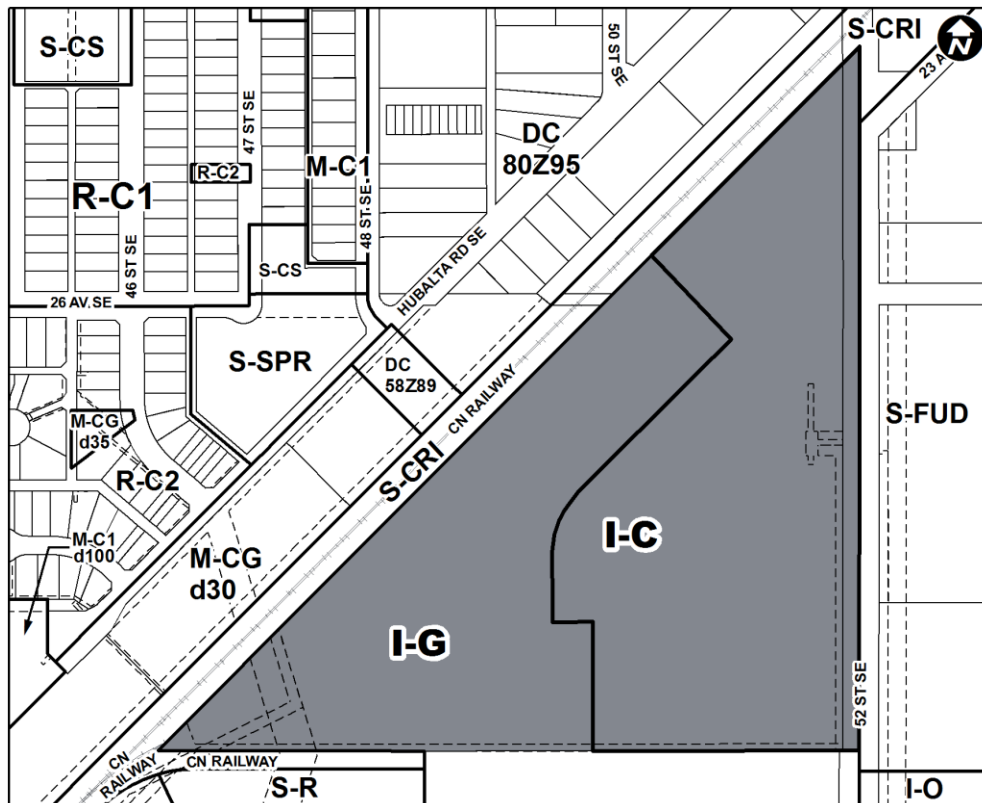
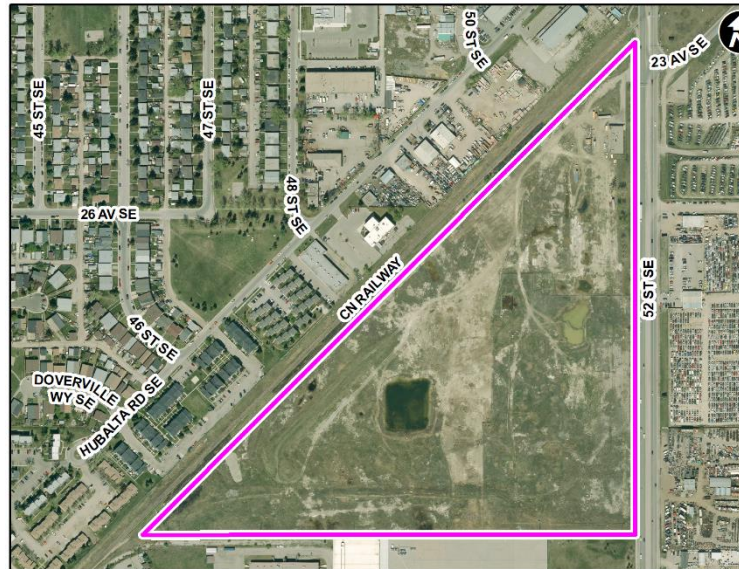
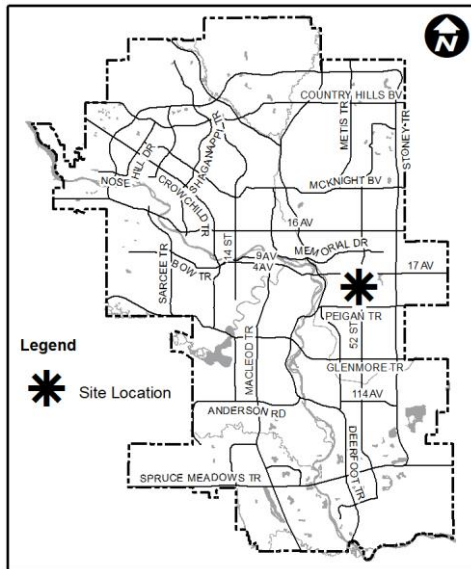
This application was submitted by Form 3 Design 2004 on behalf of the landowner Tribune Developments Inc on 2018 November 29. This application a framework for the subdivision of approximately 16.76 hectares (41.42 acres) of brownfield land in the Forest Lawn Industrial area.

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Outline Plan in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261(OP)

Location Maps



## **Outline Plan in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261(OP)**

### **Site Context**

The site is located in the Forest Lawn Industrial area in southeast Calgary. The site was previously used for a steel manufacturing plant and rolling mill, which was operated by Western Steel Ltd. until 1995. The majority of structures on the site were demolished following closure of the steel manufacturing plant and rolling mill, and one office building remains on site. The office building is anticipated to be removed at the time of redevelopment. The site is generally flat. The site is adjacent to 52 Street SE, which is identified as a component of the Primary Transit Network on Map 2: Primary Transit Network of the *Municipal Development Plan* (MDP) and an Arterial Street on Map 3: Road and Street Network of the MDP.

Special Purpose – Future Urban Development (S-FUD) District lands exist to the east of the site, and are developed with automotive parts businesses. Industrial – General (I-G) District exist to the south of the site, along the eastern portion, and are developed with a distribution centre. Special Purpose – Recreation (S-R) District lands exist to the south of the site, along the western portion, and are developed with the East Calgary Twin Arenas, a private indoor recreational facility on public lands. An approximately 15 metre wide Special Purpose – City and Regional Infrastructure (S-CRI) District exists between the site and the S-R site. An S-CRI site exists to the northwest of the site, and contains a railway corridor used by Canadian National Railway. Multi-Residential – Contextual Grade-Oriented (M-CG) District lands and DC Direct Control District lands with rules based on the *Land Use Bylaw 2P80* I-2 General Light Industrial District exist to the northeast of the railway corridor.

The East Calgary Landfill exists further east of the automotive parts businesses east of 52 Street SE. A portion of the site is with a *Subdivision and Development Regulation* setback from the East Calgary Landfill.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The proposal allows for a range of uses that are compatible with the context of the site. The proposal is consistent with 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.

#### ***Subdivision Design***

The intent of this application is to enable a bareland condominium subdivision of the 16.76 hectare (41.42 acre) site for industrial and support commercial development. Bareland condominium units of varying sizes are proposed along two private roads that provide direct access to 52 Street SE. An east-west oriented road is proposed in the southern portion of site, terminating in a turnaround at the west end of the road. A crescent-shaped road is proposed, arcing from the northeast portion of the site, terminating in a three-legged intersection with the proposed east-west oriented road, near the proposed turnaround.



### **Outline Plan in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261(OP)**

Municipal Reserve (MR) is owing on the site. Based on the context and the proposed type of development, the ten per cent reserve requirement is proposed to be provided as a cash-in-lieu payment at the subdivision stage instead of dedication MR lands. Therefore, no MR lands are proposed in this outline plan application.

#### ***Land Use***

Concurrent with this outline plan application is a land use amendment application that proposes to redesignate all I-E lands and a portion of the I-G lands to Industrial –Commercial (I-C) District.

#### ***Development and Site Design***

The intent of this application is to allow for a range of industrial and commercial uses. If and when the applicant submits development permit applications for the redevelopment of the site, the submitted plans will be assessed against the relevant bylaws, policies, and guidelines.

#### ***Environmental***

The site was previously used for a steel manufacturing plant and rolling mill, which was operated by Western Steel Ltd. until 1995. Staged remediation was completed in 2010. All soils exceeding the Alberta Tier 2 guidelines were removed. Moderately elevated chloride, nitrate, and nitrite in certain shallow test wells are being monitored and reported to Alberta Environment Sustainable Resource Development (AESRD). The developer prepared an environmental risk management plan to support the proposed development of the site to ensure they remain in compliance with their AESRD approval and to minimize any risks to future developments. The proposed uses are appropriate and compatible with the current site conditions. Based on the latest reports, and in association with the proposed development, ongoing monitoring of the site may no longer be required, subject to review and approval from AESRD.

#### ***Transportation***

Pedestrian and vehicular access to the site is available from 52 Street SE. In the *Calgary Transportation Plan*, 52 Street SE is classified as an Arterial Street and a High Occupancy Vehicle route. The site is located along the 52 Street SE Primary Transit Network. The site is served by Calgary Transit bus route 23, with a bus stop adjacent to the site on 52 Street SE. There a regional pathway along the west side of 52 Street SE that provides pedestrian and cycling connections to destinations to the south via the Rotary Mattamy Greenway.

A transportation impact assessment was submitted in support of this application. The proposed industrial bareland condominium would access 52 Street SE via a proposed signalized, all-turns intersection at the south end of the site and a proposed right-in/right-out access at the north end of the site. The proposed internal industrial roads that would serve the industrial bareland condominium units would be a private road and would follow the City of Calgary's standard industrial street cross section.

## **Outline Plan in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261(OP)**

### ***Utilities and Servicing***

The site can be serviced from the existing water mains in 52 Street SE and the sanitary and storm trunk mains located in the southwest corner of the site. There is sufficient capacity to support the proposed development. At the time of development, the developer will provide service connections and extend private water, sanitary, and storm mains throughout the site to service the contemplated industrial bareland condominium units. No capital costs for servicing have been identified for this proposal.

The site is located within the Western Headworks Canal catchment boundary, therefore the future site developments will be restricted to the pre-development stormwater release/flow rate in accordance with the 1980 moratorium. Any proposed developments that may generate more than the allowable stormwater flow rate will be required to store the excess water on-site to ensure the site does not exceed the allowable rate.

### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. In addition, notification letters were sent to adjacent land owners and the application was advertised online. No public meetings were held by the applicant or Administration in association with the application.

No letters from the public were received by Administration by the Calgary Planning Commission report submission date.

The applicant met with the Erin Woods Community Association, the Forest Lawn Community Association, and the Dover Community Association. A letter of support was received from the Erin Woods Community Association.

Following Calgary Planning Commission, notification 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 (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.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the Interim Growth Plan. The proposed land use amendment builds on the principles of the Interim Growth Plan by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

## **Outline Plan in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261(OP)**

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

The site is within an Industrial; Standard Industrial area on Map 1: Urban Structure of the MDP. The intent of Standard Industrial Area is to have existing planned industrial areas that contain a mix of industrial uses at varying intensities, which should continue to offer a broad variety of industrial uses as the area redevelops, while maintaining an industrial character. The proposal is consistent with the MDP.

### ***Eastfield Area Structure Plan (Statutory – 1978)***

The site is within a Restricted Light Industrial/Commercial area on Map 6: Land Use of the *Eastfield Area Structure Plan* (ASP). The intent of the Restricted Light Industrial/Commercial area is to provide for restricted industrial/commercial development that is of very high quality and is visually attractive and environmentally acceptable to adjacent residential. The proposal is consistent with the EASP.

### ***Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan (Statutory – 1995)***

The site is within a Business/Industrial area on Map 2: Land Use Policy Area of the *Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan* (ARP). The intent of the Business/Industrial area is to continue to allow for industrial development, and to revitalize, stabilize, and visually improve the business/industrial area. The proposal is consistent with the ARP.

### **Social, Environmental, Economic (External)**

The proposal would allow for a range of industrial and support uses that would allow for redevelopment of a brownfield site and employment opportunities upon redevelopment.

### **Financial Capacity**

#### ***Current and Future Operating Budget***

There is no impact to the current operating budget as a result of this report. As development proceeds in this area and additional services come online, operating costs will be incurred related to services such as roads, parks, and transit. These costs have been incorporated into the One Calgary 2019-2022 service plans and budgets.

#### ***Current and Future Capital Budget***

There is no impact to the current capital budget as a result of this proposal. The capital investment required to construct and upgrade the required local infrastructure will be funded entirely by the developer.

Planning & Development Report to  
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**Outline Plan in Forest Lawn Industrial at 2601 - 52 Street SE, LOC2018-0261(OP)**

**Risk Assessment**

There are no significant risks associated with this proposal. Further subdivision, development permit, and building permit applications for the site will be reviewed at the time of complete application submissions.

**REASON(S) FOR RECOMMENDATION(S):**

The proposal is consistent with the applicable policies of the *Municipal Development Plan*, the *Eastfield Area Structure Plan*, and the *Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan*, is appropriate and complimentary to the area context, and allows for redevelopment of brownfield lands and additional employment opportunities in a manner that makes effective use of existing infrastructure and services.

**ATTACHMENTS**

1. Conditions of Approval
2. Applicant's Submission
3. Proposed Outline Plan
4. Subdivision Data Sheet
5. Proposed Land Use District Map
6. Letter from the Erin Woods Community Association



## Conditions of Approval

### Planning:

1. Marketing information must contain maps identifying the proximity of the East Calgary landfill site and the 300 metre permanent landfill setback line shall be shown on the community land use signs containing affected lots.
2. Prior to affected tentative plan approval (and submission of construction drawings), the proposed community and street names must be submitted.
3. The developer shall pay cash-in-lieu of land for reserve dedication for 1.68 hectares (4.14 acres), to the satisfaction of the Director, Parks.

### Development Engineering:

4. The approval of this Outline Plan and land use redesignation application are based on the assumption that entire site is intended to be developed as a single private site or as a bareland condominium, with the shared utilities and roads being part of the common property of the condominium. If any other form of subdivision, other than a comprehensive bare land condominium of the entire plan area conforming to the approved outline plan is proposed, a new outline plan application will be required to design the required public utilities and roads to service the proposed lots. Private shared utilities and roads are not permitted (unless part of a traditional bare land condominium) as every lot must have direct access to public utilities (water, sanitary, and storm) and roads.
5. All technical details and reports associated with this outline plan have been accepted on a conditional basis referencing the guidelines and standards of the day. The developer is responsible to update all such details and reports as may be required at the time of development/construction to reflect the applicable requirements at that time. The developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development. If such an update impacts the layout during the review of the detailed engineering construction drawings, it is the developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the outline plan for the affected portions if a significant change is necessary.
6. All development on the site shall conform to the environmental risk management plan and the applicable environmental approvals. All required monitoring wells shall be protected and maintained accessible at all times to facilitate any required ongoing monitoring. Any wells that are to be abandoned shall be fully removed and sealed in accordance with the applicable environmental regulations.
7. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
  - a. the person discovering such contamination must immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment and Sustainable Resource Development, the Alberta Health Services and The City of Calgary by calling 311.
  - b. on City of Calgary lands or utility corridors, the City of Calgary Environmental Risk & Liability group must be immediately notified by calling 311.



### Conditions of Approval

8. The parcels shall be developed in accordance with the development restriction recommendations outlined in the Geotechnical Report, prepared by McIntosh (File No M-L7051), and dated February 2015, and any subsequent updates that may be provided (or required by The City) to this report.
9. Servicing arrangements shall be to the satisfaction of the Manager of Infrastructure Planning, Water Resources. Install water mains and hydrants, storm, sanitary sewer mains in accordance with the City of Calgary design guidelines and specifications. The site is located within the Glenmore Pressure Zone. Water network design and preliminary grading for the site will be required for review and approval by City of Calgary Water Resources at the time of subdivision or development application.
10. **Prior to approval of the first tentative plan and/or development permit**, submit the final stormwater management report to the satisfaction of the Manager of Infrastructure Planning, Water Resources. Stormwater management reports must be submitted electronically directly to Water Resources via POSEIDONOnline, which is accessed through The City of Calgary's VISTA website.
11. This subject plan area is within the boundary of the Western Headworks Canal drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan, stormwater discharge is limited to the pre-development volume and peak discharge rate as specified by The City of Calgary and the final stormwater management report.
12. Off-site levies, charges and fees are applicable to the plan area. **Prior to endorsement of any subdivision legal plan and/or prior to release of a development permit**, the Developer shall either pay the applicable off-site levies, charges and fees, or enter into an agreement to pay. Contact David Berge, Infrastructure Strategist, City of Calgary Approvals Coordination for further information at [David.Berge@Calgary.ca](mailto:David.Berge@Calgary.ca) or (403) 268-2493.
13. **Prior to endorsement of any subdivision legal plan and/or prior to release of a development permit**, the developer shall make satisfactory cost sharing arrangements with Nu-West Group (Brookfield Residential (Alberta) LP) for part cost of the existing water main in 52 Street SE adjacent to the site, which was installed by Nu-West Group (Brookfield Residential (Alberta) LP) through their Erin Woods, Phase 5 (1980-029) subdivision.
14. **Prior to endorsement of any subdivision legal plan and/or prior to release of a development permit**, the developer shall make repayment arrangements with the City of Calgary for part cost of the storm sewer, water main, and surface improvements adjacent to the site, which were constructed by the City of Calgary.
15. **Prior to endorsement of any subdivision legal plan and/or prior to release of a development permit**, the developer shall execute a development agreement or an indemnification agreement (whichever is specified by The City of Calgary) to construct all on-site and off-site public infrastructure (underground utilities, stormwater management facilities, roads, etc.) necessary to service the plan area as required by The City. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these improvements.

## Conditions of Approval

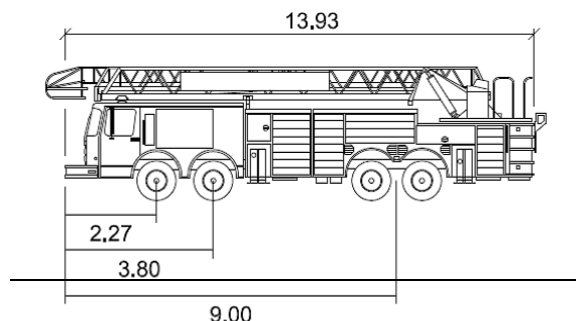
16. The developer shall rehabilitate any public and private lands or infrastructure damaged as a result of this development, all to the satisfaction of The City of Calgary
17. Submit an electronic version of a deep fills report to the Development Engineering Generalist for any subdivision or development applications that have fills in excess of 2.0 metres, or if the proposed development will not have any fills in excess of 2.0 metres, submit a letter to that effect signed and sealed by a professional geotechnical engineer. The report must be prepared by a qualified geotechnical engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, City of Calgary Roads. The report is to identify lots to be developed on fills in excess of 2.0 metres above original elevations within the plan area. The report must also state whether the lots to be developed on these fills will require any specific development restrictions.

If required, a development and geotechnical covenant may be registered against the affected lot(s), prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the deep fills report.

18. Submit an electronic version of a slope stability report to the Development Engineering Generalist for any subdivision or development applications that have proposed grades in excess of 15%, or if the proposed development will not have any grades in excess of 15%, submit a letter to that effect signed and sealed by a professional geotechnical engineer. The report must be prepared by a qualified geotechnical engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, City of Calgary Roads.

If required, a development and geotechnical covenant may be registered against the affected lot(s) prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the slope stability report.

19. This outline plan includes several customized roads, accesses, and intersection improvements. **Prior to approval of the affected tentative plan(s) or development permits**, the application submissions shall include detailed plans indicating the vehicle sweeps and all turning movements (templating) for the below fire truck:



CFD\_Bronto\_Skylift

meters

Width	: 2.57
Track	: 2.57
Lock to Lock Time	: 6.0
Steering Angle	: 47.5
Turning Radius	: 10.18

## Conditions of Approval

All roads and accesses shall be designed to safely and comfortably accommodate the above vehicle (no conflicts with curbs, medians, opposing traffic, etc.). The developer shall provide any additional road right-of-way space as may be required. All portions of any road or access shall have a minimum width of 6.0 metres, including where medians or islands may be introduced. All portions of the Access Route shall be designed to carry the minimum load of 38,556kg (85, 000lbs) and be able to support the National Fire Protection Association 1901 point load of 517kPa (75 psi) over a 2'-0" x 2'-0" (4 sq. ft.) area.

20. **Prior to issuance of any construction permissions**, an erosion and sediment control report and drawings for the development site shall be submitted to the satisfaction of the Manager of Infrastructure Planning. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.
21. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within the utility rights-of-way.

### Transportation:

22. In conjunction with the first tentative plan or development permit, the developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the 6.36 metre road widening of the west side 52 Street SE along the entire east boundary of the outline plan area.
23. In conjunction with the first tentative plan or development permit, the developer shall submit construction drawings for the intersection improvements at the north and south vehicle accesses to 52 Street SE, the centre median along 52 Street SE, and other road right-of-way improvements between the Canadian Nation Railway crossing (north of the plan area) and the access to 3333 52 Street SE (the Federated Co-Op Ltd building south of the plan area). The construction drawings will inform right-of-way and property lines at the intersections. Intersection improvements and median construction shall be designed and constructed at the developer's sole expense under roads indemnification and securities.
24. In conjunction with the first tentative plan or development permit, the developer shall develop the internal industrial street in a comprehensive development permit to provide adequate access to the subdivided lots.
25. In conjunction with the first tentative plan or development permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, City of Calgary Transportation Planning.
26. No direct vehicular access shall be permitted to or from 52 Street SE and a restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the time of tentative plan or development permit.
27. In conjunction with the first tentative plan, the developer shall register a public access easement for the internal industrial street within the subject lands to the satisfaction of the Director, City of Calgary Transportation Planning.

### Conditions of Approval

28. In conjunction with the applicable tentative plan application, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Director, City of Calgary Transportation Planning for all roadways within the plan area, as well as boundary roads (52 Street SE). Construction drawing review may require changes to proposed right-of-way to meet the approved design.
29. In conjunction with the applicable tentative plan application or development permit application, all community entrance features must be located outside the public right-of-way.
30. **Prior to the endorsement of the applicable tentative plan or development permit,** the developer shall provide a certified cheque or letter of credit for the traffic signals at the intersection of 52 Street SE and the south vehicle access. 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.
31. In conjunction with the applicable tentative plan application review or development permit application review, the existing vehicle access at 52 Street SE and 23 Avenue SE shall be closed and rehabilitated at the expense of the developer.
32. In conjunction with the applicable tentative plan application review, 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, City of Calgary Transportation Planning.
33. In conjunction with the applicable tentative plan application or development permit, application the developer shall enter into a construction access roads agreement with City of Calgary Roads Maintenance.
34. **Prior to approval of construction drawings and permission to construct surface improvements,** the developer shall provide signed copies of back sloping agreements (and ministerial consent, if applicable) for any back sloping that is to take place on adjacent lands.

#### Parks:

35. All new pathways shall be constructed and all existing Regional Pathway routes shall be protected as per the [Development Guidelines and Standard Specifications – Landscape Construction](#) (current edition), including setback requirements, to the satisfaction of Calgary Parks.



### **Applicant's Submission**

The purpose of this submission is to re-classify a 16.76ha (41.41acre) site currently zoned I-E and I-G to that of a combination of I-C and I-G zonings as the concept plan attached indicates.

The site was previously known as the Western Steel Site. The steel plant was decommissioned in 1997 and has been under-going clean up since that date.

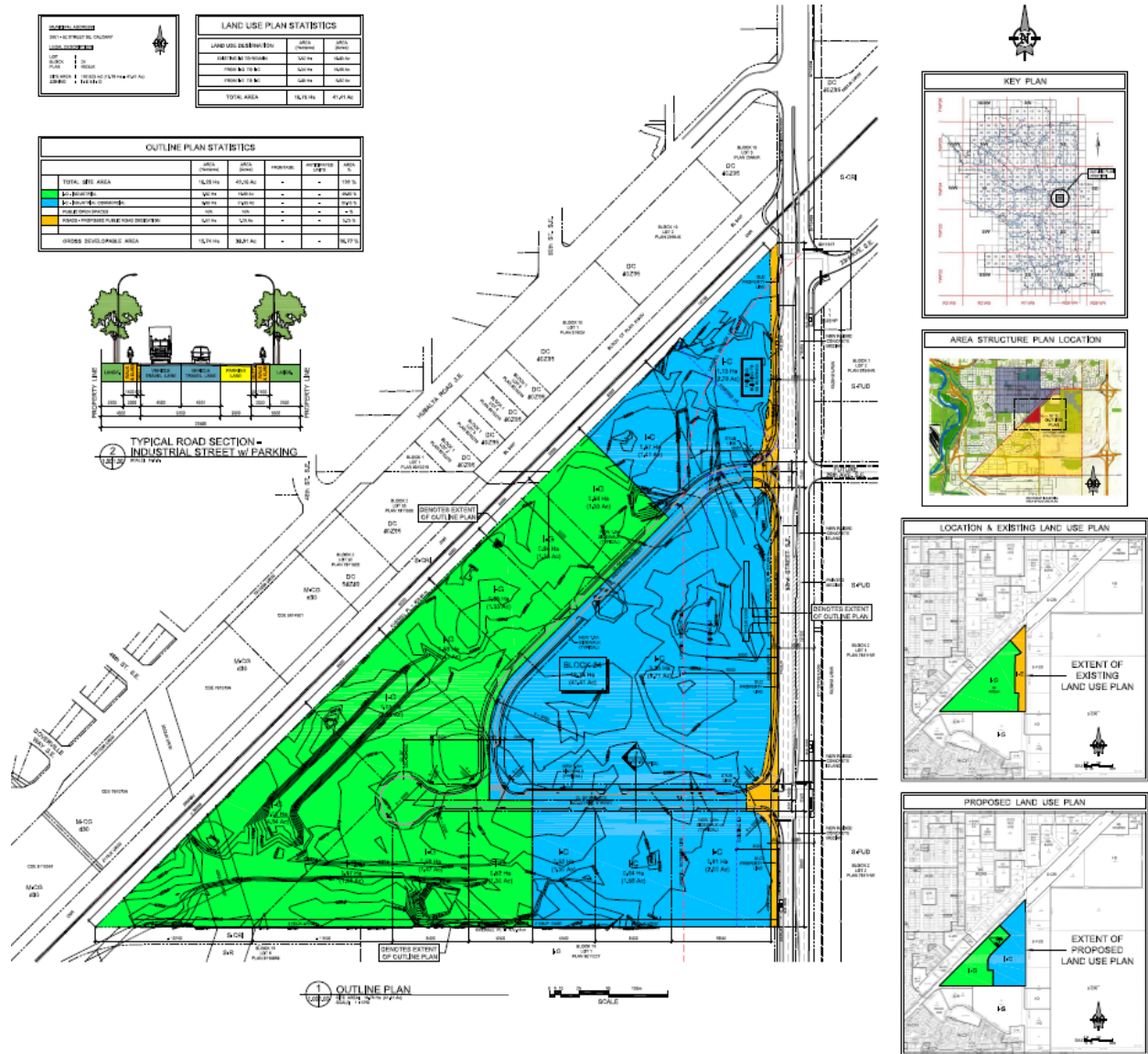
The development will consist of an industrial/commercial business park developed in a bare land condominium fashion to satisfy the requirements of Alberta Environment's risk management approval process.

We ask that city Administration, the City of Calgary Planning Commission and City Council support our request to re-classify the lands as shown.





## Proposed Outline Plan



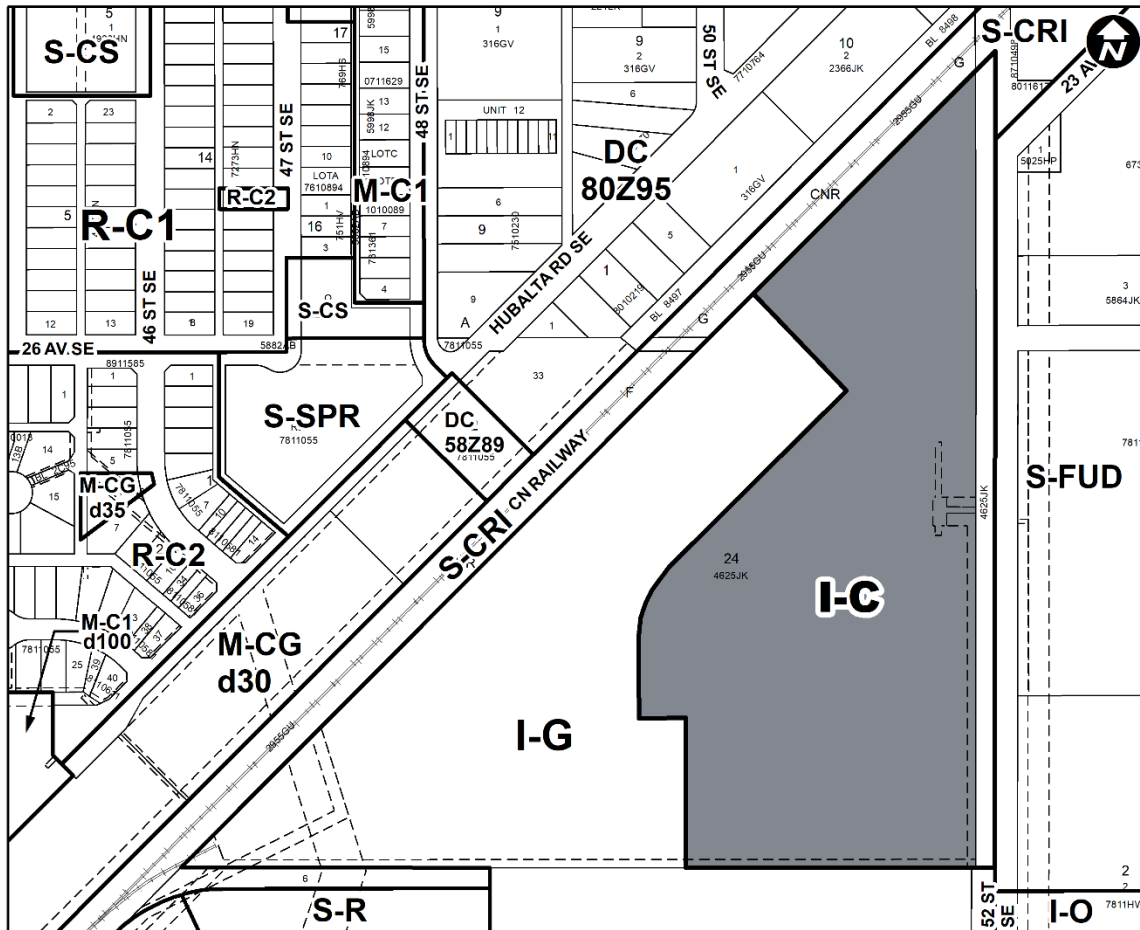


## Subdivision Data Sheet

DATA SHEET FOR OUTLINE PLANS							
APPLICANT <b>Form 3 Designs (2004) Ltd</b>				APPLICANT'S ADDRESS <b>#120, 221 - 19 Street SE Calgary, AB T2E 7M2</b>			
OWNER <b>1791010 Alberta Ltd</b>				OWNER'S ADDRESS <b>#200, 136 - 17 Avenue NE, Calgary AB</b>			
DEVELOPER "				DEVELOPER'S ADDRESS "			
NAME OF COMMUNITY/AREA						PHASE/STAGE	
LEGAL DESCRIPTION <b>Plan: 4625 JK Block: 24</b>				MUNICIPAL ADDRESS <b>2601 - 52 Street SE, Calgary</b>			
AREA STRUCTURE PLAN/DESIGN BRIEF/COMMUNITY PLAN <b>Forest Heights / Hubalta ASP</b>						HECTARES	ACRES
EXISTING LAND USE DISTRICTS (ZONING) <b>I-E &amp; I-G</b>				GROSS AREA OF PLAN		<b>16.76</b>	<b>41.42</b>
				Less: ENVIRONMENTAL RESERVE			
PROPOSED LAND USE DISTRICTS (ZONING) <b>I-C &amp; I-G</b>				LAND PURCHASE AREA			
				GROSS DEVELOPABLE AREA		<b>16.25</b>	<b>40.16</b>
		NET AREA		Anticipated Number of Lots	Maximum Number of Lots		
		Hectares	Acres				
LOW DENSITY RESIDENTIAL	R-C1L	ha	ac				
	R-C1	ha	ac				
	R-C1N	ha	ac				
	R-C2	ha	ac				
	R-1	ha	ac				
	R-1N	ha	ac				
	R-2	ha	ac				
	R-2M	ha	ac				
	R-MH	ha	ac				
	R-CG	ha	ac				
OTHER RESIDENTIAL (comprehensively-designed residential, multi-family, etc)	Parcel Number			Anticipated # of units	Max # of units		
	Parcel #	ha	ac				
	Parcel #	ha	ac				
	Parcel #	ha	ac				
OTHER LAND USES	Industrial	<b>16.25</b>	ha	<b>40.16</b>	ac	<b>96.96</b>	%
	Commercial		ha		ac		%
	Other		ha		ac		%
ROADS	Credit	<b>0.51</b>	ha	<b>1.26</b>	ac	<b>3.04</b>	%
	Non-Credit		ha		ac		%
	Public Util Lot		ha		ac		%
RESERVES	Credit		ha		ac		%
	Non-Credit		ha		ac		%
DENSITY			Projected		Maximum		
	Total Number of Units			units	units		
	Overall Density of Outline Plan	uph	upa	uph	upa		
*All the percentages are based on gross developable area							



## Proposed Land Use District Map







## **Letter from the Erin Woods Community Association**

Hello Ezra,

Thank you for the extension on the commenting period; as you know, there was some delay in the application information getting out to us. Further to our discussion regarding the planning jurisdictional boundaries, this site is included within the boundaries of EWCA per our Bylaws.

The applicant's rep at Form 3 Designs, Mike Hindmarsh, reached out to Erin Woods Community Association, as well as Forest Lawn CA and Dover CA. Myself, Anne Miller, and two FLCA reps met with Mike and the applicants yesterday to review this application.

We are pleased with the level of remediation that has happened on this, the old Western Steel site, and think that it would be advantageous for the surrounding communities to see some mixed commercial and light industrial on this site, represented by the I-G and I-E designations transitioning to I-C zoning on certain parts of the parcel, per the application.

Along with the change of the I-E zoning to I-C, we are interested in seeing that allowances / relaxations regarding the Landfill Setback Line be pursued on this project. Due to advancements in the mitigation techniques currently available regarding radon and other gases related to the East Calgary Landfill situated to the East of this site, we would like to see as much leeway as is environmentally prudent regarding the uses that will be allowed along the Eastern portion of the site.

Ideally, adding the possibility of more "active" uses such as coffee shops, restaurants, and other social meeting / entertainment places, which would draw patrons from the surrounding residential communities, as well as further afield, are extremely desirable, given the dearth of such businesses south of 17 Ave SE, and would bring life to the evening hours along this stretch of 52 Street. Revitalization of this area is sorely needed, and anything that can be done to remove the stigma of the pollution of the old steel site would be welcomed and appreciated.

As for the borders with Erin Woods (and other communities), we are confident that you will see to it that all necessary sound and visual mitigation will be put in place to protect adjacent and other potentially affected neighbours from possible impacts on the use and enjoyment of their properties, whether it be by trees, screening, sound attenuation, or other environmental methods.

Also, we expect that the bike and pedestrian pathway along 52 Street SE will be maintained, and perhaps even made a bit safer, as this is a vital transportation corridor for our residents.

Thank you for the opportunity to comment on this project. EWCA is hopeful that Eastpoint Business Park will be able to provide a variety of businesses that residents of Erin Woods will want to patronize on a regular basis, and will thus be a welcome addition to our neighbourhood.

**Letter from the Erin Woods Community Association**

Thank you,  
Lori Losowy  
President and planning director,  
Erin Woods Community Association

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0760

## **Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044**

### **EXECUTIVE SUMMARY**

This land use amendment application was submitted by Urban Systems on behalf of South Seton GP Inc. (Brookfield Residential Properties) on 2019 March 29. The majority of the subject lands are currently designated Special Purpose – Future Urban Development (S-FUD) District, with a small piece of land designated Multi-Residential – Low Profile (M-1) District. This proposed redesignation from the S-FUD and M-1 Districts to a range of land use districts to accommodate the future complete community, involves:

- an anticipated total 5,500 dwelling units in Stage 1C, within a mix of single and semi-detached homes and rowhouses (Residential – Low Density Mixed Housing (R-G) and (R-Gm) District);
- a variety of multi-residential housing types (Multi-Residential – Low Profile (M-1) District, Multi-Residential – At Grade Housing (M-G) District and Multi-Residential – Low Profile Support Commercial (M-X1) District);
- public parks and amenity spaces (Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District);
- two joint use sites with playfields (S-SPR) to accommodate three schools; and
- City and regional infrastructure (Special Purpose – City and Regional Infrastructure (S-CRI) District).

### **ADMINISTRATION RECOMMENDATION:**

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

1. **ADOPT**, by bylaw, the proposed redesignation of 175.07 hectares ± (432.61 acres ±) located at 19600 and 20606 – 56 Street SE, 20707 – 72 Street SE, and 6599 Seton Drive SE (S1/2, Section 15-22-29-4; Portion of NW1/4 Section 16-22-29-4; Plan 1311598, Block 1, Lot 1) from Special Purpose – Future Urban Development (S-FUD) District and Multi-Residential – Low Profile (M-1) District **to** Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Low Profile Support Commercial (M-X1) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and Special Purpose – City and Regional Infrastructure (S-CRI) District, and Special Purpose – Urban Nature (S-UN) District; and
2. Give three readings to the proposed bylaw.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

At the 2018 July 30 Public Hearing, Council approved Bylaw 55P2018, which amended Map 10 of the *Rangeview Area Structure Plan* (ASP) with the removal of the Growth Management Overlay from this area.

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ISC: UNRESTRICTED  
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## **Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044**

### **BACKGROUND**

This land use amendment application was submitted to The City on 2019 March 29 by Urban Systems on behalf of landowner South Seton GP Inc. (Brookfield Residential Properties).

In 2014, Council adopted the *Rangeview Area Structure Plan* (ASP). The *Rangeview ASP* included a Growth Management Overlay (Overlay) indicating that the leading capital infrastructure required for development was not in place or approved in The City capital budget. Since then, the *Rangeview ASP* area has been identified as a priority growth area with portions of the Overlay removed in 2016 to accommodate Stages 1A and 1B of the Brookfield Residential Properties owned lands.

The outline plan and land use application (LOC2015-0192) for the adjacent Phase 1B was approved in September 2016. The approximately 17.6 hectare (43.49 acres) area consisted of a mix of M-1 and M-2 multi-residential parcels within a Transit Station Planning Area (TSPA). Stage 1A (LOC2016-0102) was subsequently approved in 2017, January. Also located in the TSPA, the 24.26 hectare (59.95 acres) site provided for a mix of low density (R-G and R-Gm) and medium density residential product (M-1 and M-2).

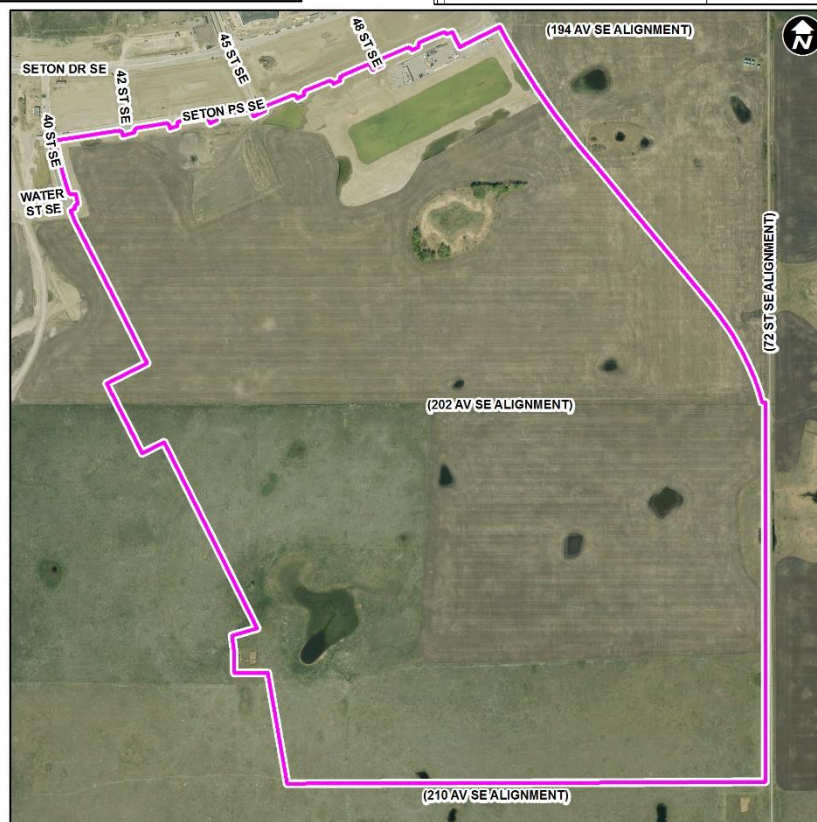
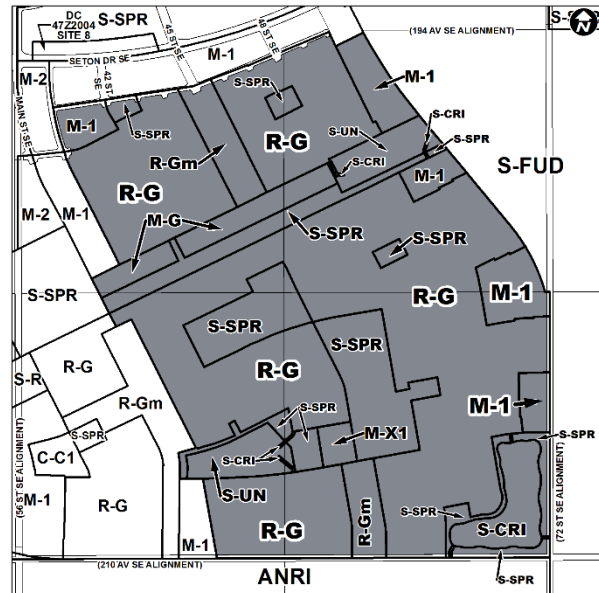
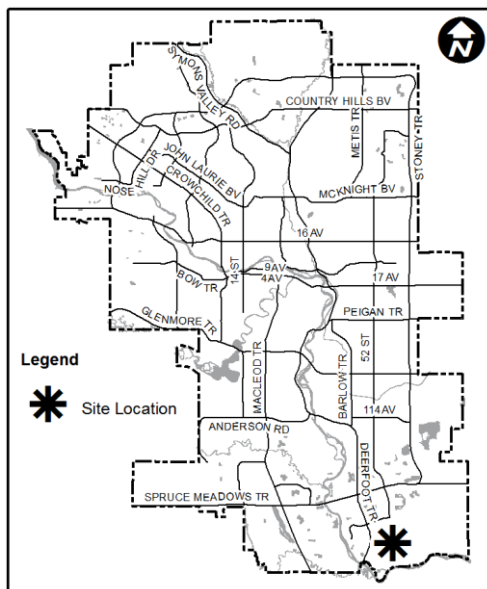
The proposed Stage 1C development, the subject of this land use amendment application, represents the final phase in Seton, the first of two complete communities identified in the *Rangeview ASP*. As shown in Attachment 2, the outline plan for the entire 248.63 hectare (614.37 acre) Stage 1C area (LOC2017-0047) was approved by Calgary Planning Commission at its 2018 March 08 meeting, and the associated land use amendment for a 76.42 hectare (188.8 acre) portion of the outline plan area was approved by City Council at its 2018 May 07 Public Hearing. This proposal is to redesignate the remainder of the Stage 1C land.

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Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044

Location Maps





## **Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044**

### **Site Context**

The subject site is situated in the southeast portion of the city in the community of Seton, and is currently undeveloped. The area is bounded by Deerfoot Trail SE to the west, 52 Street SE to the east, and 212 Avenue SE to the south. The South Health Campus hospital, a future regional recreation facility and senior high school site, and the mixed-use employment area of Seton Urban Centre are located immediately to the north. The community of Auburn Bay is located north of Seton Urban Centre, and the community of Cranston is located to the west across Deerfoot Trail SE.

Historically, the subject lands were utilized as agricultural lands for grazing and crop production. The topography of the subject lands is gently rolling with minimal slope. General site drainage is from the northwest to southeast.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

This land use application, along with the approved outline plan (Attachment 2), will facilitate the development of a wide range of residential and mixed-use buildings that will contribute to the growth of the Seton community as envisioned by the policies of the *Municipal Development Plan* (MDP) and the *Rangeview Area Structure Plan* (ASP).

### **Planning Considerations**

#### ***Land Use***

The subject site is currently designated S-FUD District, with a small portion of land adjacent to the northeastern corner of the site designated M-1 District, which was designated with the outline plan and land use amendment for the initial Seton Urban Centre (LOC2015-0192). The approximately 147.71 hectare (365 acre) Seton Urban Centre is adjacent to the plan area to the north, with higher density land uses and regional amenities. This application area is adjacent to M-1 designated sites in that area that are intended to provide a transition away from the Seton Urban Centre, generally lowering densities towards the neighbourhood areas.

As identified in the Land Use Amendment Plan in Attachment 1, the applicant has proposed a mix of Residential - Low Density Mixed Housing (R-G) District, Residential - Low Density Mixed Housing (R-Gm) District and Multi-Residential – Low Profile (M-1) District, with one Multi-Residential – Low Profile Support Commercial (M-X1) site located in the southern Neighbourhood Activity Centre. These proposed residential land uses provide for a diversity of both low density housing forms and multi-residential developments. The proposed land use districts provide for a sound mix of housing types, densities and transitions in density away from the Seton Urban Centre and supports the future light rail transit (LRT) stations west of this application area.

Low density housing forms are provided through the R-G and R-Gm Districts, which are both intended to allow for greater diversity of housing types in the form of single detached, semi-detached, and rowhouses. The R-Gm District is identical to the R-G District with the exception of excluding single detached dwellings as a permitted use.

### **Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044**

Multi-residential developments are accommodated in the proposed M-G, M-1, and M-X1 Districts. Mid-rise apartments and ground-oriented townhouses are examples of products that can be accommodated in these land use districts.

The S-UN District is proposed to accommodate two reconstructed wetlands being dedicated as Environmental Reserve (ER), and the S-SPR District will accommodate one Joint Use Site to accommodate a Calgary Board of Education (CBE) Middle School, with a second Joint Use Site accommodating both a CBE Elementary School and Calgary Catholic School Division (CCSD) K-9 School with shared playfields. Several other S-SPR lands accommodate Municipal Reserve (MR) dedication for a linear community Union Park, neighborhood parks and a community association site, all in alignment with the approved outline plan.

The S-CRI District will accommodate the future storm water retention pond in the southwestern corner of the site, and connections to the reconstructed wetlands from the adjacent streets and parcels.

#### ***Density***

This land use amendment application is consistent with the approved outline plan and provides for development that achieves both the *Municipal Development Plan* (MDP) and the *Rangeview ASP* minimum density and intensity targets (population and jobs). This will help to support the future transit infrastructure and community amenities within the community of Seton and the services provided in the Seton Urban Centre to the north. To achieve this, higher densities in the plan area are located within the Transit Station Planning Area (TSPA), along main collectors, and in the activity centres.

#### ***Environmental***

The proposed land use amendment is located within a previously undeveloped 'greenfield' area. Historically, limited agricultural uses have occurred on the property, as identified through an Environmental Site Assessment report. No environmental concerns were identified.

#### ***Transportation Networks***

The regional street network consists of Deerfoot Trail SE, west of the site, 212 Avenue bordering the southern edge of the site, 52 Street SE bordering the eastern edge of the site and Seton Drive SE to the north of the site.

As identified in the *Rangeview ASP*, permanent off-site infrastructure in the vicinity of the associated outline plan area will be required. The Province, City and the developer agreed to a funding proposal for the construction of the Deerfoot Trail SE and 212 Avenue SE interchange. Construction of this interchange is currently underway and is expected to be completed in 2019. The construction of 88 Street SE from south of Stoney Trail SE to south of 196 Avenue SE is planned to begin in 2020.

### **Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044**

A Transportation Impact Assessment (TIA) was completed in support of the associated outline plan application. The TIA identified that as a result of the proposed development of this area, intersection improvements are required along 212 Avenue SE and along 88 Street SE in the interim for Seton 1C lands and lands east of the Rangeview ASP area. Also, Global and Local TIAs were reviewed by the City and determined the off-site and on-site transportation network requirements.

Existing transit services are available approximately 800 metres north along Front Street SE. The southeast LRT Green Line is planned for future extension to Seton, and the future Seton LRT station will be located just outside of the northwest corner of this community. Several community bus routes are expected to run through Seton 1C and east of the remaining *Rangeview ASP* area. Walking distance to transit stops will exceed the 90 percent target of 400 metres transit coverage.

#### ***Utilities and Servicing***

The Growth Management Overlay has been removed from this area. Capital funding has been allocated for design and construction of the sanitary and storm trunks (along 210 AV SE) that will service the plan area. Construction completion is expected at the end of 2021. The developer will extend the storm, sanitary and water mains along 52 and 72 ST SE to tie into City systems. The onsite storm pond will be funded by the developer and will be sufficient to service the plan area.

Emergency services will be provided from the nearby Seton Fire Hall, located north of the subject lands. It provides the seven minute fire coverage to the lands within the outline plan.

#### **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 currently no Community Association in Seton. The application was circulated to the area Councillor, who indicated no objection, and notices were posted on the site, but no comments have been received by Administration.

No public meetings were conducted by the applicant or Administration in direct relation to this land use redesignation application or the associated site-specific outline plan.

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.

## **Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044**

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (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). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use redesignation builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The subject lands are identified under Map 1: Urban Structure of the *Municipal Development Plan* (MDP), as Future Greenfield area. The MDP provides guidance for the development of new communities through the policies of the *Rangeview Area Structure Plan*.

The proposed land use amendment meets the MDP objectives (Section 3.6.2.), which include:

- providing a diversity of housing types;
- including Neighbourhood Activity Centres;
- locating multi residential developments near transit and open spaces;
- providing multi modal connectivity for pedestrians, cyclists and transit riders; and
- protecting and integrating significant ecological elements into the plan.

#### ***Rangeview Area Structure Plan (Statutory - 2014)***

The subject lands are identified as portions of Neighbourhoods 2, 3, and 4 within “Community A” on Map 4: Communities and Neighbourhood Boundaries within the *Rangeview ASP*. As per the ASP, the proposed land use amendment enables the development of a complete community which includes a full range of housing types, commercial, recreational, institutional and public spaces.

Map 4 also identifies the provision of Neighbourhood Activity Centres (NAC) within each of the neighbourhoods. NACs are intended to provide neighbourhood focal points that contain a mix of transit supportive residential and non-residential uses and are connected to their surrounding neighbourhoods by a network of active transportation modes. NACs, which align with the ASP policies, have been provided in each of the neighbourhoods within the application area, in line with the approved outline plan.

**Land Use Amendment in Seton (Ward 12) at multiple addresses, LOC2019-0044**

**Social, Environmental, Economic (External)**

The continuation of development in the community of Seton will provide additional population to support the existing and planned amenities and services within the community and the adjacent commercial, retail, and employment district. This land use amendment proposes a range and mix of housing types, densities and land uses that promote socio-economic diversity, supports active transportation modes, and allows for more efficient use of land and public infrastructure.

**Financial Capacity**

***Current and Future Operating Budget***

A large portion of the operating costs required to service development in this area are considered to be extensions of service from the existing Seton community. As development proceeds, the provision of other City services such as roads, parks and waste and recycling would have an operating budget impact at such time as they are provided. The operation and maintenance of the interim utility infrastructure is the developer's responsibility until the ultimate utility infrastructure is installed. Therefore, no impact to the current operating budget is expected.

***Current and Future Capital Budget***

Development in this area will require the capital-funded Rangeview sanitary trunk, water feedermain, storm trunks and outfall(s), and transportation improvement. These capital expenditures were presented to Council at the time of removal of the Growth Management Overlay.

**Risk Assessment**

The subject area has an approved outline plan in place and the growth management overlay has been considered by Council and removed. Therefore, Administration does not consider this application to be associated with any significant risks.

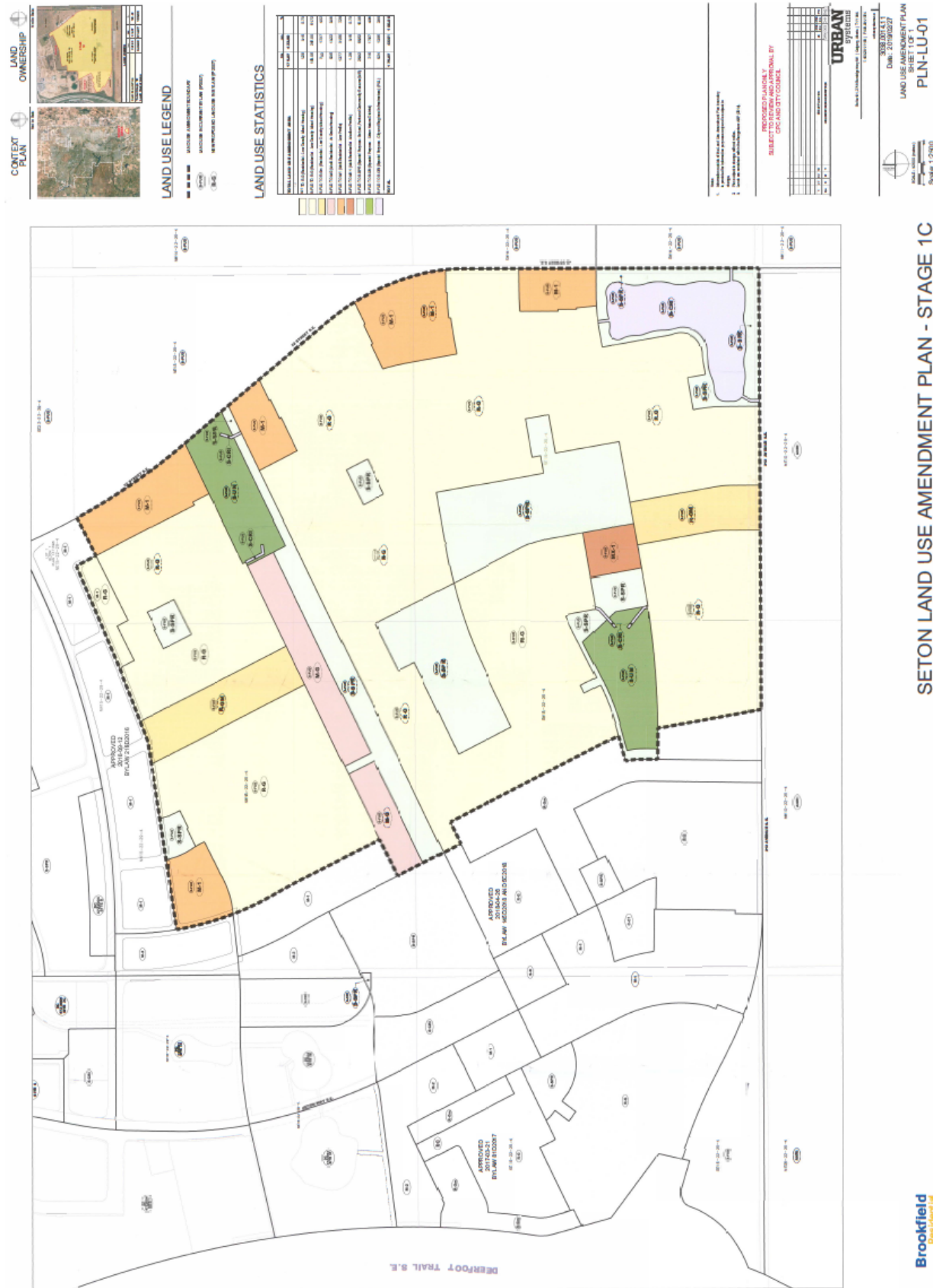
**REASON(S) FOR RECOMMENDATION(S):**

The application will allow for the continued development in the community of Seton, providing additional population to support the existing and planned amenities and services within the community and the adjacent commercial, retail, and employment district. This land use amendment proposes a range of land use districts that will allow for a complete community.

**ATTACHMENT(S)**

1. Land Use Amendment Plan
2. Approved Outline Plan
3. Proposed Land Use Map

# Land Use Amendment Plan





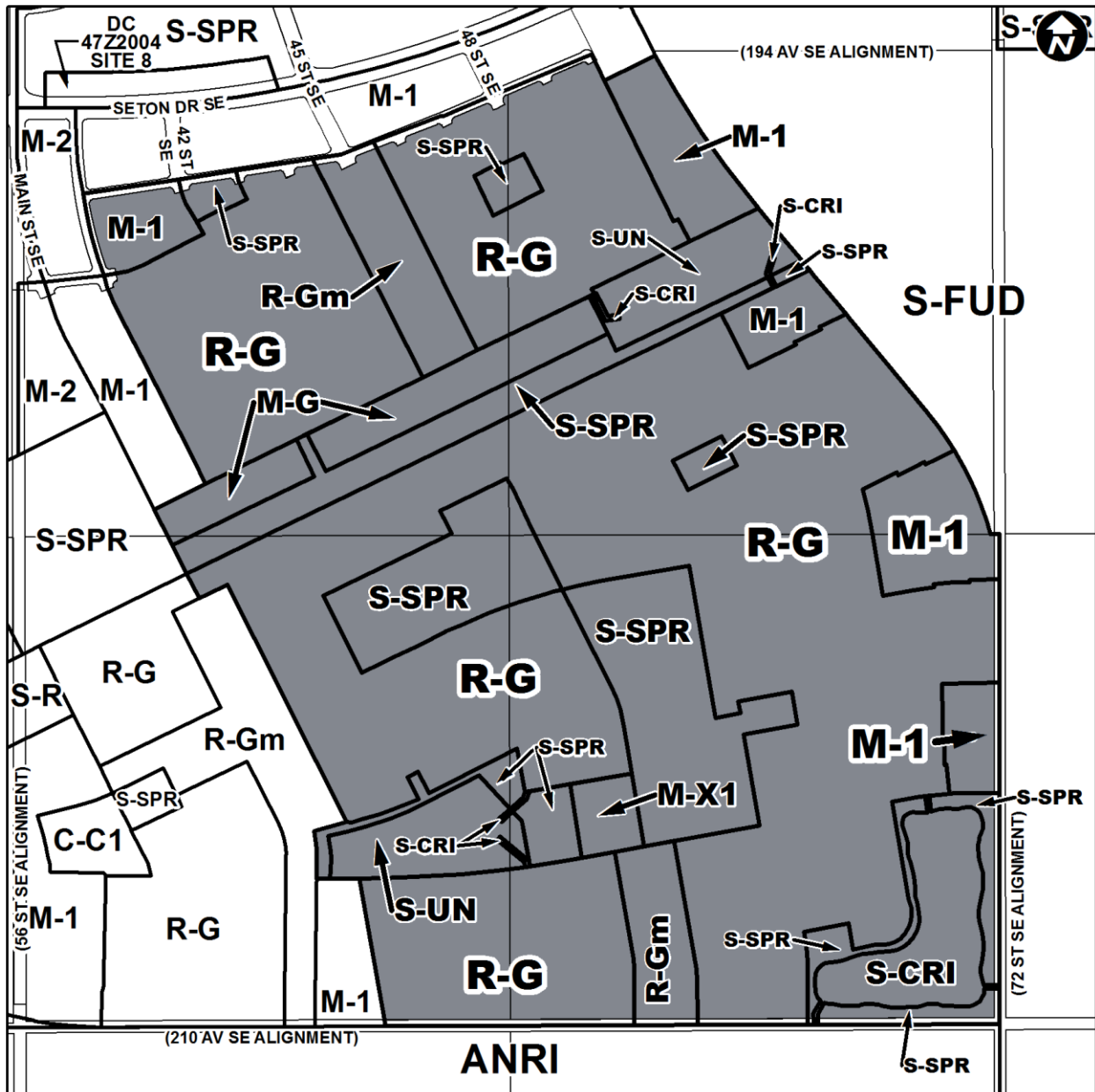


# Approved Outline Plan (LOC2018-0047)





Proposed Land Use Map





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ISC: UNRESTRICTED  
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**Land Use Amendment in Capitol Hill (Ward 7) at 1309 and 1313 – 20 Avenue NW,  
LOC2019-0006**

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**EXECUTIVE SUMMARY**

This land use amendment application was submitted by CivicWorks Planning + Design on behalf of landowners Kuljinder Bhela and Konstantinos Margaritis on 2019 January 11. This application proposes to change the designation of the subject sites from Residential – Grade-Oriented Infill (R-CG) District to a DC Direct Control District based on the Residential – Grade-Oriented Infill (R-CG) District to allow for:

- a maximum of eight dwelling units, oriented with four in front, facing the street, and four in the rear above garages, creating a central courtyard;
- a maximum building height of 11 metres (same as the current maximum 11 metres); and
- the uses listed in the R-CG District with Secondary Suite moved to a discretionary use, and specific residential building forms (e.g. Rowhouse Building, Cottage Housing Cluster, Duplex Dwelling, Semi-detached Dwelling and Single Detached Dwelling) removed and Dwelling Unit added as a discretionary use.

The proposed land use amendment to DC Direct Control District is supported by Administration as it aligns with the applicable policies of the *Municipal Development Plan*.

A concurrent development permit for two rowhouse style buildings with a total of eight units has been submitted and Administration is ready to approve the development permit pending Council's decision on this redesignation application.

**ADMINISTRATION RECOMMENDATION:**

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

1. **ADOPT**, by bylaw, the proposed redesignation of 0.11 hectares  $\pm$  (0.28 acres  $\pm$ ) located at 1309 and 1313 – 20 Avenue NW (Plan 3150P, Block 17, Lots 33-36) from Residential – Grade-Oriented Infill (R-CG) District to DC Direct Control District to accommodate eight dwelling units, with guidelines (Attachment 2); and
2. Give three readings to the proposed bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.



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LOC2019-0006**

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**BACKGROUND**

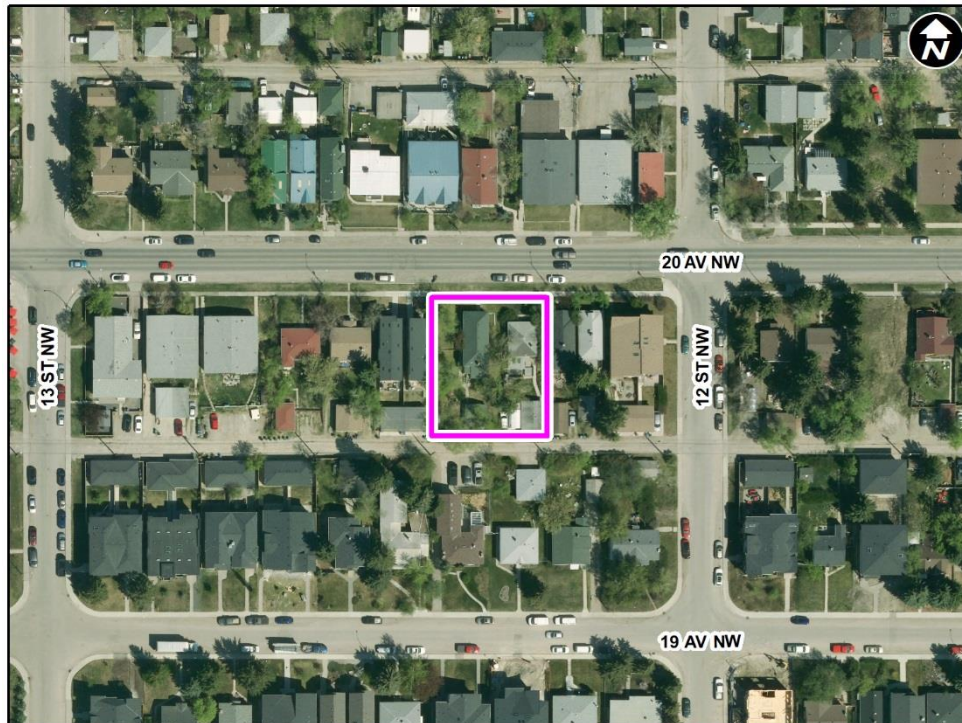
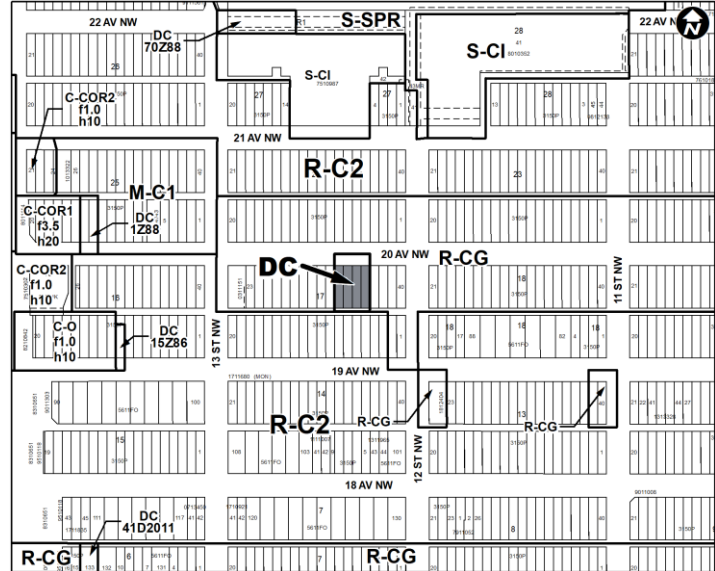
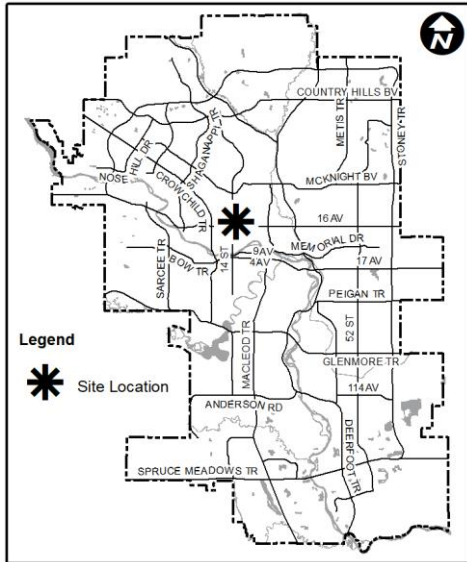
This land use amendment application was submitted by CivicWorks Planning + Design on behalf of landowners Kuljinder Bhela and Konstantinos Margaritis on 2019 January 11. The applicant has provided a summary of the proposal in the Applicant's Submission (Attachment 1). A concurrent development permit (DP2019-0487) for two townhouse style buildings with a total of eight units has been submitted and Administration is ready to approve the development permit pending Council's decision on this redesignation application (Attachment 3).

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Land Use Amendment in Capitol Hill (Ward 7) at 1309 and 1313 - 20 Avenue NW,  
LOC2019-0006

Location Maps



## Land Use Amendment in Capitol Hill (Ward 7) at 1309 and 1313 - 20 Avenue NW, LOC2019-0006

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### Site Context

The subject site is located in the northwest community of Capitol Hill and is mid-block between 12 and 13 Street NW on the south side of 20 Avenue NW. The site, comprised of two separate parcels, is approximately 0.11 hectares in size and has a rear lane. Together the parcels are approximately 30 metres wide and 37 metres long. Each parcel is currently developed with a single-storey single detached dwelling with a detached double-car garage accessed in the rear from the lane.

Surrounding development is characterized by primarily single and semi-detached dwellings with some commercial development at the corners of 20 Avenue NW and 10 Street NW and 14 Street NW. Confederation Park is located approximately 200 metres north and 16 Avenue NW is approximately 350 metres south, containing a mix of multi-residential and commercial parcels. SAIT (Southern Alberta Institute of Technology) is located directly south of 16 Avenue NW. As identified in *Figure 1*, the community of Capitol Hill reached peak population in 2018.

*Figure 1: Community Peak Population*

<b>Capitol Hill</b>	
Peak Population Year	2018
Peak Population	4,688
2018 Population	4,688
Difference in Population (Number)	0
Difference in Population (Percent)	0

Source: *The City of Calgary 2018 Civic Census*

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

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use redesignation from R-CG District to DC Direct Control District will facilitate mid-block rowhouse style development that is sensitive to the adjacent low density residential homes that is otherwise unattainable with the current designation. The R-CG District aims for sensitive development next to low density districts, but has rules that limit the number of achievable units mid-block.

While there are some multi-residential districts that allow for similar courtyard style rowhouses mid-block, these districts have less restrictive rules, resulting in a greater potential to have negative impacts on adjacent low density homes. Multi-residential districts typically allow for additional heights and allow stacked units, which can affect the scale, massing, and function of the site. The R-CG District is intended to act as a transition between lower and higher density forms along the block face. The proposed DC District facilitates development to occur mid-block with rowhouses that are sensitive to neighbouring properties.

## Land Use Amendment in Capitol Hill (Ward 7) at 1309 and 1313 - 20 Avenue NW, LOC2019-0006

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### Planning Considerations

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

#### *Land Use*

The current Residential – Grade-Oriented Infill (R-CG) District allows for two to three-storey (11 metres maximum height) rowhouse developments where each unit must provide an at-grade entrance located along a public street. Lanes, bridges and walkways are not considered public streets. The district provides for a maximum density of 75 units per hectare, which would enable up to eight dwelling units on the subject site. Additionally, the building must typically be 1.2 metres from each side property line, and the width of each unit facing the street must be at least 4.2 metres wide. As the lot is approximately 30 metres wide, the setback requirements and minimum façade widths would only allow a maximum of six units. 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.

At present, the market has shown few developments mid-block on R-CG lands, as not only is land assembly typically required, but the stock district does not facilitate these types of buildings.

Based on an analysis of all development permits for new rowhouses on the R-CG lands, there have been only two applications for rowhouses located mid-block since the district was added to Land Use Bylaw 1P2007 in 2014 October, while there have been 54 development permits for rowhouses on corner lots designated with the R-CG District. Of the two mid-block rowhouse applications, one has been cancelled as it did not meet the requirements for all units to have an entrance facing a public street. The other has been approved, but has not yet been built, and is for a four-unit rowhouse on two parcels, providing the same density and similar impact as a semi-detached form. All other rowhouse development permits in the R-CG District have been on corner lots, where three to five units are typical, and sometimes include secondary suites.

This suggests that the current rules, and / or market conditions which stem from designing sites within a mid-block context within the R-CG District create challenges to developing a rowhouse form when not on a corner lot. These types of examples have been flagged for future consideration for work on the R-CG District.

The proposed DC Direct Control District allows for mid-block rowhouse forms that are sensitive to neighbouring low density homes. This is achieved by adjusting several rules within the R-CG District, including removing the rule requiring each unit to directly face onto the adjacent public street, and the rule prohibiting intervening buildings located between the street facing façade of a dwelling unit and the adjacent street. The resulting proposed DC District allows for courtyard style rowhouses that prohibits stacked individual units, and uses height chamfers for the side and rear portions of the site, which decrease massing and shadow impacts on neighbouring properties. Additionally, the district provides rules for separation between residential buildings on the parcel to ensure usable and functional courtyard space between the two buildings.

**Land Use Amendment in Capitol Hill (Ward 7) at 1309 and 1313 - 20 Avenue NW,  
LOC2019-0006**

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***Development and Site Design***

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

- emphasizing individual at-grade entrances;
- provision of amenity space for individual units;
- provision of trees and landscaping; and
- building placement, height and transitioning of massing.

***Environmental***

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

***Transportation***

Pedestrian access to the site is available from existing sidewalks along 20 Avenue NW with vehicular access from the rear lane. Parking on 20 Avenue NW is restricted to two-hour parking from 8:00 AM to 6:00 PM, Monday to Friday.

The site is serviced by Calgary Transit with local bus stops located approximately 80 metres from the site on 20 Avenue NW. The nearest primary transit location is the MAX Orange BRT on 16 Avenue NW, approximately 550 metres from the site.

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

***Utilities and Servicing***

Water, sanitary sewer 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.

**Stakeholder Engagement, Research and Communication**

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

The applicant has engaged the public through several initiatives. Approximately 100 surrounding area neighbours were delivered postcards outlining the project and on-site signage was installed at the time of submission. Both the signs and postcards guided interested parties to a corresponding project website, which included general information, answers to frequently asked questions, and the opportunity to submitted feedback electronically. The applicant also

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## **Land Use Amendment in Capitol Hill (Ward 7) at 1309 and 1313 - 20 Avenue NW, LOC2019-0006**

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held a meeting with the Capitol Hill Community Association Planning Committee, which was attended by Administration, and followed up the meeting with a response on the feedback received.

Administration received a letter of objection from the Capitol Hill Community Association (Attachment 4) and four letters of concern from the public. The comments and objections received focused on the following:

- economic viability based on the number of units;
- market viability on courtyard-based design, as a similar project has remained empty for quite a while;
- community character;
- the courtyard typology is not new, and can be accommodated through other land use districts;
- a single rowhouse would provide better massing and larger rear yards;
- rear units not being visible from the street;
- shadowing;
- traffic congestion in the lane and street;
- overlooking; and
- lack of space in garages for cars and bins can lead to lane way congestion.

The proposed Direct Control District addresses many of these concerns, and includes height chamfers to encourage sensitive development, and aims to address height, overlooking, and massing concerns. The specific design, as well as traffic, parking and garbage bin storage locations are also under consideration as part of the development permit process.

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 (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.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.



**Land Use Amendment in Capitol Hill (Ward 7) at 1309 and 1313 - 20 Avenue NW,  
LOC2019-0006**

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

The subject parcel is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

The proposal is in keeping with relevant MDP policies as the proposed DC Direct Control District provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale and massing.

***North Hill Area Redevelopment Plan (Statutory – 2008)***

The subject parcel is located within the Low Density Rowhouse land use policy area as identified on Map 4 of the plan. The area is to be characterized by low-density, grade-oriented residential development consisting of rowhouse buildings, duplexes, single-detached and semi-detached buildings. The proposed development fits within this policy direction, and is sensitive to the surrounding low density forms.

**Social, Environmental, Economic (External)**

This proposal has the potential to improve access to safe and affordable housing stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

The recommended DC Direct Control District allows for a wider range of housing configurations on the site than the existing R-CG District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics. Further, the ability to develop up to eight units will make more efficient use of existing infrastructure and services.

**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 there are no growth management concerns at this time.

Planning & Development Report to  
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**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

This proposal is keeping with applicable policies including the *Municipal Development Plan* and the *North Hill Area Redevelopment Plan*, both of which promote having a variety of housing forms to meet the needs of residents. The proposed DC Direct Control District will provide an opportunity to achieve rowhouse units mid-block that are sensitive to the surrounding low density residential area.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Direct Control District Guidelines
3. Development Permit (DP2019-0487) Summary
4. Community Association Letter



## Applicant's Submission

2019 May 30

The subject parcel is located in the community of Capitol Hill and consists of 0.1116 ha of privately owned land. RNDQR has retained CivicWorks Planning + Design Inc. and Gravity Architecture to undertake a concurrent Land Use Redesignation and Development Permit process to facilitate the construction of two four-unit residential buildings with front doors facing both 20 AV NW and an interior amenity space, with an attached 8-stall garage and no provisions for secondary suites.

The proposed use is based on the Land Use Bylaw definition of a Rowhouse, with the exception of the following characteristics: ii) where one façade of each Dwelling Unit directly faces a public street; and (2) no intervening building is located between the street facing façade of each Dwelling Unit and the adjacent public street. The proposed use is well-suited to the site, given its surrounding context, mid-block lot characteristics and location. In support of the proposed development vision, this application seeks to amend the existing R-CG (Residential – Grade-oriented Infill) District to an DC (Direct Control) District, based largely on R-CG District rules. The intent of the proposed DC District is to allow for a unique configuration of rowhouse-like buildings, with adequately wide and livable grade-oriented dwelling units on the subject lands. The proposed DC District and associated development vision demonstrate a unique approach to the configuration of mid-block sites, based on design best practice, industry experience and current market needs and realities.

### **R-CG MID-BLOCK SITES: PRACTICAL IMPLICATIONS + CHALLENGES**

Residential - Grade-Oriented Infill District (R-CG) is a relatively new residential designation, primarily intended to accommodate rowhomes within established areas, while also allowing for single detached, side-by-side and duplex homes. Maximum building height is limited to 11m and the 75 units/hectare maximum density theoretically allows a typical 50ft. x 120ft. site to accommodate up to 4 units. Since Council first adopted the R-CG District in late 2014, it has seen healthy uptake by industry and market alike. However, this success has largely been limited to corner lots, with little to no uptake of mid-block sites. This is largely due to the unique characteristics and Bylaw rules for R-CG corner lots that allow developer-builders to realize both viable densities and desirable rowhome unit configurations that have so far been absent from the Calgary market.

In practice, achieving the same level of success and viable densities on mid-block sites is challenging if not impossible, given both design and market constraints. The District's current Rowhouse definition limits overall development potential by requiring all units to front onto a public street. This is further exacerbated by forbidding the siting of any building between a unit's street facing façade and adjacent public street. These requirements do not pose a problem for corner sites, which can achieve double frontage via two public streets.

Conversely, mid-block sites can only achieve a single frontage to accommodate all units. On mid-block sites made up of one or more parcels, these requirements limit the variety and practical density of rowhouse forms that can be achieved and create an economic incentive to limit unit width in order to maximize unit count, lot coverage and profitability. This style of development results in units that are unnecessarily narrow (as narrow as 4.2m/13.8ft, per the R-CG District minimum), difficult to market, and less desirable to those looking for alternatives to typical detached homes, infills or condominiums. While historic rowhouse widths in cities like Philadelphia and New York can be as narrow as 4.9m/16ft, it is architectural best practice for rowhome unit width to strive for a minimum 6.1m/20.0ft width in order to accommodate access, circulation and livability.

### **R-CG MID BLOCK SITES: AN ALTERNATIVE APPROACH**

RNDQR is committed to providing well-located, affordable and high-quality homes for inner-city families. As RNDQR continues to carry out this vision, the Banff Trail and Capitol Hill area is and will remain one of their most active areas of work, given the community's vibrancy, proximity to Centre City, and well-established multi-modal transportation networks. In order to continue providing innovative housing choices for inner-city Calgarians and achieve a viable development outcome, this application seeks to create a custom DC District, tailor-made to unlock the potential of mid-block sites and largely based on existing R-CG District rules.

The project team's substantial experience in the R-CG development space had directly informed this approach for

## Applicant's Submission

sensitively scaled, livable and economically viable rowhome developments on mid-block sites. The current limitations of the relatively new R-CG District create an unfortunate trade-off for those looking to develop mid-block sites to their full potential: create units that are far too narrow to be an attractive housing option for future home buyers, or underutilize the already limited development space available in established inner-city communities. We hope that this application can be used as a pilot project for an alternative development typology for the R-CG District, and the existing limitations of the Bylaw rules be considered as the R-CG District continues to undergo further evaluation and refinement.

### 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 land use change, which will directly facilitate the development of new and innovative inner-city housing options for Calgarians:

**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 20 AV NW.

**Collector Road:** The subject site is located along 20 AV NW – a Collector standard road – ensuring both ease of access and traffic capacity for future residents.

**Proximity To Transit:** The subject site is within ~80m of a local transit stop (Route 404), located along 20 AV NW. Additionally, the subject site is within short walking distance of two Primary Transit Network corridors, 14 ST NW and 16 AVE NW, ~275m and ~475m from the subject site respectively. Primary transit stops along these corridors provide access to BRT Route 303 and Routes 19, 65, 89, 404, and 414.

**Proximity To An Existing Corridor:** The subject site is within short walking distance of the 16 AV NW Urban Main Street, approximately 400m to the south.

**Proximity To An Existing Open Space / Community Amenity:** The subject site is located approximately 150m south of the entrance to the Regional Pathway Network and Confederation Park, a major community and regional park space.

### 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

RNDSQR is committed to being a good neighbour and working with surrounding community members and stakeholders throughout the application process. As part of that commitment, RNDSQR and the project team have designed and undertaken a comprehensive community engagement process in support of this application and others like it to ensure a clear and transparent application 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.

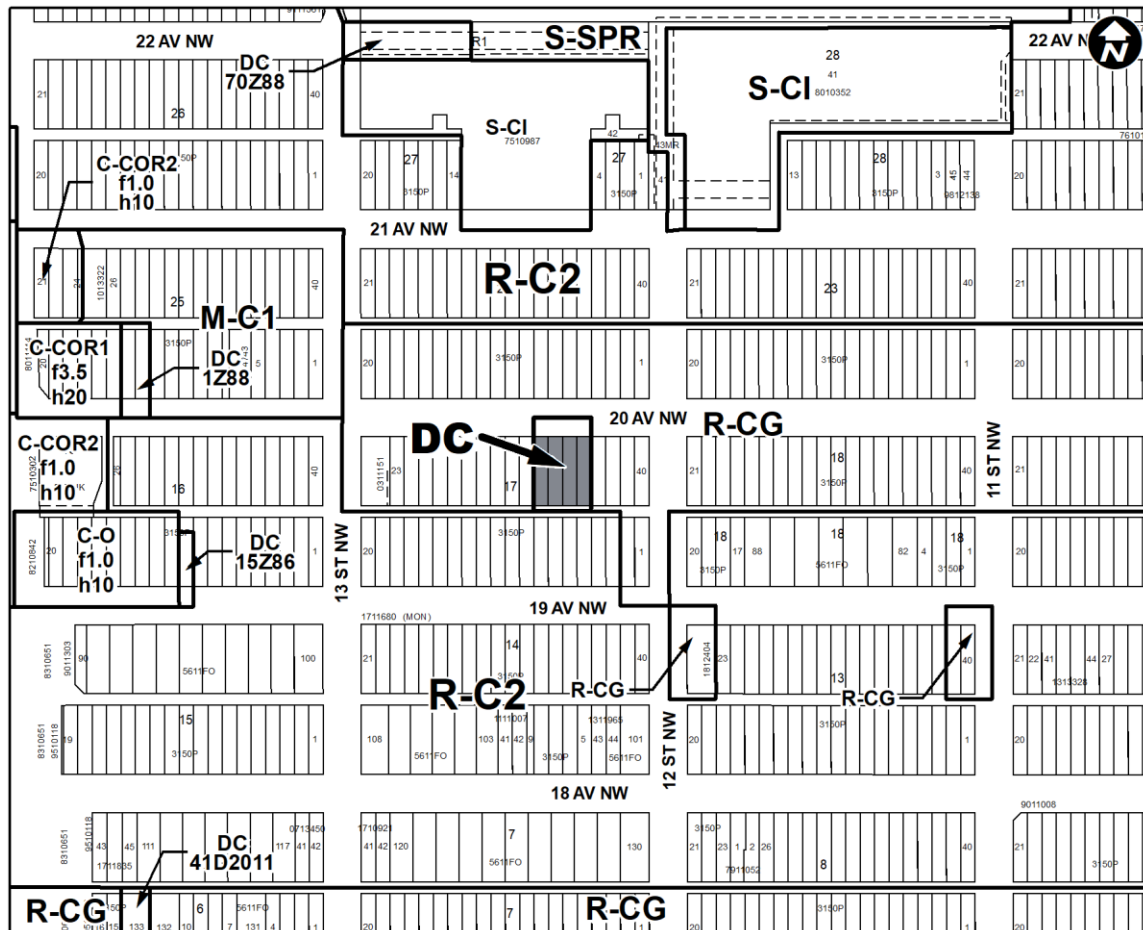
### CONCLUSION

The proposed land use redesignation and associated development vision 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.

## Proposed Direct Control District Guidelines

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

### SCHEDULE A



### DIRECT CONTROL DISTRICT

#### Purpose

- This Direct Control District is intended to:

- provide low density residential development in a variety of forms by enabling multiple configurations of dwelling units adjacent to low density residential development.

#### Compliance with Bylaw 1P2007

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



## Proposed Direct Control District Guidelines

### Reference to Bylaw 1P2007

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

### Permitted Uses

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

- (a) **Contextual Semi-detached Dwelling;**
- (b) **Rowhouse Building;** and
- (c) **Secondary Suite.**

### Discretionary Uses

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

- (a) with the addition of:
  - (i) **Dwelling Unit;** and
  - (ii) **Secondary Suite;** and
- (b) with the exclusion of:
  - (i) **Backyard Suite;**
  - (ii) **Cottage Housing Cluster;**
  - (iii) **Duplex Dwelling;**
  - (iv) **Rowhouse Building;**
  - (v) **Semi-detached Dwelling;** and
  - (vi) **Single Detached Dwelling.**

### Bylaw 1P2007 Bylaw Rules

- 6** Unless otherwise specified, the rules of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 apply in this Direct Control District Bylaw.

### Grade Orientation of Units

- 7** (1) All **units** must provide individual, separate, direct access to **grade**.
- (2) No **Dwelling Unit** may be located wholly or partially above another **Dwelling Unit**.

### Street Orientation of Units

- 8** (1) 50.0 per cent or more of the **units** in a **development** must have an exterior wall that directly faces a public **street**.
- (2) The minimum width of the façade of a **unit** that directly faces a **street** is 5.0 metres.
- (3) Each **unit** with an exterior wall that directly faces a public **street** must have:

### Proposed Direct Control District Guidelines

- (a) an entrance within 4.5 metres of a **property line** shared with a **street**, and
- (b) a sidewalk providing direct access from the **street** to the **unit**.

#### Parcel Coverage

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

#### Building Depth and Building Separation

- 10 (1) Unless otherwise referenced in subsection (2), the maximum **building depth** is 60.0 per cent of the **parcel depth** for a **main residential building**.
- (2) There is no maximum **building depth** for a **main residential building** wholly contained between the rear **property line** and of 50 per cent **parcel depth** where:
- (a) there is more than one **main residential building** on the **parcel**; and
  - (b) the minimum separation distance between the **main residential buildings** contained on the front portion of the **parcel** and the **main residential buildings** contained on the rear portion of the **parcel** is 6.0 metres.

#### Building Setback Areas

- 11 The minimum depth of all **setback areas** must be equal to the minimum **building setback required** in sections 12, 13 and 14.

#### Building Setback from Front Property Line

- 12 The minimum **building setback** from a **front property line** is 3.0 metres.

#### Building Setback from Side Property Line

- 13 (1) Unless otherwise referenced in subsections (2), (3), and (4), the minimum **building setback** from any **side property line** is 1.2 metres.
- (2) There is no requirement for a **building setback** from a **property line** upon which a party wall is located.
- (3) The minimum **building setback** from a **side property line** for a **private garage** attached to a **main residential building** is 0.6 metres.

#### Building Setback from Rear Property Line

- 14 The minimum **building setback** from a **rear property line** is 1.5 metres.

## Proposed Direct Control District Guidelines

### Building Height

- 15 (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 11.0 metres measured from **grade**.
- (2) The maximum **building height** on a **parcel** that shares a **property line** with the **lane** or another **parcel** not subject to this Direct Control District Bylaw is:
- (a) 8.0 metres measured from **grade** at the shared **property line** or **lane**; and
  - (b) increases at a 45 degree angle to a maximum of 11.0 metres measured from **grade**.

### Outdoor Private Amenity Space

- 16 (1) The required minimum **amenity space** is 20.0 square metres per **unit**.
- (2) The required **amenity space** may be provided as a **private amenity space** or a **common amenity space** or a combination of both.
- (3) **Amenity space** provided as a **private amenity space** must:
- (a) be provided outdoors;
  - (b) have direct access from the associated **unit**;
  - (c) have a minimum area of 7.5 square metres; and
  - (d) have a minimum dimension of 2.0 metres.
- (4) **Amenity space** provided as a **common amenity space** must:
- (a) be provided outdoors;
  - (b) have direct access from the associated **units**; and
  - (c) have a minimum dimension of 6.0 metres.

### Landscaping

- 17 (1) Trees required by this section:
- (a) may be provided through the planting of new trees or the preservation of existing trees;
  - (b) must be provided on a **parcel** within 12 months of issuance of a **development completion permit**;
  - (c) must be maintained on the **parcel** for a minimum of 24 months after issuance of a **development completion permit**;

### Proposed Direct Control District Guidelines

- (d) must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association; and
  - (e) are not required to be shown on a plan that is part of an application for **development permit**.
- (2) A minimum of 2.0 trees must be provided for each **unit**.
- (3) The requirement for the provision of 1.0 tree is met where an existing tree is retained or a new tree is planted where:
- (a) a deciduous tree has a minimum calliper of 50 millimetres; or
  - (b) a coniferous tree has a minimum height of 2.0 metres.
- (4) The requirement for the provision of 2.0 trees is met where an existing tree is retained or a new tree planted where:
- (a) one deciduous tree has a minimum calliper of 85 millimetres; or
  - (b) one coniferous tree is provided that has a minimum height of 4.0 metres.

#### Balconies

- 18 (1) Unless otherwise referenced in subsection (2), a **balcony** must not project more than 2.0 metres from the **building** façade to which it is attached.
- (2) Where a **balcony** is located on the roof of the first or second **storey of building** containing a **Dwelling Unit**, the **balcony** may have a maximum **floor area** that equals 30.0 per cent of the horizontal cross section of the **storey** below.

#### Rules for Secondary Suites

- 19 **Secondary Suites** must wholly be located in a **basement**.

#### Motor Vehicle Parking Stalls

- 20 (1) The minimum number of **motor vehicle parking stalls** is 1.0 stall per **Dwelling Unit**.
- (2) For all other **uses**, the required **motor vehicle parking stall** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

#### Relaxations

- 21 The Development Authority may relax the rules contained in Sections 15 and 17 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.



### **Development Permit (DP2019-0487) Summary**

A development permit application (DP2019-0487) has been submitted by Gravity Architecture on 2019 January 31. The development permit application is for two buildings, for a total of eight ground oriented dwelling units with internal circulation space located between them. 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 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.

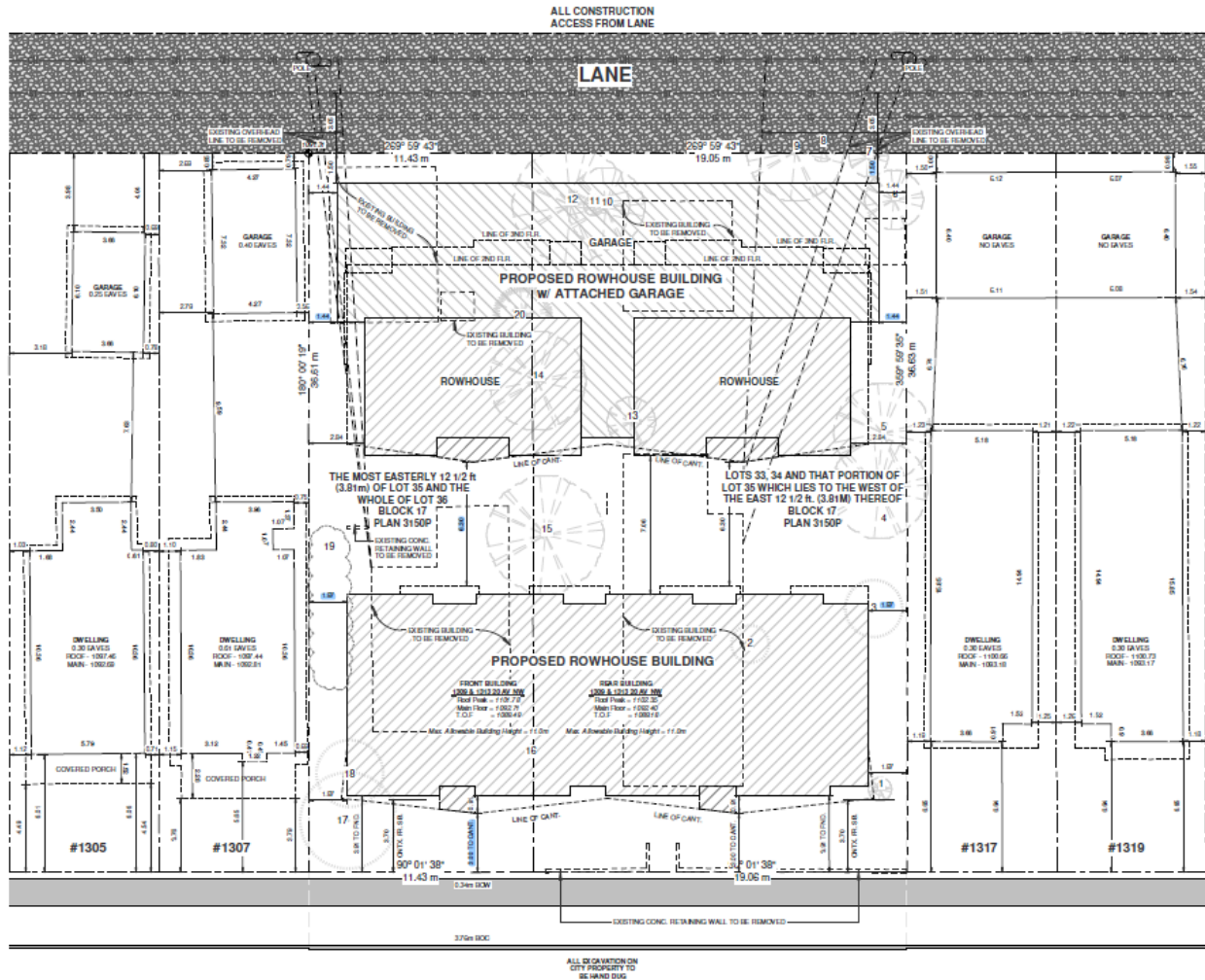
**Figure 1: Renderings of Proposed Development**





Development Permit (DP2019-0487) Summary

Figure 2: Site Plan



## Community Association Letter

### The Capitol Hill Community Association

1531 21 Avenue NW Calgary, AB T2M 1L9  
Phone: 403.289.0859



March 14, 2019

Circulation Control  
Planning, Development & Assessment  
P.O. Box 2100 Station M  
Calgary AB T2P 2M5

Email: [cpag.circ@calgary.ca](mailto:cpag.circ@calgary.ca)

Attention: Peter Schryvers, File Manager

Email: [Peter.Schryvers@calgary.ca](mailto:Peter.Schryvers@calgary.ca)

Dear Peter,

**RE: Request for Comment on LOC2019-0006 & DP2019-0487 (1309 & 1313 20 AV NW)**

Capitol Hill Community Association (CHCA) is pleased to provide comment on the land use amendment application (LOC2019-0006) and development permit application (DP2019-0487) for 1309 & 1313 20 Avenue NW.

We apologize for the delayed response to this letter. We decided to hold off on a response until after we had a chance to meet with the applicant's representative.

Our response to the Land Use Change rationale letter prepared by CivicWorks dated Jan 14, 2019:

1. We find some of the comments misleading and trust Planning will investigate and consider other developer's perspectives relating to CivicWorks rationale, in particular to the statement that a six unit rowhouse type application on a 100' site is not considered to be viable.

This statement does not align with reality of current completed and proposed developments. We could provide many examples of rowhouse developments in our community that have unit width in the 15' and 16' range. Some examples:

- a. The 24 unit rowhouse development currently under construction at 1424-1440 23rd Avenue NW have a 15' unit width from centres of demising walls.
- b. The six unit rowhouse development recently completed at 1616-1618 24th Avenue NW have 16' unit width from centres of demising walls.
- c. We have seen many single family infills built on 25' lots which would result in widths of about 17'.
- d. Even townhome units in the suburbs such as the Walden development in south Calgary have 15'-16' widths from centres of demising walls.

It would seem that other developers completely disagree with the CivicWorks statement. We even discussed this item with another rowhouse developer in our neighbourhood, with a

## Community Association Letter

### The Capitol Hill Community Association

1531 21 Avenue NW Calgary, AB T2M 1L9  
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representative of Ward 7 present, who confirmed that six units on a 100' lot would be profitable in his opinion.

2. Further to the above comments, if this developer feels 16' widths are not adequate, they could always settle on five wider units rather than six narrower units. The developer would gain one extra unit over a typical semi-detached infill scenario, which must be a profitable business for developers given that we have hundreds of these types of developments.

Possibly for the good of the community and for the City's vision of introducing rowhousing down 20th Avenue, a reasonable profit scenario could be considered over an absolute profit scenario.

3. It is mentioned that this proposal could be a pilot project for an alternative development typology. This is not new. We currently have an eerily similar development at 1632 & 1634 20th Avenue NW which has sat vacant for the last two years as they have been unable to sell any units. That entire block has been ruined because of that development. We expect that RNDsQR would achieve a much higher quality project, but nonetheless, the massing and typology is similar. The market appears to be telling a different story than the CivicWorks rationale letter. Here are some other similar front-back development scenarios, many of which are several years old:
  - a. 458 20th Avenue NE
  - b. 1625 15th Avenue SW
  - c. 1640 14th Ave SW
  - d. 1949 36th Avenue SW
  - e. 1729 34th Avenue SW
  - f. 3511 14a Street SW
4. CHCA went through a long process with the City of Calgary to achieve a sensible increase in density and the R-CG designation was the outcome. We truly believe this typology will better serve our community and streets.

This applicant has the ability to create a new typology by doing rowhousing mid-block and be the pivotal starting point of a new idea catching on. Instead they are focused on a front-back scenario that has already been tried and appears to not be serving the community well. Front doors to units hidden in the back of developments is not new and is not great typology, in our opinion.

A mid-block rowhouse application would truly be a new typology for Calgary and provide a product for our neighborhood that has yet to be attempted. Reducing the 20th Avenue front setback from what is shown in the CivicWorks rationale letter would result in row houses with reasonable sized south facing backyards.



## Community Association Letter

### The Capitol Hill Community Association

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Phone: 403.289.0859



5. We question if the applicant has tried to obtain an easement agreement with adjacent neighbours to allow building up to the property line. This would certainly result in wider units width and make a six unit rowhouse approach more feasible. It might be a long shot, but this scenario could benefit the neighbors in the future should they wish to develop rowhousing themselves.
6. It seems this application is more about maximizing profits over creating really great streets.
7. Some of our high level concerns regarding the design:
  - a. Lack of visibility to the rear housing doors from the public realm.
  - b. Lack of sunlight to the units along 20th Avenue, including their amenity spaces.
  - c. Massing and shadowing concerns of the adjacent neighbour's properties due to the excessively high building form at the rear of the site.
  - d. Increased traffic in the lane.
  - e. Increased parking demand on the streets.
  - f. Elevated decks on lane side overlooking many yards.
  - g. Lack of space in garages for cars and bins can lead to laneway congestion.
8. The CivicWorks letter indicated that a comprehensive community engagement process was undertaken. We would like to clarify that RNDsQR nor any representative of theirs contacted the Community Association prior to making the land use amendment application.

There was signage on the site with a web link to information and a portal to submit comments on the development, which presumably goes directly to the developer. Our primary concern with this approach is that many people don't understand the process of development and may assume that submitting comments directly to RNDsQR will equate to comments getting to the City Planners. The developer's signage is actually more overpowering than the City of Calgary's signage and could lead to some confusion. We hope this method was not intentional in controlling the comments that get to the Planner or the Community Association, but feel it certainly has the ability to do this.

We would also like to raise awareness of a concerning trend, not particularly related to this development but more in general, that we would like addressed by our COC representatives.

As this applicant mentions, we have been extremely supportive of higher density in our community and in the last 5 years there are roughly 75 new rowhouse units either completed or in progress in Capitol Hill. In addition to this, we have another three high density projects, either built or being developed which would account for approximately another 120 living units, and hundreds of new semi-detached dwellings.

Even though we have been quite supportive of density increases, we have yet to see the investment from COC back into areas such as making our streets more safe and liveable. As the density pressures

## Community Association Letter

### The Capitol Hill Community Association

1531 21 Avenue NW Calgary, AB T2M 1L9  
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increase, we are left with no new infrastructure. We need pedestrian lights, we need bike lanes and we need traffic calming. We have been patient, but our patience is running out.

We would like to see COC distribute some of the increased tax revenue from our community back into our community. Assuming roughly \$2,500 property tax per unit, we are talking about hundreds of thousands of dollars per year. Please provide some visible improvements so we can demonstrate to community members that density can equate to a better living environment.

Sincerely,

Cam Collingwood  
Director of Planning and Development  
Capitol Hill Community Association

cc: Druh Farrell, Ward 7 Councillor  
Craig Davies, City of Calgary Senior Planner & Project Lead, North Hill ARP update

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0740

**Land Use Amendment in Carrington (Ward 3) at 15000 – 14 Street NW,  
LOC2019-0028**

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**EXECUTIVE SUMMARY**

This application was submitted by Urban Systems on 2019 March 01 on behalf of the landowner, Mattamy (Aberdeen Heights) Limited. The application proposes a land use redesignation of 8.75 hectares  $\pm$  (21.62 acres  $\pm$ ) in the community of Carrington from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, DC Direct Control District and Special Purpose – School, Park and Community Reserve (S-SPR) District. The proposed land use redesignation will allow for:

- low density residential in a range of building forms; and
- a small park space.

The proposal conforms to the relevant policies of the *Municipal Development Plan* and the *Keystone Hills Area Structure Plan* (ASP).

**ADMINISTRATION RECOMMENDATION:**

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

1. **ADOPT**, by bylaw, the proposed redesignation of 8.75 hectares  $\pm$  (21.62 acres  $\pm$ ) located at 15000 – 14 Street NW (Portion of SW 1/4 4-26-1-5) from Special Purpose – Future Urban Development (S-FUD) District **to** Residential – Low Density Mixed Housing (R-G) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and DC Direct Control District to accommodate low density residential uses, with guidelines (Attachment 3); and
2. Give three readings to the proposed bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

On 2018 December 10 at the Regular Public Hearing Meeting of Council, Report PFC2018-1180 was presented regarding a partial growth management overlay affecting communities within the *Keystone Hills ASP*. Council held a Public Hearing and gave three readings of Bylaw 93P2018, removing portions of the Keystone Hills Growth Management Overlay that affected the subject lands. The subject lands no longer have a growth management overlay and can proceed with development.

**BACKGROUND**

This redesignation application was submitted by Urban Systems on 2019 March 01 on behalf of the landowner, Mattamy (Aberdeen Heights) Limited. As noted in the Applicant's Submission (Attachment 1), this land use application will allow for low density residential development, including Mattamy Homes' unique rowhouse product.



Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0740

### **Land Use Amendment in Carrington (Ward 3) at 15000 - 14 Street NW, LOC2019-0028**

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An outline plan, LOC2013-0105 (Attachment 2), was approved in 2015, and includes the area that is subject to this proposed land use amendment application. Land use was not approved for the subject site at the time, as it was subject to a growth management overlay, which has since been removed.

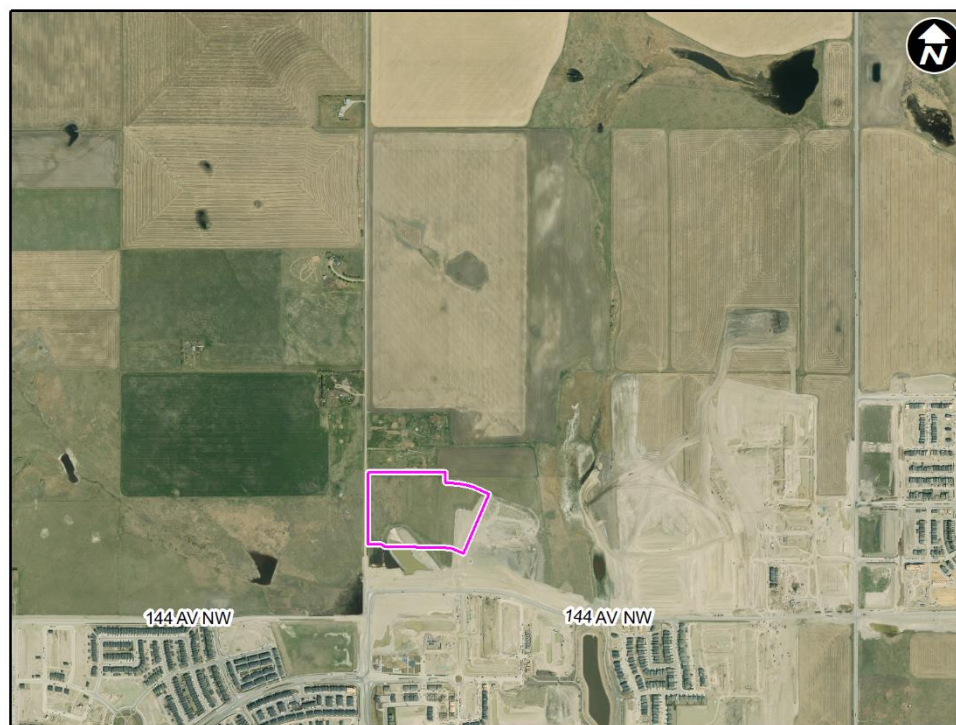
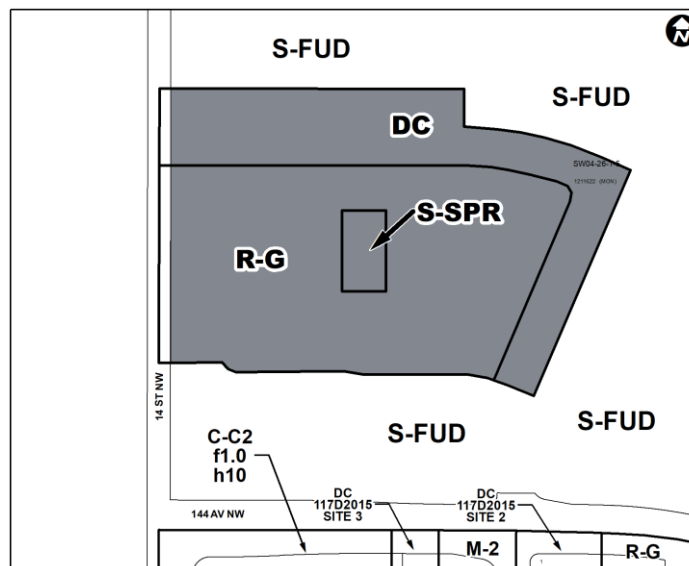
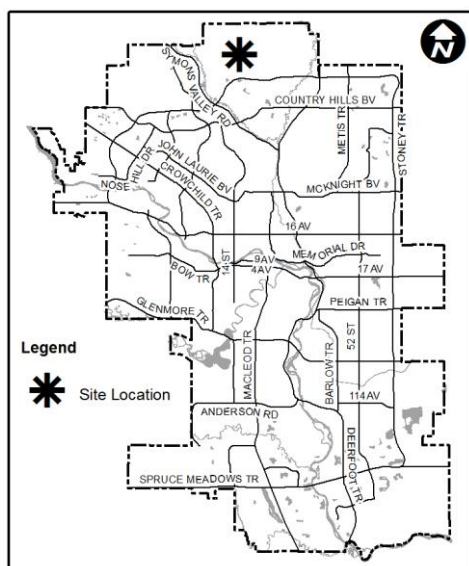
The approved outline plan shows a 'DC Site 1' for wide small lot housing which aligns with the intent and rules of the Residential – Low Density Mixed Housing (R-G) District, which was introduced in 2016, after the outline plan approval. A DC Direct Control District is proposed where 'DC Site 2' for street-oriented / laned housing is shown on the outline plan. The proposed DC District is similar to an existing DC District (Bylaw 117D2015) which was approved for another site identified on the outline plan as 'DC Site 2' as well.

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**CPC2019-0740**

## Land Use Amendment in Carrington (Ward 3) at 15000 - 14 Street NW, LOC2019-0028

## Location Maps



## Land Use Amendment in Carrington (Ward 3) at 15000 - 14 Street NW, LOC2019-0028

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### Site Context

The subject site comprises 8.75 hectares  $\pm$  (21.62 acres  $\pm$ ) within a larger 120.62 hectare $\pm$  (298.06 acre  $\pm$ ) parcel of undeveloped land in the community of Carrington. The subject site is just east of 14 Street NW and north of 144 Avenue NW.

Surrounding parcels to the north and west of the site remain in an agricultural and / or natural state but are identified for future development at urban densities under the *Keystone Hills Area Structure Plan* (ASP). Lands to the south and east are in the first phases of construction, as part of the development of the Carrington and Livingston neighbourhoods, respectively.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed land use framework will enable a range of street-oriented, low density housing forms, in the developing neighbourhood of Carrington. The proposal generally 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***

The existing Special Purpose – Future Urban Development (S-FUD) District is a special purpose designation applied to lands that are awaiting urban development and utility servicing, and to protect against premature subdivision and development.

The proposed Residential – Low Density Mixed Housing (R-G) District is a residential designation that is intended to accommodate a range of low density residential development including cottage housing clusters, duplex dwellings, semi-detached homes, rowhouses and single detached homes.

The proposed DC Direct Control District (Attachment 3) is based on the Residential – Low Density Multiple Dwelling (R-2M) District. A DC District is recommended to regulate distinctive characteristics for parcel size and coverage, amenity space, setbacks and height to accommodate Mattamy's unique housing product type.

The proposed DC District allows for semi-detached homes, rowhouse buildings and live work units, on laned lots. In addition to being of a smaller area size, these lots are of a shorter depth and wider frontage than typically allowed in standard districts in Land Use Bylaw 1P2007. This triggers the need for reduced setbacks and higher parcel coverage. The DC District includes an amenity space requirement per dwelling unit, given the smaller parcel sizes and higher parcel coverage.

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The proposed DC District is similar to the neighboring DC Direct Control District, Bylaw 117D2015, approved south of 144 Avenue NW, and to other DC Districts in Cityscape that accommodate Mattamy Homes' product. Minor administrative updates to the language in the proposed DC have been made to align with current standards.

***Development and Site Design***

The proposed land uses will provide basic guidance for the future development of the site and enable the development of a variety of low density housing forms complemented by a small central park space.

***Environmental***

Environmental concerns for the subject lands were considered during the review of the approved outline plan in 2015, and no further reports or investigations are required for this application.

***Transportation***

The road network for the area was approved under the outline plan in 2015. Direct vehicular access from future residential parcels onto 14 Street NW is prohibited, nor will direct vehicular access to Carrington Boulevard NW and Carringham Boulevard NW be permitted. Calgary Transit bus service will be available on the east boundary of the site on Carrington Boulevard NW.

***Utilities and Servicing***

The proposal requires the Northridge Phase 1 Feedermain for water servicing, which is planned to be completed Q4 2020. The applicant needs to submit a water network plan and preliminary site grading plan for review by Water Resources prior to subdivision. Sanitary sewer servicing is available and can accommodate the potential development of the subject site. Additional submissions of sanitary reporting are not anticipated, unless future densification is proposed. A stormwater management report will be required prior to or in conjunction with the subdivision. Site specific stormwater management strategies 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. Administration received no comments in relation to the application. Currently, there is no community association for the area.

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.

## Land Use Amendment in Carrington (Ward 3) at 15000 - 14 Street NW, LOC2019-0028

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### Strategic Alignment

#### ***South Saskatchewan Regional Plan (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.

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The subject site is located within the Residential - Developing – Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The MDP defers to the local area plan in place.

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

The subject site is located within the Neighbourhood Area as identified on Map 5: Land Use Concept in the *Keystone Hills ASP*. The Neighbourhood Area is intended to provide for a variety of housing forms and affordability levels to meet the needs of Calgary's diverse population. Opportunities for residential-based commercial uses, including live work units, are encouraged. Specific housing diversity policies encourage a minimum of 30 percent of housing units within an area be non-single detached, which can include semi-detached dwellings and rowhouses.

### **Social, Environmental, Economic (External)**

The recommended land use allows for a range of low density housing types to 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.

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**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *Keystone Hills Area Structure Plan*. The proposed land uses will allow for low density residential development, complemented by a park space, which is aligned with the previously approved outline plan.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Previously Approved Outline Plan (LOC2013-0105)
3. Proposed Direct Control District Guidelines





## Applicant's Submission

Received March 1, 2019

This application for land use redesignation is located within Community A as indicated in the Keystone Area Structure Plan, in the North West quadrant of the city. The lands are currently undeveloped, include approximately 8.75 hectares (21.62 acres) and are proposed to be developed for a variety of residential and open space uses. The proposed Land Use Amendment follows the guidance provided within the Outline Plan as approved in October 2015.

The current land use within the land use amendment area is Special Purpose – Future Urban Development (S-FUD) District. The lands are currently being used for agricultural purposes and are north-adjacent to the first phase of Carrington which is currently under construction.

A direct control district is proposed to accommodate Mattamy Homes' unique row house product, which does not adhere to typical lot width, housing form, site coverage, amenity space and setbacks permitted through Land Use Bylaw 1P2007. The DC District is designed to accommodate street-oriented dwellings with rear lanes which are comprised of semi-detached and row homes.

Since the Outline Plan approval, the Residential – Low Density Mixed Housing District (R-G) has been included in the land use bylaw which accommodates a wide range of low density residential development to allow the mixing of different housing forms and to encourage the housing diversity and intensification of a neighbourhood over time. The R-G district is being proposed as it follows the intent of mix and product type within the approved Outline Plan.

This land use amendment area is the next stage of development following Mattamy's initial phases of Carrington which are currently under construction south of 144<sup>th</sup> Avenue NW. The initial stage of development is anticipated to be fully serviced by the end of 2019, and therefore, Mattamy needs to begin servicing north of 144<sup>th</sup> Avenue NW this year.

In conformance with the Outline Plan, an open space is planned internal to the land use amendment area and will contribute to the overall open space network which will equal or surpass the minimum requirements of the Keystone Hills ASP upon completion of all phases of Carrington. The internal open space area is provided as municipal reserve lands that will accommodate active and passive recreation.

Access to the lands is provided along primary roads including 14<sup>th</sup> Street NW and 144<sup>th</sup> Avenue NW as all-turns accesses. In addition, portions of Carrington Boulevard NW as well as Carringham Boulevard NW will be constructed to provide access to the land use amendment area as shown on land use plan PLN-LU-01. Urban boulevards are provided throughout the community and are designed to accommodate a variety of users. These multi-modal streets will enhance the appeal of the neighbourhoods; improve walk-ability and cycling opportunities to a variety of destinations within the plan area and beyond.

The lands are immediately serviceable from extensions from existing services in the area, and the proposed land uses are consistent with the Keystone Hills ASP.

On behalf of Mattamy Homes Ltd., Urban Systems respectfully requests approval for the land use to be redesignated to direct control, residential, and special purpose districts by City Council.



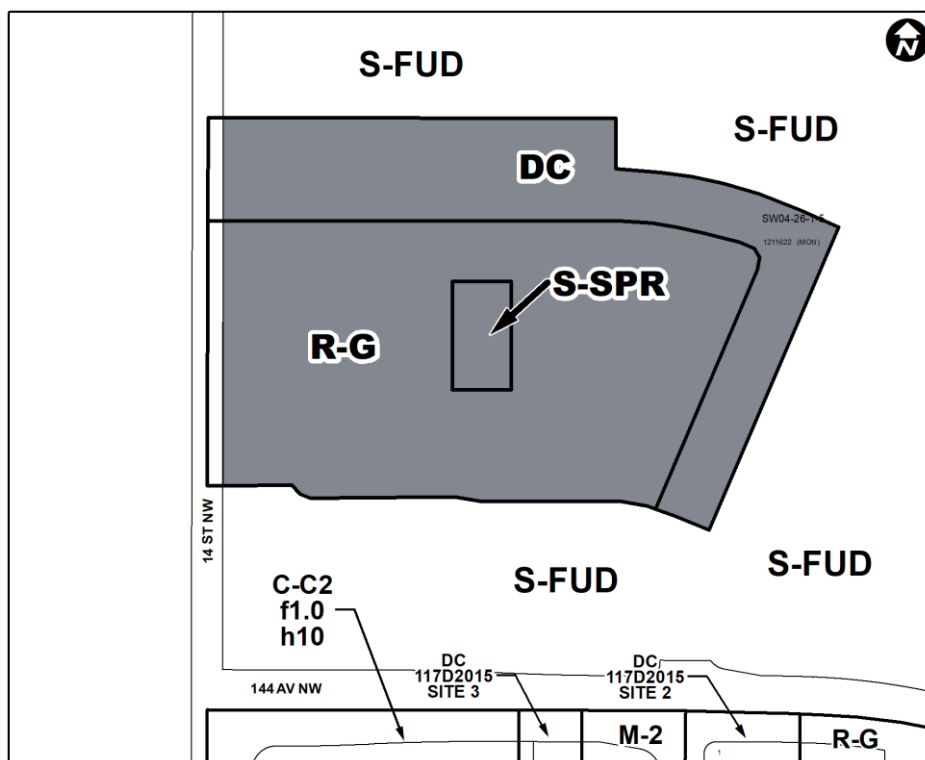




## Proposed Direct Control District Guidelines

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

### SCHEDULE A



### DIRECT CONTROL DISTRICT

#### Purpose

- 1 This Direct Control District is intended to:

- (a) accommodate street-oriented residential development in the form of semi-detached dwellings and rowhouse buildings on small-scale lots with minimal rear yard setbacks, and rear lane access; and
- (b) accommodate **Live Work** use in rowhouse buildings.

#### Compliance with Bylaw 1P2007

- 2 (1) Unless otherwise specified in subsection (2), the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.
- (2) Section 13 (99) of Bylaw 1P2007 does not apply in this Direct Control District. Where “*parcel*” is referenced in this Direct Control District, it refers to section 4 of this Direct Control District Bylaw.

#### Reference to Bylaw 1P2007

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



## Proposed Direct Control District Guidelines

### General Definitions

**4** In this Direct Control District Bylaw, “**parcel**” means:

- (a) the aggregate of the one or more areas of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in a land titles office; and
- (b) includes a **bare land unit** created under a condominium plan.

### Defined Uses

**5** In this Direct Control District Bylaw:

- (a) “**Live Work**” means a **use**:
  - (i) where a business is operated from a **Dwelling Unit**, by the resident of the **Dwelling Unit**, but does not include a **Home Occupation – Class 1** or **Home Occupation – Class 2**;
  - (ii) that may incorporate only the following **uses** in a **Dwelling Unit** to create a **Live Work** in this Direct Control District:
    - (A) **Artist’s Studio**;
    - (B) **Counselling Service**;
    - (C) **Office**; and
    - (D) **Retail and Consumer Service**, provided any products sold are also made on the premises or directly related to the service provided; and
  - (iii) that must be contained within a **Rowhouse Building**.

### Permitted Uses

**6** The **permitted uses** of the Residential – Low Density Multiple Dwelling (R-2M) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District with the exclusion of:

- (a) **Duplex Dwelling**; and
- (b) **Secondary Suite**.

### Discretionary Uses

**7** The **discretionary uses** of the Residential – Low Density Multiple Dwelling (R-2M) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:

- (a) with the addition of:
  - (i) **Live Work**.
- (b) with the exclusion of:
  - (i) **Backyard Suite**;

## Proposed Direct Control District Guidelines

- (ii) **Sign – Class D;**
- (iii) **Sign – Class E;**
- (iv) **Single Detached Dwelling;** and
- (v) **Townhouse.**

### Bylaw 1P2007 District Rules

- 8** Unless otherwise specified, the rules of the Residential – Low Density Multiple Dwelling (R-2M) District of Bylaw 1P2007 apply in this Direct Control District.

### Number of Main Residential Buildings on a Parcel

- 9** The maximum number of *main residential buildings* allowed on a “*parcel*” is one.

### Density

- 10** There is no maximum *density* on a “*parcel*” containing a **Rowhouse Building**.

### Laned Parcel

- 11** (1) All “*parcels*” must share a *property line* with a *lane* that provides vehicle access.
- (2) All vehicle access to a “*parcel*” must be from the *lane*.

### Parcel Width

- 12** (1) The minimum “*parcel*” *width* for a “*parcel*” containing one **Dwelling Unit** of a **Semi-detached Dwelling** is:
- (a) 7.2 metres for a *corner “parcel”*; and
  - (b) 6.0 metres for all other cases.
- (2) The minimum “*parcel*” *width* for an individual “*parcel*” containing a **Dwelling Unit** in a **Rowhouse Building** is:
- (a) 4.5 metres for a *corner “parcel”*; and
  - (b) 3.3 metres in all other cases.

### Parcel Depth

- 13** The minimum “*parcel*” *depth* is 18.5 metres.

### Parcel Area

- 14** The minimum “*parcel*” area is:
- (a) 111.0 square metres for a “*parcel*” containing an individual **Dwelling Unit** of a **Semi-detached Dwelling**; and
  - (b) 62.0 metres for a “*parcel*” containing an individual **Dwelling Unit** in a **Rowhouse Building**.

### Parcel Coverage

- 15** (1) The maximum “*parcel*” *coverage* is 90.0 per cent of the area of the “*parcel*”.

## Proposed Direct Control District Guidelines

- (2) The maximum **“parcel” coverage** referenced in subsection (1), must be reduced by 21.0 square metres for each required **motor vehicle parking stall** that is not located in a **private garage**.

### Building Setback Areas

- 16 The depth of all **setback areas** must be equal to the minimum **building setback** required in sections 17, 18 and 19.

### Building Setback from Front Property Line

- 17 (1) The minimum **building setback** from a **front property line** for a **porch** or **balcony** is 1.5 metres.
- (2) In all other cases, the minimum **building setback** from a **front property line** is 2.0 metres.

### Building Setback from Side Property Line

- 18 (1) There is no requirement for a **building setback** from a **side property line** on which a party wall is located that separates two or more **Dwelling Units**.
- (2) For a **corner “parcel”**, the minimum **building setback** from a **side property line** shared with a **street** is 1.2 metres, provided there is no portion of a **building**, except for a projection allowed in section 337(3) of Bylaw 1P2007, located within 3.0 metres of:
- (a) the back of the public sidewalk; or
  - (b) the curb where there is no public sidewalk.
- (3) For **“parcels”** less than 12.2 metres in width, the **building setback** from a **side property line** required in subsection (4) may be reduced to 0.6 metres where:
- (a) the owner of the **“parcel”** proposed for **development** and the owner of the **adjacent “parcel”** register, against both titles, a 1.8 metre exclusive private access easement; and
  - (b) all roof drainage from the **building** is discharged through eavestroughs and downspouts onto the **“parcel”** on which the **building** is located.
- (4) In all other cases, the minimum **building setback** from any **side property line** is 1.2 metres.

### Building Setback from Rear Property Line

- 19 (1) The minimum **building setback** from a **rear property line** is 0.6 metres.
- (2) Notwithstanding section 338(4) of Bylaw 1P2007, when an attached **private garage** has a **balcony** or **deck**, the minimum **building setback** from a **rear property line** for a **balcony** or **deck** is 0.6 metres.

### Building Height

- 20 The maximum **building height** is 13.0 metres.

### Amenity Space

## Proposed Direct Control District Guidelines

- 21 (1) Unless otherwise referenced in subsection (4), a **porch**, **balcony**, **deck** or **patio** must not be located in any **setback area**.
- (2) Each **Dwelling Unit** must have a **private amenity space**:
- (a) that has a minimum area of 7.0 square metres with no dimension less than 2.0 metres; and
  - (b) in the form of a **porch**, **balcony**, **deck** or **patio**.
- (3) Where a **patio** is located within 4.0 metres of a **side property line** of a “**parcel**” containing a **Dwelling Unit**, it must be screened.
- (4) A **patio** may be located in the **front setback area** or in a **side setback area** on the **street** side of a **corner “parcel”**.

### Balconies

- 22 (1) Unless otherwise referenced in this section, a **privacy wall** located on a **balcony**:
- (a) must not exceed 3.0 metres in height when measured from the surface of the **balcony**; and
  - (b) must not be located between the foremost front façade of the **main residential building** and the **front property line**.
- (2) A balcony attached to a **Semi-detached Dwelling** or **Rowhouse Building** within 1.2 metres of a party wall must have a solid **privacy wall** that:
- (a) is a minimum of 2.0 metres in height;
  - (b) is a maximum of 3.0 metres in height; and
  - (c) extends the full depth of the **balcony**.

### Rules for Live Work

- 23 (1) A **Live Work**:
- (a) must not exceed 50.0 per cent of the **gross floor area** of the **Dwelling Unit**; and
  - (b) may have two persons, other than a resident of the **Live Work**, working at the residence where the **use** is located.
- (2) The minimum number of **motor vehicle parking stalls** for a **Live Work** is 1.0 **motor vehicle parking stall**.
- (3) There is no requirement for **bicycle parking stalls – class 1** or **class 2**.

### Private Garage

- 24 A **private garage** may only be allowed at the rear of a **Dwelling Unit**.

### Relaxations

- 25 The **Development Authority** may relax the rules contained in sections 12, 13, 14, 15, 16, 17,

**Proposed Direct Control District Guidelines**

18, 19, 20, 21, 22 and 23 of this Direct Control District Bylaw where the test for relaxation in Bylaw 1P2007 is met.

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CPC2019-0771

## Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311

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### EXECUTIVE SUMMARY

This application was submitted 2017 October 17 by Stantec Architecture on behalf of the landowner Evans Land Development Corp. This land use amendment proposes the redesignation of 64.81 hectares  $\pm$  (160.15 acres  $\pm$ ) located at 2000 - 144 Avenue NW from Special Purpose – Future Urban Development (S-FUD) District to a range of land use districts to enable:

- an anticipated 1,022 dwelling units within low density housing forms such as single and semi-detached dwellings and rowhouse forms up to 12 metres in height (R-G and R-Gm);
- an anticipated 83 dwelling units within multi-residential housing forms such as apartment and townhouses up to 14 metres in height (M-1);
- an anticipated 54 dwelling units with main floor commercial space adjacent and supportive of the Neighbourhood Activity Centre public open space (M-X1);
- approximately 2.20 hectares of Municipal Reserve (MR) for public open space, neighbourhood parks, and pathways (S-SPR);
- approximately 8.25 hectares of Municipal School Reserve (MSR) for a future high school site with sports fields (S-SPR); and
- approximately 2.90 hectares of Environmental Reserve (ER) for the protection of ecologically sensitive areas (S-UN).

Together with the proposed outline plan (CPC2019-0772), this land use amendment application implements the objectives of the *Glacier Ridge Area Structure Plan* and the *Municipal Development Plan* by proposing a land uses that enable the development of a neighbourhood which provides a variety of housing choices with pathway linkages and open spaces centred around a Neighbourhood Activity Centre.

### ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 64.81 hectares  $\pm$  (160.15 acres  $\pm$ ) located at 2000 - 144 Avenue NW (SW1/4 Section 5-26-1-5) from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – Low Profile (M-1) District, Multi-Residential – Low Profile Support Commercial (M-X1) District, Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District; and
2. Give three readings to the proposed bylaw.



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**Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue  
NW, LOC2017-0311**

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**PREVIOUS COUNCIL DIRECTION / POLICY**

On 2018 September 10 at the Combined Meeting of Council, the New Community Growth Strategy 2018 – Growth Management Overlay Removals Arising from C2018-0900 (C2018-0983) report was presented which affected communities within several Area Structure Plans. Council held a Public Hearing and gave three readings of Bylaw 71P2018, removing portions of the Glacier Ridge Growth Management Overlay that affected the subject lands. The subject lands no longer have a Growth Management Overlay and can proceed with development when infrastructure is provided that can support it. This will be through a combination of both City and developer-funded projects.

**BACKGROUND**

Stantec Architecture, on behalf of the landowner Evans Land Development Corp, submitted the subject application to The City on 2017 October 19 and provided a summary of their proposal in the Applicant's Submission (Attachment 1).

The subject parcel was part of a larger annexation of land from Rocky View County to the City of Calgary in 2007. In 2012, a portion of the site was approved for a temporary recyclable construction material collection depot.

In 2015, this parcel was included within the *Glacier Ridge Area Structure Plan* which encompassed a large area of land in northwest Calgary that lays out future roads, a servicing plan, parks, schools, community areas, and activity centres.

At the time of the application submission, a Growth Management Overlay was in place as indicated in Map 10 of the *Glacier Ridge Area Structure Plan*. It was removed by Council at their 2018 September 10 public hearing as mentioned in a previous section.



## Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311

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### Site Context

The subject site, located at 2000 - 144 Avenue NW, consists of a quarter section of land, approximately 65 hectares (160 acres) in size. The site is in a greenfield area north of 144 Avenue NW and east of Panorama Road NW. It is bordered by large parcels with agricultural uses to the west, north and east. To the south, the community of Evanston is building out with low density housing forms and a public park located immediately south of 144 Avenue NW.

This application is the third application for a new community in the Glacier Ridge Area Structure Plan lands. Symons Valley Ranch, to the west, was recently approved by Council as a Community Activity Centre (LOC2017-0232), and an application for several new neighbourhoods west of that is under review by Administration (LOC2017-0368). These lands are separated from the subject parcel by the West Nose Creek valley. However, functional designs are underway for 144 Avenue NW to complete the connection with Symons Valley Road NW.

The parcel itself has grades of more than 5 percent along the south and west boundaries. Convergent slopes from the northeast portion of the site meet slopes trending northeast along a small permanent stream running diagonally through the northeast corner.

The site was previously developed with a drywall recycling business and a rural residence located in the south west corner of the site. These buildings were removed in 2016.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposed land use redesignation, along with the associated outline plan (Attachment 2) will facilitate development of a residential neighbourhood with a mix of housing types, local commercial, recreational and high school uses centred around a Neighbourhood Activity Centre, as envisioned by the policies of the *Municipal Development Plan* and *Glacier Ridge Area Structure Plan*. The following sections highlight the scope of the technical planning analysis conducted by Administration.

### Planning Considerations

As part of the review of this application, Administration considered several key factors including implementing the policies of the *Glacier Ridge Area Structure Plan* and, in conjunction with the outline plan, providing a condition framework that ensures the required infrastructure is built and includes the community design elements that contribute to a complete neighbourhood.

### Subdivision Design

The associated outline plan informs the future subdivision and development of a parcel approximately 65 hectares (160 acres) in size. The subdivision responds to the existing topography and natural features that are present on the site and provides a logical northward extension of the existing adjacent community of Evanston.

## **Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311**

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The proposed neighborhood design is configured around a school site in the NW corner, a Neighborhood Activity Centre (NAC) in the central portion, a complimentary parks open space network including both large programmable areas, as well as small neighborhood pocket parks, while utilizing a block-based street network. This network also supports a highly connected pedestrian and cycling environment. Regional pathways, multi-use pathways, and sidewalks provide ample choice for moving along the streets and open space areas within the neighbourhood as well as to destinations outside the plan area.

The plan area contains one NAC which is centrally located and is intended to be a focal point for the neighbourhood that includes gathering space and accommodates a mix of transit-supportive residential and non-residential uses. The proposed plan provides for sites containing multi-residential development in apartment and townhouse forms and a separate site with multi-residential development which includes the provision of support commercial uses. The latter site will integrate with an adjacent Municipal Reserve space immediately east by providing access into the greenspace and activated edge along this shared border.

A variety of housing options are provided for in the plan area including low density housing forms such as single detached, semi-detached, duplex, and rowhouse dwellings. Laned and laneless parcels are provided throughout the plan to allow for a variety of building forms as well as the ability to add intensity over time through secondary and backyard suites. Multi-residential housing forms, such as townhouses and apartments, are concentrated around the Neighbourhood Activity Centre located centrally within the plan area.

In order to increase the variety and affordability of housing, the applicant proposes incorporating a flexible housing product on the block ends of the neighbourhood along collector streets. This lot pattern does not change the size or design of the homes but locates them on smaller fee simple lots with a lane or access right-of-ways to access rear garages. Sites will provide street-facing homes with the potential for backyard suites in behind.

A 10 percent Municipal Reserve (MR) land dedication is required as part of this development. This has been provided as several parks throughout the neighbourhoods providing spaces for active and passive recreation and, in places, are complemented by housing fronting on the park.

### Neighbourhood Activity Centre Open Space

An open space MR dedication of 0.77 hectares (1.89 acres) within the NAC provides a community open space feature to accentuate the plan's single storm pond located on the east boundary of the site. Along the storm pond promenade there are view nodes to the Environmental Reserve (ER) and pond feature, seating walls, and a mix of native planting and manicured grass areas. This park will provide neighbourhood residents with attractive open space immediately adjacent to commercial sites that are part of the mixed-use development. Additionally, this park will provide access to local pathway linkages that encircles the pond, continuing into ER lands to the north and south and provides direct connection opportunities to the larger Regional Pathway systems.

## Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311

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### Neighbourhood Parks

Two MR parks on the east side of the plan area provide connections into the adjacent Neighbourhood Activity Centre open space and the ER lands and one provides a substantial playground amenity.

Three additional MR parks have been located within the west portion of the community to provide a balanced distribution of MR dedication across the plan area. These MR parks have been located to provide neighbourhood park amenities that differ in scale from the large neighbourhood park or community feature provided within the NAC and the district level playfield envelope of the high school site. These programming elements include playgrounds for all child age groups, bench and cluster seating, shade structures, open play areas, basketball, and winter programming opportunities.

### School Site/Park

A Municipal School Reserve (MSR) is located in the northwest portion of the plan area and provides the future home of a Calgary Catholic School District (CCSD) high school. This 8.25 hectares (20.38 acres) site provides a location for the future school building and user parking areas, as well as district level sports field amenities to be further refined in subsequent approval processes. The Municipal School Reserve provides 3.99 hectares (9.86 acres) towards the 10 percent MR requirement, with 4.26 hectares (10.49 acres) being a required purchase. The purchase has been approved by the Joint Use Coordinating Committee (JUCC).

A “window street” interface for the neighbourhood is proposed along 144 Avenue NW on the south boundary of the plan area. This urban design treatment, recommended in the Interface policies of the *Glacier Ridge Area Structure Plan*, opens up views into the neighbourhood and reduces the need for continuous sound walls and back-of-house treatments along 144 Avenue NW by providing a section of internal street adjacent the arterial boulevard.

### **Land Use**

The existing land use district for the subject parcel is Special Purpose – Future Urban Development (S-FUD) District. This district is intended to protect lands for future urban forms of development and density by restricting premature subdivision and development of parcels of land.

This application proposes to redesignate this parcel to a variety of land use districts that can allow for the realization of the associated outline plan.

The Residential – Low Density Mixed Housing (R-G) District and Residential – Low Density Mixed Housing (R-GM) District will provide a variety of low density housing forms such as single detached, semi-detached, and rowhouse dwellings. The R-Gm District is identical to the R-G District with the exception of excluding single detached dwellings as a permitted use. The proposed Multi-Residential – Low Profile (M-1) District and Multi-Residential – Low Profile Support Commercial (M-X1) District support the Neighbourhood Activity Centre (NAC) with

## **Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311**

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medium density development in a variety of forms. The M-X1 District will provide the non-residential uses required by the *New Community Planning Guidebook* policies for NACs. This development is intended to provide an activated interface with the Municipal Reserve space to the east.

Special Purpose – School, Park and Community Reserve (S-SPR) District is applied to sites that are dedicated Municipal Reserve for public parks and Municipal School Reserve for a future high school site. The Special Purpose – Urban Nature (S-UN) District is applied to the lands encompassing a permanent stream that feeds the Beddington Creek further south of this plan area and is dedicated as Environmental Reserve pursuant to the *Municipal Government Act*. The Special Purpose – City and Regional Infrastructure (S-CRI) District will be applied to storm pond lands and portions required for the storm pond infrastructure.

### ***Density***

The land use districts proposed can provide for development that achieves the *Municipal Development Plan* (MDP) minimum density and intensity targets (population and jobs). The MDP requires a minimum intensity of 60 people and jobs per hectare on initial build-out of a community. The proposed plan achieves this target with an initial intensity of approximately 61 people and jobs per hectare and provides the ability to transition to 70 people and jobs per hectare in the future.

A Neighbourhood Activity Centre (NAC) is required to achieve a minimum intensity of 100 people and jobs per hectare. The proposed application is anticipated to achieve approximately 130 people and jobs per hectare.

The proposed outline plan will meet the MDP minimum of 20 units per gross developable residential hectare on initial buildout.

### ***Environmental***

The proposed application is located within an undeveloped “greenfield” area. Historically, the lands have been used for agricultural purposes and more recently as a gypsum recycling facility.

A Phase I Environmental Site Assessment was submitted and approved with the subject application. The applicant is required to provide confirmation of the condition of the groundwater in the area of the former recycling depot and homestead, prior to approval of the relevant tentative plan or stripping and grading development permit.

A Phase 2 Environment Site Assessment will be submitted with future subdivision applications.

The Biophysical inventory (BI) completed as part of the Glacier Ridge ASP identified environmental open space study areas within the subject site. To comply with the ASP, a Biophysical Inventory Assessment (BIA) was submitted and approved as part of this application. The conclusions of the approved BIA identified a small permanent stream that runs through the



## **Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311**

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north east portion of the plan area and feeds Beddington Creek to the south. To function in an urban context, the stream will need to pass under Road U where an ample sized culvert will be installed at the construction stage to maintain pre-development stream flow and habitat movement. Along the stream buffer areas, above the top of slope line, a local pathway linkage will be provided for citizens to access and enjoy the preserved open space. This stream and its setback, along with select upland areas will be protected contributing to a total dedication of 2.91 hectares (7.19 acres) of Environmental Reserve within the plan area.

### ***Transportation***

The proposed neighbourhood is connected to the larger regional transportation network by 144 Avenue NW and Panorama Road NW. 144 Avenue NW will connect to the west at Symons Valley Road NW which includes a future crossing of West Nose Creek. This connection is included in the current four year budget. Access to and from westbound Stoney Trail NW is currently available from nearby 14 Street NW and access to and from eastbound Stoney Trail NW will be available with completion of the future interchange planned for 14 Street NW and Stoney Trail NW. The interchange is also included within the current four year budget.

The 144 Avenue NW crossing of West Nose Creek is currently in the design stage. When this design is completed, it may result in some small refinements to the alignments of 144 Avenue NW and Panorama Road NW. The applicant is aware of the potential adjustments to the alignments along the south and west boundaries of the site.

Primary transit service will be provided along 144 Avenue NW with local service provided through the neighbourhood and along Panorama Road NW.

Regional pathways are located along 144 Avenue NW, Panorama Road NW, and along the street on the north boundary of the plan area. Internally, multi-use pathways and local pathways provide residents with ample choice for getting around the neighbourhood as well as providing connections to the larger pathway network.

### ***Utilities and Servicing***

Water servicing will be provided by extending the existing developer-funded 400 millimetre watermain along 144 Avenue NE.

Sanitary servicing will be provided by connecting to the proposed 900 millimetre capital-sized sanitary trunk through the lands to the east. The sanitary trunk was included in the business case for this application and will be available for connection within the 2019 - 2022 budget cycle.

Stormwater will be managed through a proposed stormwater facility within the plan area and discharge at a controlled rate into the existing stream within the plan area.

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## **Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311**

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### **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.

While there is no community association in this area, a circulation was provided to the Evanston/Creekside Community Association representing the neighbour to the south. No comments were received.

Two letters of opposition were received from the public. These expressed concerns regarding a general lack of transportation connections in the area and the effect that the additional community buildout may have.

These concerns are mitigated through the conditions of approval of this outline plan application, which ensures that, as the neighbourhood builds out, key transportation connections are in place to support the development.

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 (2014)***

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

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use redesignation builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

#### ***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. No comments or objections were received within the circulation period. The proposed land use and outline plan comply with the general policies of the IDP.

**Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311**

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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 *Glacier Ridge Area Structure Plan* and the policies of the *New Community Planning Guidebook* (MDP – Volume 2, Part 1). The proposed application meets the following *Municipal Development Plan* objectives (Section 3.6.2):

- meeting minimum intensity targets;
- providing a diversity of housing types;
- protecting the key natural features;
- providing an activity centre to serve the neighbourhood;
- including parks located throughout the community in walkable proximity to all residents; and
- creating a connected, multi-modal street network.

***Glacier Ridge Area Structure Plan (Statutory – 2015)***

The *Glacier Ridge Area Structure Plan* (ASP) provides more direction with detailed policies and guidelines for development. The proposed outline plan is situated in Neighbourhood 3 in Community D as indicated on the ASP's Map 4: Communities and Neighbourhoods. This neighbourhood is envisioned in the policy to contain a Neighbourhood Activity Centre and a Calgary Catholic School District (CCSD) high school site. The high school will have a regional draw for communities in the north west.

The high school site is shown in the southern portion of the quarter section on Map 3: Land Use Concept. This was to take advantage of the primary transit network. Through this application process, it was determined that this location would be difficult to grade as it contains a ravine that would require substantial fill to develop for this purpose. The flattest portion of the neighbourhood was in the northwest which provides the best location to fulfill the site design criteria of the related school board. This is a minor deviation from the ASP direction, and will not require a policy amendment (Section 7.1.1(a)).

**Social, Environmental, Economic (External)**

The proposed land use amendment enables development of a neighbourhood that provides for a mix of housing types catering to a range of income levels and demographic groups, neighbourhood commercial uses, a future high school, multi-modal connections, and the preservation of a natural drainage course in the area.

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## Land Use Amendment in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311

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### Financial Capacity

#### *Current and Future Operating Budget*

There is currently no impact to the current operating budget. As development proceeds, the provision of City services such as roads, transit, and parks maintenance would have an operating budget impact at such time as they are provided. The projected operating costs for this development during 2019-2022 have been included in the OneCalgary 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 City transportation and utility capital infrastructure required to service this development is included in the OneCalgary service plans and budgets. This additional infrastructure will be funded by The City and through off-site levies paid by developers. The capital investment required to construct and upgrade the required local infrastructure will be funded by the developer.

### Risk Assessment

The functional design for 144 Avenue NW west of Panorama Road NW to Symons Valley Road NW is underway. This could result in some minor changes to the south and west boundaries of the outline plan / land use area; but it is not anticipated that these changes would necessitate an outline plan adjustment and will be accommodated within the tentative plan process. The applicant is aware of the potential adjustments to the alignments of the south and west sides of the outline plan area.

#### **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 residential districts and open space network recommended in the associated land use application. The proposal is in keeping with applicable policies in the *Municipal Development Plan* and the *Glacier Ridge Area Structure Plan*.

The proposal allows for a residential neighbourhood with a mix of housing types and affordability, a future high school site, and a neighbourhood activity centre that provides transit-supportive density with a unique integration of a mixed-use site with open space and storm water infrastructure. This development also provides the connections that will be required for the future growth of this community.

#### **ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Outline Plan



## Applicant's Submission



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

June 5, 2019  
File: 116500337.250

**Attention: Coleen Auld**

Planner – North – Community Planning  
City of Calgary – Mail code 8075  
5th floor, Municipal Building 800 MacLeod Trail SE  
P.O. Box 2100, Stn. M, Calgary, AB, Canada T2P

Dear Coleen Auld,

**Reference: Land Use Amendment and Outline Plan – SW-5-26-1-W5M  
Qualico Communities  
Application Submission – Summary**

On behalf of Qualico Communities ('Qualico'), Stantec Consulting Ltd. is pleased to submit the enclosed Outline Plan ('OP') and Land Use Redesignation ('LUR') for the lands legally described as SW-5-26-1-W5M; municipally addressed 2000 144<sup>th</sup> Avenue NW.

The Glacier Ridge ASP lands are one of the last unbuilt portions of land in Calgary's northwest housing market, and is an important sector for growth for the City of Calgary. Qualico has designed the community to be one that celebrates its connection to the land, with an emphasis on integration with the adjacent community of Evanston.

Glacier Ridge has been designed with careful intention creating a distinct community that is designed around the natural features of the lands, creating a nexus of activity around the Neighbourhood Activity Centre and small permanent stream, while innovating to create housing typologies that meet the needs of northwest Calgary.

With direct access to the Stoney Trail to the east via 14<sup>th</sup> Street NW, the community is adjacent to the existing residential community of Evanston. Qualico's lands is a logical continuation of development and provides the opportunity for continued growth in the City of Calgary's highly sought after northwest housing market.

Regards,

**Stantec Consulting Ltd.**

Design with community in mind



## Applicant's Submission

Jun 5, 2019  
Coleen Auld  
Page 2 of 2

**Reference: Land Use Amendment and Outline Plan – SW-5-26-1-W5M  
Application Submission – Summary**



David Symes, PMP, RPP, MCIP  
Senior Planner / Project Manager  
Phone: (403) 716-1477  
David.symes@stantec.com

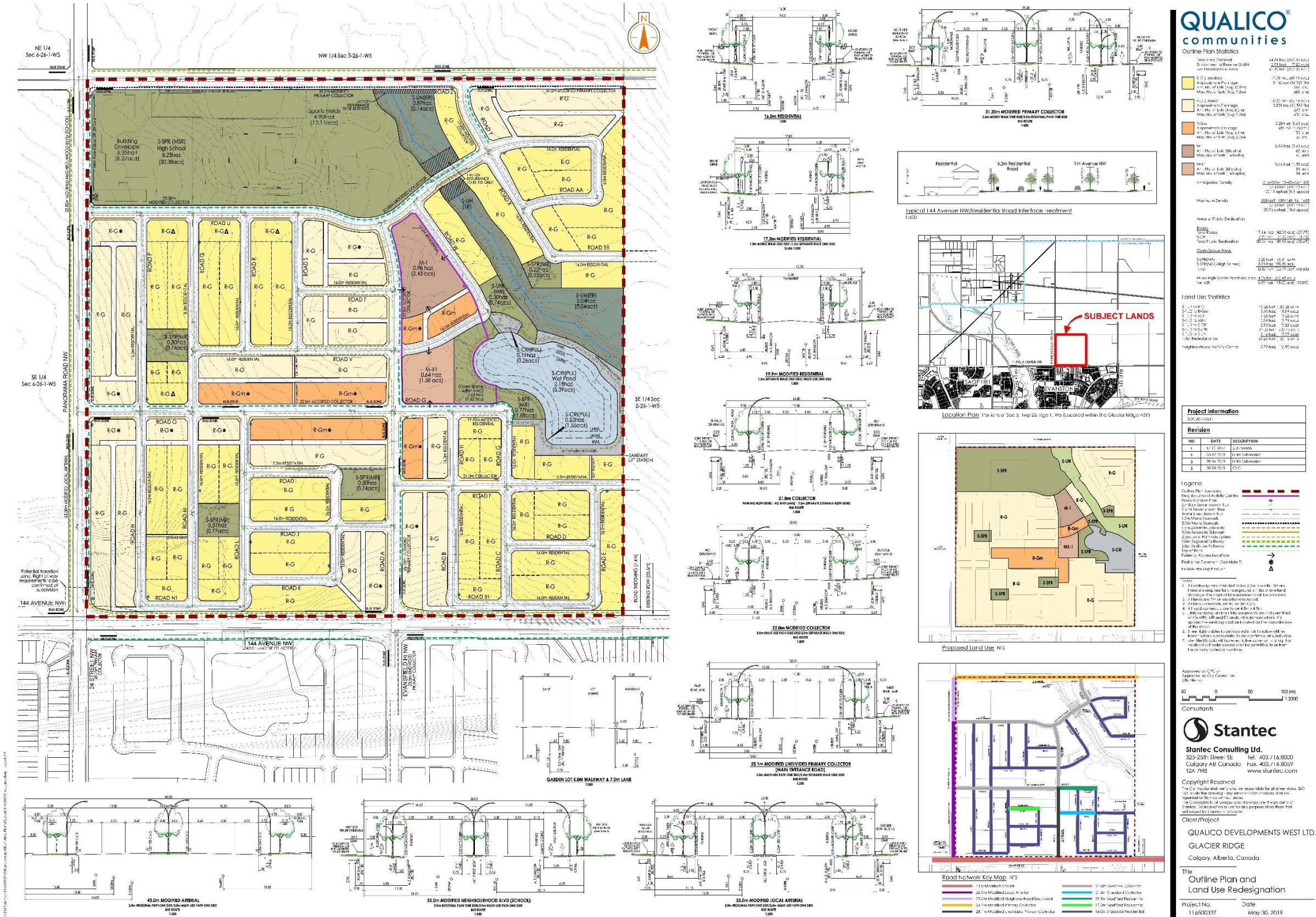
c. Ben Mercer, Qualico Communities  
Clark Piechotta, Qualico Communities  
Joanne Voll, Qualico Communities  
Yannick Rouette, Stantec Consulting Ltd.

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Design with community in mind



Proposed Outline Plan







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## Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311(OP)

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### EXECUTIVE SUMMARY

This application was submitted 2017 October 17 by Stantec Architecture on behalf of the landowner Evans Land Development Corp. This application proposes a framework for the future subdivision and development of approximately 64.81 hectares  $\pm$  (160.15 acres  $\pm$ ) of undeveloped greenfield area in the north community of Residual Sub-Area 02L. This application provides for:

- a variety of housing forms, a neighbourhood activity centre, and a future high school site;
- a network of streets and pathways connecting the neighbourhood to amenities, open space features and future development within the Area Structure Plan area;
- an anticipated 1,022 dwelling units within low density housing forms such as single and semi-detached dwellings and rowhouse forms up to 12 metres in height (R-G and R-Gm);
- an anticipated 83 dwelling units within multi-residential housing forms such as apartment and townhouses up to 14 metres in height (M-1);
- an anticipated 54 dwelling units with main floor commercial space adjacent to and supportive of the Neighbourhood Activity Centre public open space (M-X1);
- approximately 2.20 hectares of Municipal Reserve (MR) for public open space, neighbourhood parks, and pathways (S-SPR);
- approximately 8.25 hectares of Municipal School Reserve (MSR) for a future high school site with sports fields (S-SPR);
- approximately 2.90 hectares of Environmental Reserve (ER) for the protection of ecologically sensitive areas (S-UN); and
- the location, size and configuration of future public roads and utilities.

Together with the proposed land use redesignation application (CPC2019-0771), this outline plan implements the objectives of the *Glacier Ridge Area Structure Plan* and the *Municipal Development Plan* by proposing a subdivision plan for the development of a neighbourhood that provides a variety of housing choices with pathways linkages and open spaces centred around a Neighbourhood Activity Centre.

### ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan located at 2000 - 144 Avenue NW (SW1/4 Section 5-26-1-5) to subdivide 64.81 hectares  $\pm$  (160.15 acres  $\pm$ ) with conditions (Attachment 1).

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**Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW,  
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**PREVIOUS COUNCIL DIRECTION / POLICY**

On 2018 September 10 at the Combined Meeting of Council, the New Community Growth Strategy 2018 – Growth Management Overlay Removals Arising from C2018-0900 (C2018-0983) report was presented regarding Growth Management Overlays affecting communities within several Area Structure Plans. Council held a Public Hearing and gave three readings of Bylaw 71P2018, removing portions of the Glacier Ridge Growth Management Overlay that affected the subject lands. The subject lands no longer have a Growth Management Overlay and can proceed with development when infrastructure is provided that can support it. This will be through a combination of both City and developer-funded projects.

**BACKGROUND**

Stantec Architecture, on behalf of the landowner Evans Land Development Corp, submitted the subject application to The City on 2017 October 19 and provided a summary of their proposal in the Applicant's Submission (Attachment 2).

The subject parcel was part of a larger annexation of land from Rocky View County to the City of Calgary in 2007. In 2012, a portion of the site was approved for a temporary recyclable construction material collection depot.

In 2015, this parcel was included within the *Glacier Ridge Area Structure Plan* which encompassed a large area of land in northwest Calgary that lays out future roads, a servicing plan, parks, schools, community areas, and activity centres.

At the time of the application submission, a Growth Management Overlay was in place as indicated in Map 10 of the *Glacier Ridge Area Structure Plan*. It was removed by Council at their 2018 September 10 meeting as mentioned in the previous section.





## Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311(OP)

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### Site Context

The subject site, located at 2000 - 144 Avenue NW, is square in shape and approximately 65 hectares (160 acres) in size. The site is in a greenfield area north of 144 Avenue NW and east of Panorama Road NW. It is bordered by large parcels with agricultural uses to the west, north and east. To the south, the community of Evanston is being developed with low density housing forms and a public park located immediately south of 144 Avenue NW.

This application is the third application for a new community in the Glacier Ridge Area Structure Plan lands. Symons Valley Ranch, to the west, was recently approved by Council as a Community Activity Centre (LOC2017-0232), and an application for several new neighbourhoods west of that is under review by Administration (LOC2017-0368). These lands are separated from the subject parcel by the West Nose Creek valley. However, functional designs are underway for 144 Avenue NW to complete the connection with Symons Valley Road NW.

The parcel itself has grades of more than 5 percent along the south and west boundaries. Convergent slopes from the northeast portion of the site meet slopes trending northeast along a small permanent stream running diagonally through the northeast corner.

The site was previously developed with a drywall recycling business and a rural residence located in the south west corner of the site. These buildings were removed in 2016.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposed outline plan (Attachment 3), along with the associated land use amendment (Attachment 5) will facilitate development of a residential neighbourhood with a mix of housing types, local commercial, recreational and high school uses. The outline plan and the associated conditions describe how the neighbourhood and infrastructure will be implemented at the subdivision stage. The following sections highlight the scope of the technical planning analysis conducted by Administration.

#### Planning Considerations

As part of the review of this application, Administration considered several key factors including implementing the policies of the *Glacier Ridge 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

This outline plan informs the future subdivision and development of a parcel approximately 65 hectares (160 acres) in size. The subdivision responds to the existing topography and natural features that are present on the site and provides a logical northward extension of the existing adjacent community of Evanston.

## **Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311(OP)**

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The proposed neighborhood design is configured around a school site in the NW corner, a Neighborhood Activity Centre (NAC) in the central portion, a system of parks and open space network including both large programmable areas as well as small neighborhood pocket parks, while utilizing a block-based street network. This network also supports a highly connected pedestrian and cycling environment. Regional pathways, multi-use pathways, and sidewalks provide ample choice for moving along the streets and open space areas within the neighbourhood as well as to destinations outside the plan area.

The plan area contains one NAC which is centrally located and is intended to be a focal point for the neighbourhood that includes gathering space and accommodates a mix of transit-supportive residential and non-residential uses. The proposed plan provides for sites containing multi-residential development in apartment and townhouse forms and a separate site with multi-residential development which includes the provision of support commercial uses. This latter site will integrate with an adjacent Municipal Reserve space immediately east by providing a permeable and activated edge along this shared border.

A variety of housing options are provided for in the plan area including low density housing forms such as single detached, semi-detached, duplex, and rowhouse dwellings. Laned and laneless parcels are provided to allow for a variety of building forms as well as the ability to add intensity over time through secondary and backyard suites. Multi-residential housing forms, such as townhouses and apartments, are concentrated around the Neighbourhood Activity Centre located centrally within the plan area.

In order to increase the variety and affordability of housing, the Applicant proposes incorporating a flexible housing product on the block ends of the neighbourhood along collector streets (see Attachment 6 for conceptual examples). This lot pattern does not change the size or design of the homes but locates them on smaller fee simple lots with a lane or access right-of-ways to access rear garages. Sites will provide street-facing homes with the potential for backyard suites in behind.

A 10 percent Municipal Reserve (MR) land dedication is required as part of this development. This has been provided as several parks and a school site throughout the neighbourhoods providing spaces for active and passive recreation and, in places, are complemented by housing fronting on the park.

### Neighbourhood Activity Centre Open Space

An open space MR dedication of 0.77 hectares (1.89 acres) within the NAC provides a community open space feature to accentuate the plan's single storm pond located on the east boundary of the site. Along the storm pond promenade there are view nodes to the Environmental Reserve (ER) and pond feature, seating walls, and a mix of native planting and manicured grass areas. This park will provide neighbourhood residents with attractive open space immediately adjacent to commercial sites that are part of the mixed-use development. Additionally, this park will provide access to local pathway linkages that encircles the pond, continuing into ER lands to the north and south and provides direct connection opportunities to the larger Regional Pathway systems.

## **Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311(OP)**

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### Neighbourhood Parks

Two MR parks on the east side of the plan area provide connections into the adjacent Neighbourhood Activity Centre open space and the ER lands and one provides a substantial playground amenity.

Three additional MR parks have been located within the west portion of the community to provide a balanced distribution of MR dedication across the plan area. These MR parks have been located to provide neighbourhood park amenities that differ in scale from the large neighbourhood park or community feature provided within the NAC and the district level playfield envelope of the high school site. These programming elements include playgrounds for all child age groups, bench and cluster seating, shade structures, open play areas, basketball, and winter programming opportunities.

### School Site/Park

A Municipal School Reserve (MSR) is located in the northwest portion of the plan area and provides the future home of a Calgary Catholic School District (CCSD) high school. This 8.25 hectares (20.38 acres) site provides a location for the future school building and user parking areas, as well as district level sports field amenities to be further refined in subsequent approval processes. The Municipal School Reserve provides 3.99 hectares (9.86 acres) towards the 10 percent MR requirement, with 4.26 hectares (10.49 acres) being a required purchase. The purchase has been approved by the Joint Use Coordinating Committee (JUCC).

A “window street” interface for the neighbourhood is proposed along 144 Avenue NW on the south boundary of the plan area. This urban design treatment, recommended in the Interface policies of the *Glacier Ridge Area Structure Plan*, opens up views into the neighbourhood and reduces the need for continuous sound walls and back-of-house treatments along 144 Avenue NW by providing a section of internal street adjacent the arterial boulevard.

### ***Land Use***

Concurrent with the outline plan is a land use amendment application (Attachment 5) that proposes to redesignate the subject lands from Special Purpose – Future Urban Development (S-FUD) District to a mix of land use districts that include Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-GM) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – Low Profile Support Commercial (M-X1), Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District, and Special Purpose – City and Regional Infrastructure (S-CRI) District. These land uses are the appropriate land use Districts to complement and realise the vision of the local community plan and outline plan subdivision framework proposed.

**Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW,  
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***Density***

The land use districts proposed can provide for development that achieves the *Municipal Development Plan* (MDP) minimum density and intensity targets (population and jobs). The MDP requires a minimum intensity of 60 people and jobs per hectare on initial build-out of a community. The proposed plan achieves this target with an initial intensity of approximately 61 people and jobs per hectare and provides the ability to transition to 70 people and jobs per hectare in the future.

A Neighbourhood Activity Centre (NAC) is required to achieve a minimum intensity of 100 people and jobs per hectare. The proposed application is anticipated to achieve approximately 130 people and jobs per hectare.

The proposed outline plan will meet the MDP minimum of 20 units per gross developable residential hectare on initial buildout.

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

***Environmental***

The proposed application is located within an undeveloped “greenfield” area. Historically, the lands have been used for agricultural purposes and more recently as a gypsum recycling facility.

A Phase I Environmental Site Assessment was submitted and approved with the subject application. The applicant is required to provide confirmation of the condition of the groundwater in the area of the former recycling depot and homestead, prior to approval of the relevant tentative plan or stripping and grading development permit.

A Phase 2 Environment Site Assessment will be submitted with future subdivision applications.

The Biophysical inventory (BI) completed as part of the Glacier Ridge ASP identified environmental open space study areas within the subject site. To comply with the ASP, a Biophysical Inventory Assessment (BIA) was submitted and approved as part of this application. The conclusions of the approved BIA identified a small permanent stream that runs through the north east portion of the plan area and feeds Beddington Creek to the south. To function in an urban context, the stream will need to pass under Road U where an ample sized culvert will be installed at the construction stage to maintain pre-development stream flow and habitat movement. Along the stream buffer areas, above the top of slope line, a local pathway linkage will be provided for citizens to access and enjoy the preserved open space. This stream and its setback, along with select upland areas will be protected contributing to a total dedication of 2.91 hectares (7.19 acres) of Environmental Reserve within the plan area.

**Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW,  
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***Transportation***

The proposed neighbourhood is connected to the larger regional transportation network by 144 Avenue NW and Panorama Road NW. 144 Avenue NW will connect to the west at Symons Valley Road NW which includes a future crossing of West Nose Creek. This connection is included in the current four-year budget. Access to and from westbound Stoney Trail NW is currently available from nearby 14 Street NW and access to and from eastbound Stoney Trail NW will be available with completion of the future interchange planned for 14 Street NW and Stoney Trail NW. The interchange is also included within the current four-year budget.

The 144 Avenue NW crossing of West Nose Creek is currently in the design stage. When this design is completed, it may result in some small refinements to the alignments of 144 Avenue NW and Panorama Road NW. The Applicant is aware of the potential adjustments to the alignments along the south and west boundaries of the site.

Primary transit service will be provided along 144 Avenue NW with local service provided through the neighbourhood and along Panorama Road NW.

Regional pathways are located along 144 Avenue NW, Panorama Road NW, and along the street on the north boundary of the plan area. Internally, multi-use pathways and local pathways provide residents with ample choice for getting around the neighbourhood as well as providing connections to the larger pathway network.

***Utilities and Servicing***

Water servicing will be provided by extending the existing developer-funded 400 millimetre watermain along 144 Avenue NE.

Sanitary servicing will be provided by connecting to the proposed 900 millimetre capital-sized sanitary trunk through the lands to the east. The sanitary trunk was included in the business case for this application and will be available for connection within the 2019 - 2022 budget cycle.

Stormwater will be managed through a proposed stormwater facility within the plan area and discharge at a controlled rate into the existing stream within the plan area.

**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.

While there is no community association in this area, a circulation was provided to the Evanston/Creekside Community Association representing the neighbour to the south. No comments were received.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0772

## **Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW, LOC2017-0311(OP)**

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Two letters of opposition were received from the public. These expressed concerns regarding a general lack of transportation connections in the area and the effect that the additional community buildout may have.

These concerns are mitigated through the conditions of approval of this outline plan application, which ensures that, as the neighbourhood builds out, key transportation connections are in place to support the development.

Following Calgary Planning Commission, notifications for Public Hearing of Council for the associated land use amendment application (CPC2019-0771) 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 (2014)***

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

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed outline plan builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

#### ***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. No comments or objections were received within the circulation period. The proposed land use and outline plan comply with the general policies of the IDP.

#### ***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 *Glacier Ridge Area Structure Plan* and the policies of the *New Community Planning Guidebook* (MDP – Volume 2, Part 1). The proposed application meets the following *Municipal Development Plan* objectives (Section 3.6.2):

- meeting minimum intensity targets;
- providing a diversity of housing types;
- protecting the key natural features;
- providing an activity centre to serve the neighbourhood;



**Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW,  
LOC2017-0311(OP)**

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- including parks located throughout the community in walkable proximity to all residents; and
- creating a connected, multi-modal street network.

***Glacier Ridge Area Structure Plan (Statutory – 2015)***

The *Glacier Ridge Area Structure Plan* (ASP) provides more direction with detailed policies and guidelines for development. The proposed outline plan is situated in Neighbourhood 3 in Community D as indicated on the ASP's Map 4: Communities and Neighbourhoods. This neighbourhood is envisioned in the policy to contain a Neighbourhood Activity Centre and a Calgary Catholic School District (CCSD) high school site. The high school will have a regional draw for communities in the north west.

The high school site is shown in the southern portion of the quarter section on Map 3: Land Use Concept. This was to take advantage of the primary transit network. Through this application process, it was determined that this location would be difficult to grade as it contains a ravine that would require substantial fill to develop for this purpose. The flattest portion of the neighbourhood was in the northwest. This provides the best location to fulfill the site design criteria of the related school board. This is a minor deviation from the ASP direction, and this modification will not require a policy amendment (Section 7.1.1(a)).

The proposed outline plan is consistent with the applicable policies of the Area Structure Plan.

**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, neighbourhood commercial uses, a future high school, multi-modal connections, and the preservation of a natural drainage course in the area.

**Financial Capacity**

***Current and Future Operating Budget***

There is currently no impact to the current operating budget. As development proceeds, the provision of City services such as roads, transit, and parks maintenance would have an operating budget impact at such time as they are provided. The projected operating costs for this development during 2019 - 2022 have been included in the One Calgary service plans and budgets.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0772

**Outline Plan in Residual Sub-Area 02L (Ward 2) at 2000 - 144 Avenue NW,  
LOC2017-0311(OP)**

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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 City transportation and utility capital infrastructure required to service this development is included in the One Calgary service plans and budgets. This additional infrastructure will be funded by The City and through off-site levies paid by developers. The capital investment required to construct and upgrade the required local infrastructure will be funded by the developer.

**Risk Assessment**

The functional design for 144 Avenue NW west of Panorama Road NW to Symons Valley Road NW is underway. It is not anticipated that these changes would necessitate an outline plan adjustment and will be accommodated within the tentative plan process. The Applicant is aware of the potential adjustments to the alignments of the south and west sides of the outline plan area.

**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 residential districts and open space network recommended in the associated land use application. The proposal is in keeping with applicable policies in the *Municipal Development Plan* and the *Glacier Ridge Area Structure Plan*.

The proposal allows for a residential neighbourhood with a mix of housing types and affordability, a future high school site, and a neighbourhood activity centre that provides transit-supportive density with a unique integration of a mixed-use site with open space and storm water infrastructure. This development also provides the connections that will be required for the future growth of this community.

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's Submission
3. Proposed Outline Plan
4. Subdivision Data Sheet
5. Proposed Land Use Districts
6. Flexible Housing Product Concepts



## Conditions of Approval

The following Conditions of Approval shall apply:

### Planning/Subdivision Services:

1. No stripping and grading permission shall be granted prior to land use approval.
2. A community name and street names must be approved by Council prior to approval of the first tentative plan.
3. If the total area for Roads and Public Utility Lot dedication is over 30%, note that compensation in the order of \$1.00 for over dedication is deemed to be provided.
4. Existing buildings shall be removed prior to endorsement of the final instrument.
5. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.

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

6. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for all semi-detached dwellings, rowhouses, or townhouses shall be executed and registered against the titles concurrently with the registration of the final instrument.
7. Adequate directional signage shall be provided for developments addressed to walkways. Prior to endorsement of the final instrument, provide detailed signage information, showing text and sign locations, to the satisfaction of the Subdivision Authority and the Addressing Coordinator.
8. Those portions of lanes running parallel to or abutting public roads shall be paved at the developer's expense, unless a screen or sound fence is constructed in between the lane and road.
9. The Developer may be interested in creating an enhanced amenity space that encroaches on the storm pond. When Engineering Construction Drawings are submitted for the storm pond, the Developer may submit a proposal for the enhanced amenity space that includes:
  - Design of the enhanced amenity feature;
  - Estimated cost of installation/construction;
  - Estimated cost of maintenance;
  - Estimated life cycling timeframes;
  - Proposed funding source for installation, maintenance, and life cycling of enhanced amenity feature.

The decision to approve and proceed with the enhanced amenity feature is at the discretion of Manager of Infrastructure Planning.

## Conditions of Approval

### Development Engineering:

10. Prior to approval of the affected tentative plan(s) and/or stripping and grading, the applicant must submit a report to provide confirmation of the soil and groundwater conditions in the area of the former recycling depot and the AST area of the former homestead.

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

11. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email [urban@calgary.ca](mailto:urban@calgary.ca).
12. Off-site levies, charges and fees are applicable. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email [urban@calgary.ca](mailto:urban@calgary.ca).
13. 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 144 Avenue NW along the south boundary of the plan area.
  - c) Construct the underground utilities and surface improvements within Panorama Road NW along the east boundary of the plan area.
  - d) Construct the underground utilities and surface improvements within "Road Z" along the north boundary 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 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) along the boundary of the plan area.
  - g) Construct the MSR/MR within 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.

### Conditions of Approval

14. The site is within the Spy Hill east pressure zone. The North Ridge feedermain Phase 1 (currently funded, and to be completed by 2020) is required to service the plan area. Low density residential development in the initial phases of the plan area may proceed through the extension of the local distribution network.

The applicant should work with the adjacent developers, provide the conceptual water network design including potential offsite tie in locations and conceptual site grading plan for further evaluation by Water Resources. The hydrant locations should be identified on the water network design drawing (scale 1:4000).

15. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Based on the Nose Creek Watershed Management Plan stormwater discharge is limited to 1.257 L/s/ha and average annual runoff volume is limited to 16mm. Low Impact Development and stormwater source control is recommended.
16. Servicing arrangements shall be to the satisfaction of the Manager of Infrastructure Planning, Water Resources.
17. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
- Geotechnical Report, prepared by McIntosh Lalani Engineering LTD (File No ML 7778), dated September 13, 2017.

### Transportation:

18. **In conjunction with the applicable tentative plan** whereby the overall unit count within the outline plan boundary reaches 300 residential units, it must be demonstrated to the satisfaction of the Director of Transportation Planning, that ONE of the following network elements is in place:
- The 144 Avenue NW ultimate alignment between Panorama Road NW and 14 Street NW (including the intersection of 144 Avenue NW and 14 Street NW). Or,
  - The 144 Avenue NW ultimate alignment between Panorama Road NW and Symons Valley Road NW (over West Nose Creek).
19. **Prior to approval of the affected tentative plan**, the full interchange at 14 Street NW and Stoney Trail NW shall be constructed and open to traffic.
20. **Prior to approval of the affected tentative plan**, provide a typical cross-section showing existing and proposed grades, including interim future and ultimate road grades and proposed lot grading adjacent to 144 Avenue NW and Panorama Road NW. The cross-sections are to be drawn to scale and dimensioned to property lines and lip of gutter.
21. **Prior to the approval of the affected tentative plan**, the developer shall submit scale (1:500) drawings showing the geometry of and vehicle templating for the proposed roundabout(s). The drawings shall demonstrate that the proposed right-of-way will accommodate the roundabout design(s) to the satisfaction of the Director of Transportation Planning.



### Conditions of Approval

22. **Prior to the approval of the affected tentative plan**, a noise attenuation study is required for the residential developments adjacent to 144 Avenue NW. The study must be certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, and shall be submitted to Transportation Planning for approval.
23. 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.
24. **Prior to approval of the initial tentative plan**, the alignment of 144 Avenue NW and the associated intersection with Panorama Road NW must be designed to the satisfaction of the Director of Transportation Planning.
25. **Concurrent with the initial tentative plan**, two connections to the adjacent public road network shall be provided.
26. **In conjunction with the initial tentative plan**, the Developer shall register a road plan or dedicate the north half of 144 Avenue NW from Panorama Road NW to the east boundary of the outline plan area, to the satisfaction of the Director, Transportation Planning.
27. **In conjunction with the applicable tentative plan**, the design for the regional pathway mid-block crossing of "Road U", between "Road W" and "Road Y" will be determined to the satisfaction of the Director of Transportation Planning. Maximum grade on any block across which a mid-block crossing is proposed cannot exceed 4%.
28. **In conjunction with the applicable tentative plan**, the Developer shall provide a Letter of Credit for pedestrian-actuated signals for the regional pathway mid-block crossing of Road U, between Road W and Road Y.
29. No direct vehicular access shall be permitted to or from 144 Avenue NW and Panorama Road NW and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the tentative plan stage.
30. 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).
31. No direct vehicular access shall be permitted from a primary collector road to the R-G residential lots. All direct vehicular access shall be provided via public rear lanes, or as demonstrated in the concept plan provided (R-G lot no rear lane). A restrictive covenant **shall be registered on all applicable titles** concurrent with the registration of the final instrument **to that effect at the tentative plan stage**.
32. In conjunction with each tentative plan, Transit service shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning.

### Conditions of Approval

33. 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.

#### Parks:

34. **Prior to approval of the affected tentative plan**, the developer shall submit finalized open space concept plans for all Municipal Reserve (MR), Municipal School Reserve (MSR), and Environmental Reserve (ER) lands within the outline plan area to Parks for review and approval. Concept Plans at tentative plan stage shall follow the submission requirements outlined in Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version), Chapter 2: General Guidelines, Section 2.1 Concept Plan Requirements.
35. **Prior to approval of the affected tentative plan**, layout, programming, building and playfield envelope site areas shall be finalized by Parks and Site Planning Team (SPT) for the MSR high school site within the outline plan area. The MSR high school site concept approved with the LOC2017-0311 outline plan should be considered conceptual and subject to amendment. The developer and its consultants shall work with Parks and SPT to finalize the site layout at the time of submission.
36. **Prior to endorsement of the affected tentative plan**, under separate cover, the developer shall submit Landscape Construction drawings for all Municipal Reserve (MR), Municipal School Reserve (MSR), and Environmental Reserve (ER) lands within the outline plan area to Parks for review and approval. Irrigation drawings, if required, are to be submitted as part of the same landscape construction drawing package. Landscape Construction Drawings shall follow the submission requirements outlined in the Parks' Development Standard Specifications: Landscape Construction (current version).
37. The developer shall submit Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm pond to both Water Resources and Parks for review.
38. **Prior to endorsement of the affected tentative plan OR prior to release of the stripping and grading permit** (whichever occurs first), the developer shall submit a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be impacted in any way as a result of this development. The Plan should indicate how it will be rehabilitated and restored and will adhere to the requirements outlined in the City of Calgary Habitat Restoration Project Framework. The restored area(s) shall be maintained by the developer until it is established and approved by Parks.
39. **Prior to approval of the affected tentative plan OR stripping and grading permit** (whichever occurs first), an onsite meeting shall be arranged with Parks to confirm the surveyed boundaries of all Environmental Reserve lands within the subject. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the

## Conditions of Approval

onsite meeting. Please contact Parks Natural Area Specialist, Dave Hayman at 403-268-1588 or [Dave.Hayman@Calgary.ca](mailto:Dave.Hayman@Calgary.ca) to schedule this site meeting.

40. **Prior to endorsement of the affected tentative plan OR prior to release of the stripping and grading permit** (whichever occurs first), protection fencing must be installed along surveyed boundaries of Environmental Reserve (ER) lands within the Outline Plan area. An onsite meeting shall be arranged to confirm that the ER protection fencing has been installed to the satisfaction of Parks. The protection fencing shall be maintained along the confirmed surveyed boundaries of the ER lands until construction activity of the subject site has been completed. Contact the Parks Development Inspector at 403-268-1358 to schedule this site meeting.
41. Any damage to Municipal Reserve (MR) and Municipal School Reserve (MSR) lands within and along the boundaries of the plan area as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
42. Any damage to Environmental Reserve (ER) lands within and along the boundaries of the plan area as a result of this development shall be restored to natural state at the developer's expense, to the satisfaction of Parks.  
  
If disturbance occurs to Environmental Reserve lands, a Restoration Plan shall be submitted to Parks to the satisfaction of the Urban Conservation Lead.
43. Any damage to Environmental Reserve (ER) lands within and along the boundaries of the plan as a result of drainage or storm water infrastructure shall be restored to natural state at the developer's expense, to the satisfaction of Parks.
44. Any damage to public boulevards or public trees within and along the boundaries of the plan as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
45. Plant all public trees in compliance with the approved Public Landscaping Plan.
46. The developer shall submit under separate cover, Utility Line Assignment Construction Drawings for trees installed within City of Calgary boulevards and/or right of ways to Utility Line Assignment and Parks for review and approval.
47. **Prior to approval of the affected tentative plan or stripping and grading permit** (whichever occurs first), the grading of the development site(s) adjacent to reserve lands shall be confirmed by Parks.
48. Site grading of the development site shall match the grades of adjacent Environmental Reserve lands with all grading confined to private property.
49. Construct all Regional Pathway routes within and along the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version), including applicable setback requirements, to the satisfaction of Parks.

### Conditions of Approval

50. A 1.2 metre fence (or Parks approved alternative) shall be maintained along the boundaries of all reserve lands for the duration of the development, unless otherwise authorized by Parks in writing.
51. All proposed site fencing required adjacent to Reserve (MR/ER/MSR) lands, including footings, shall be installed completely within private property, unless otherwise authorized by Parks in writing.
52. Construction access through Environmental Reserve lands is not permitted.
53. Stockpiling or dumping of construction materials on Environmental Reserve lands is not permitted.
54. Retaining walls placed within reserve (MR/MSR/ER) lands is not permitted, unless otherwise authorized by Parks in writing.
55. Drainage from the development site onto reserve (MR/MSR/ER) lands is not permitted, unless otherwise authorized by Parks in writing.
56. Backsloping from the development site into reserve (MR/MSR/ER) lands is not permitted, unless otherwise authorized by Parks in writing.
57. All vegetation within Municipal Reserve lands adjacent to Environmental Reserve lands should use native species of vegetation only, unless otherwise authorized by Parks at Landscape Construction Drawing stage.
58. **Prior to endorsement of the affected tentative plan**, the Developer shall enter into a land purchase agreement with the Joint Use Coordinating Committee (JUCC) to acquire a portion of the Municipal School Reserve High School site that exceeds the 10% Municipal Reserve dedication.
59. All landscape construction and landscape rehabilitation shall be in accordance with the City of Calgary Parks' Development Guidelines and Standards Specifications: Landscape Construction (current version).



## Applicant's Submission



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

June 5, 2019  
File: 116500337.250

**Attention: Coleen Auld**

Planner – North – Community Planning  
City of Calgary – Mail code 8075  
5th floor, Municipal Building 800 MacLeod Trail SE  
P.O. Box 2100, Stn. M, Calgary, AB, Canada T2P

Dear Coleen Auld,

**Reference: Land Use Amendment and Outline Plan – SW-5-26-1-W5M  
Qualico Communities  
Application Submission – Summary**

On behalf of Qualico Communities ('Qualico'), Stantec Consulting Ltd. is pleased to submit the enclosed Outline Plan ('OP') and Land Use Redesignation ('LUR') for the lands legally described as SW-5-26-1-W5M; municipally addressed 2000 144<sup>th</sup> Avenue NW.

The Glacier Ridge ASP lands are one of the last unbuilt portions of land in Calgary's northwest housing market, and is an important sector for growth for the City of Calgary. Qualico has designed the community to be one that celebrates its connection to the land, with an emphasis on integration with the adjacent community of Evanston.

Glacier Ridge has been designed with careful intention creating a distinct community that is designed around the natural features of the lands, creating a nexus of activity around the Neighbourhood Activity Centre and small permanent stream, while innovating to create housing typologies that meet the needs of northwest Calgary.

With direct access to the Stoney Trail to the east via 14<sup>th</sup> Street NW, the community is adjacent to the existing residential community of Evanston. Qualico's lands is a logical continuation of development and provides the opportunity for continued growth in the City of Calgary's highly sought after northwest housing market.

Regards,

**Stantec Consulting Ltd.**

Design with community in mind



## Applicant's Submission

Jun 5, 2019  
Coleen Auld  
Page 2 of 2

**Reference: Land Use Amendment and Outline Plan – SW-5-26-1-W5M  
Application Submission – Summary**



David Symes, PMP, RPP, MCIP  
Senior Planner / Project Manager  
Phone: (403) 716-1477  
David.symes@stantec.com

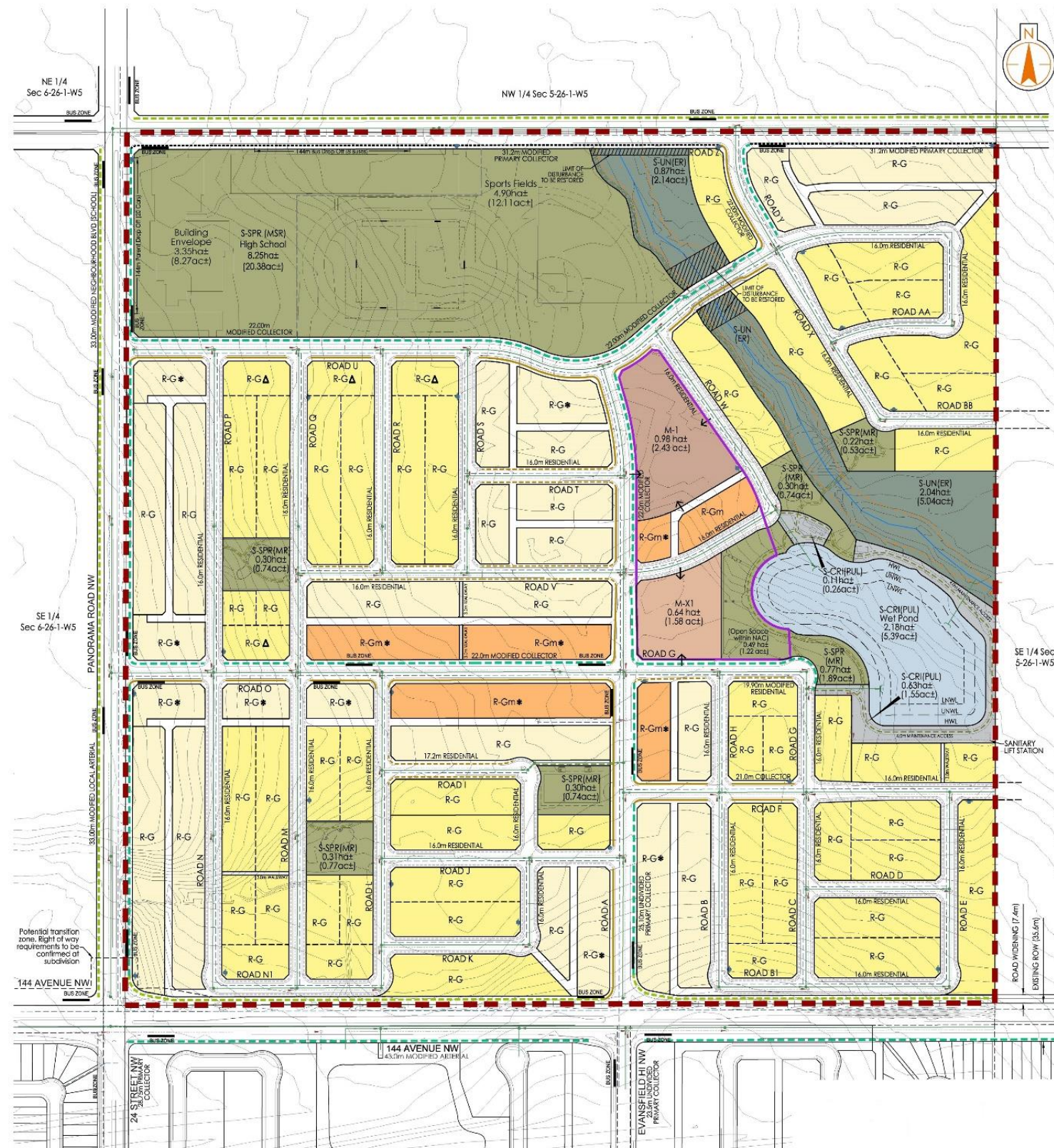
c. Ben Mercer, Qualico Communities  
Clark Piechotta, Qualico Communities  
Joanne Voll, Qualico Communities  
Yannick Rouette, Stantec Consulting Ltd.

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Design with community in mind



## Proposed Outline Plan



### Outline Plan Statistics

Total Area Outlined	64.81 ha± (160.15 ac±)
Environmental Reserve (5-UN)	2.91 ha± (7.20 ac±)
Net Developable Area	61.90 ha± (152.95 ac±)
 R-G (Laneless)	17.28 ha± (42.71 ac±)
Approximate Frontage	5,160 m± (16,929 ft)
Ant. No. of Lots (Avg 10.0m)	516 lots±
Max. No. of Lots (Avg 7.5m)	688 lots±
 R-G (Laned)	10.30 ha± (25.46 ac±)
Approximate Frontage	3,229 m± (10,593 ft)
Ant. No. of Lots (Avg 8.2m)	393 lots±
Max. No. of Lots (Avg 7.5m)	430 lots±
 R-Gm	2.20 ha± (5.43 ac±)
Approximate Frontage	689 m± (2,260 ft)
Ant. No. of Lots (Avg 6.1m)	113 lots±
Max. No. of Lots (Avg 5.0m)	137 lots±
 M-1	0.98 ha± (2.43 ac±)
Ant. No. of Lots (85upha)	83 units
Max. No. of Lots (148upha)	145 units
 M-X1	0.64 ha± (1.58 ac±)
Ant. No. of Lots (85 upha)	54 units
Max. No. of Lots (148 upha)	94 units
Anticipated Density	$\frac{516+393+113+83+54}{1159} = 20.11 \text{ upha} \pm (8.1 \text{ upac} \pm)$
Maximum Density	$\frac{688+449+109+145+94}{1485} = 25.76 \text{ upha} \pm (10.4 \text{ upac} \pm)$
<b>Areas of Public Dedication</b>	
<u>Roads</u>	
Total Roads	17.14 ha± (42.35 ac±) (27.7%)
5-CRI	2.92 ha± (7.20 ac±) (4.7%)
Total Public Dedication	20.06 ha± (49.55 ac±) (32.4%)
<u>Open Space Areas</u>	
5-SPR(MR)	2.20 ha± (5.41 ac±)
5-SPR(MSR)(High School)	8.25 ha± (20.38 ac±)
Total	10.45 ha± (25.79 ac±) (16.8%)
Minus High School Purchase Area	4.26 ha± (10.49 ac±)
Net MR	6.19 ha± (15.30 ac±) (10.0%)

## Land Use Statistics

S-FUD to R-G	40.58 ha±	(100.28 ac±)
S-FUD to R-Gm	3.60 ha±	(8.89 ac±)
S-FUD to M-1	1.35 ha±	(3.32 ac±)
S-FUD to MX-1	0.89 ha±	(2.21 ac±)
S-FUD to S-CRI	2.93 ha±	(7.23 ac±)
S-FUD to S-SPR	12.32 ha±	(30.45 ac±)
S-FUD to S-UN	3.14 ha±	(7.77 ac±)
Total Redesignation	64.81 ha±	(160.15 ac±)
Neighbourhood Activity Centre	2.79 ha±	(6.90 ac±)

### Legend

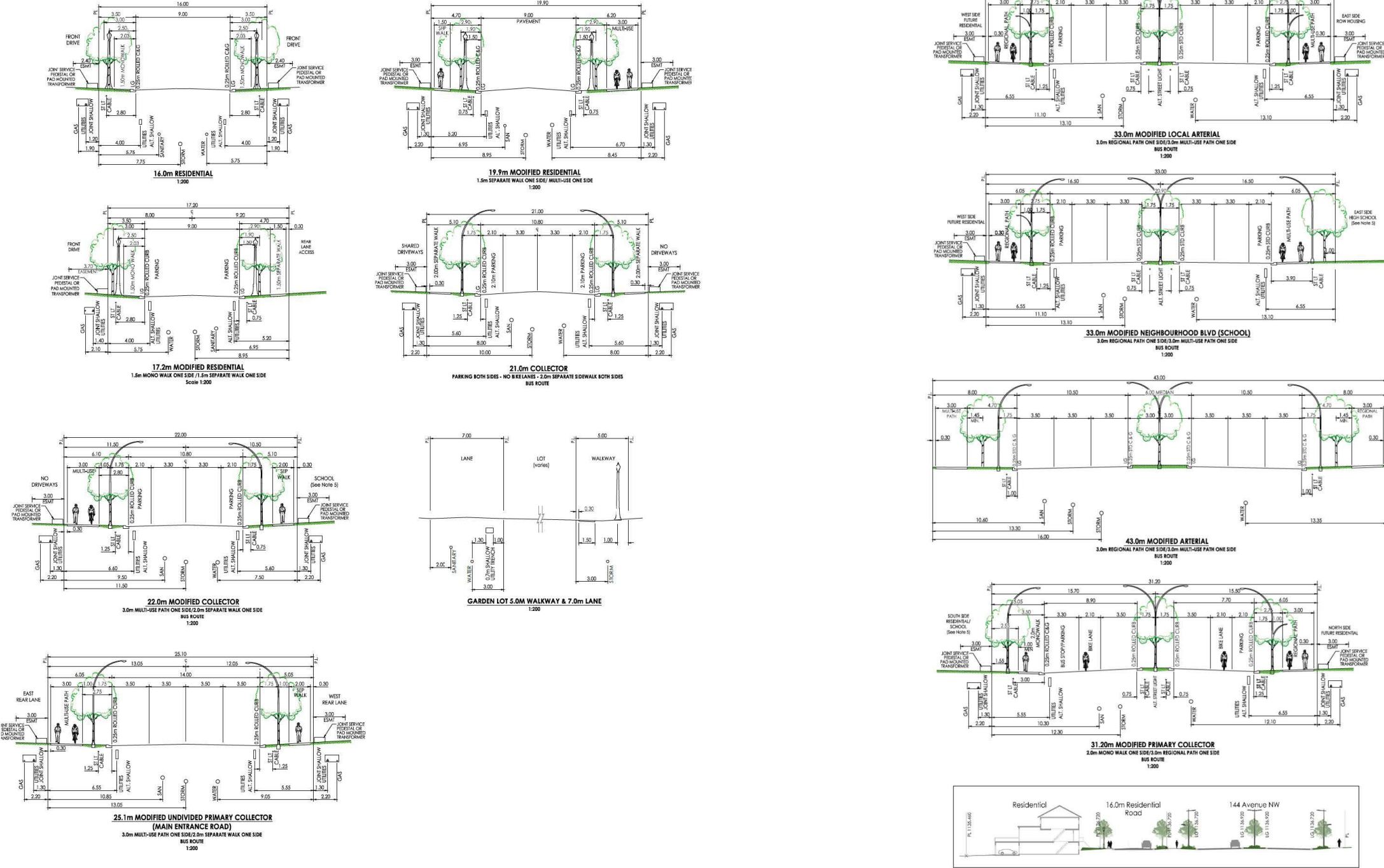
Outline Plan Boundary  
Neighbourhood Activity Centre  
Hydrant shown thus  
Sanitary Sewer shown thus  
Storm Sewer shown thus  
Water Lines shown thus  
1.5m Mono Sidewalk  
2.0m Mono Sidewalk  
1.5m Separate Sidewalk  
2.0m Separate Sidewalk  
2.5m Local Pathway System  
3.0m Regional Pathway  
3.0m Multi-Use Pathway  
Top of Bank  
Potential Access Locations  
Restrictive Covenant (See Note 7)  
Flexible Housing Product

## Notes

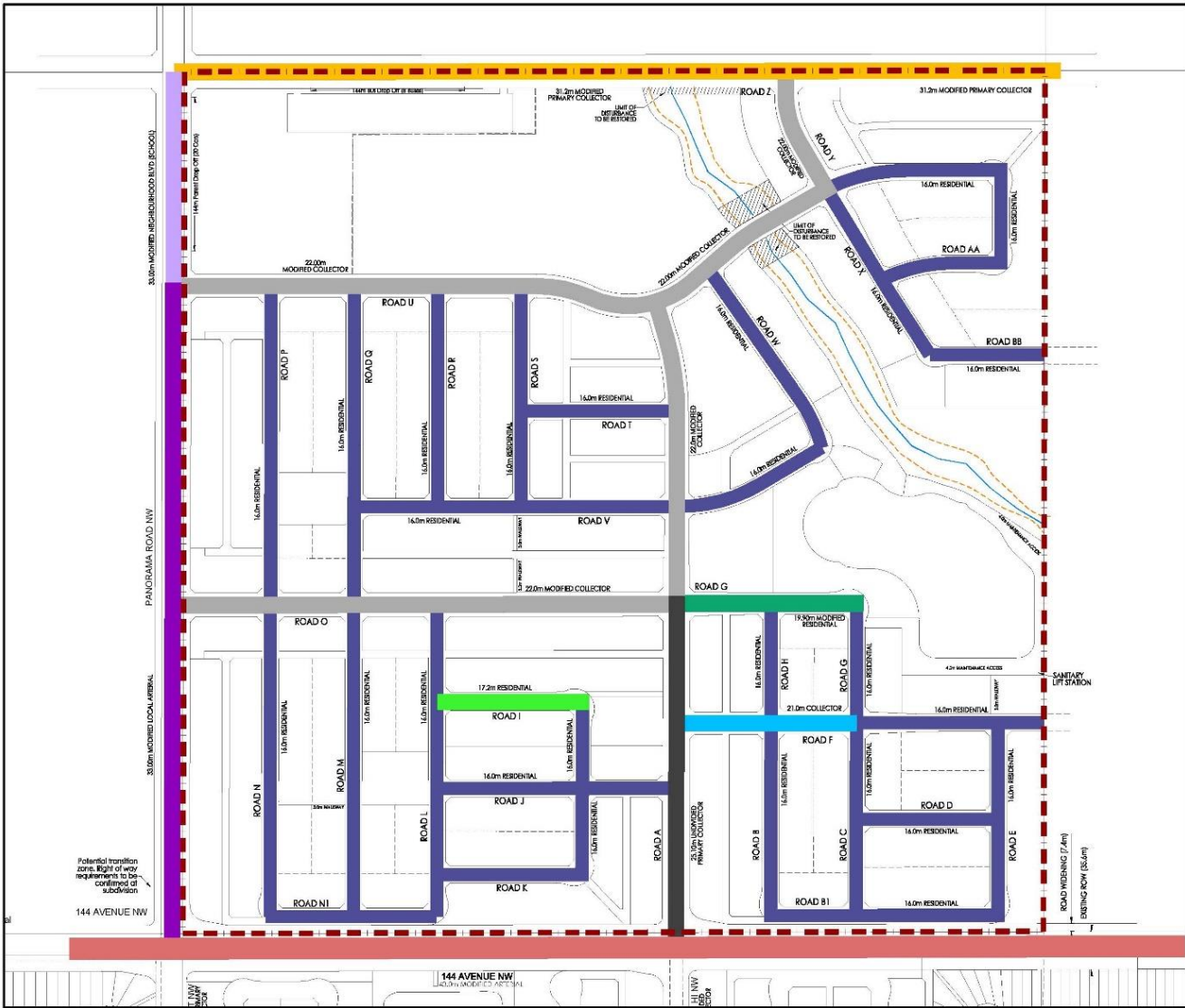
1. All walkways are intended to be 3.0m in width. Where these are required for underground utilities or overland drainage, the appropriate easements will be provided.
2. All lanes are 7m unless otherwise noted.
3. All lane cornercuts are to be 3m x 3m.
4. All road cornercuts are to be 4.5m x 4.5m.
5. Utility servicing and/or utility easements are not permitted within MRS, MR and ER lands. All instances where this applies the servicing shall be located on the opposite side of the street.
6. Street light cables to be located in joint shallow utilities trench where appropriate. To be confirmed at subdivision.
7. Identified blocks will have restrictive covenant stating that no direct vehicular access shall be permitted to or from the primary collector roadway.



## Proposed Outline Plan

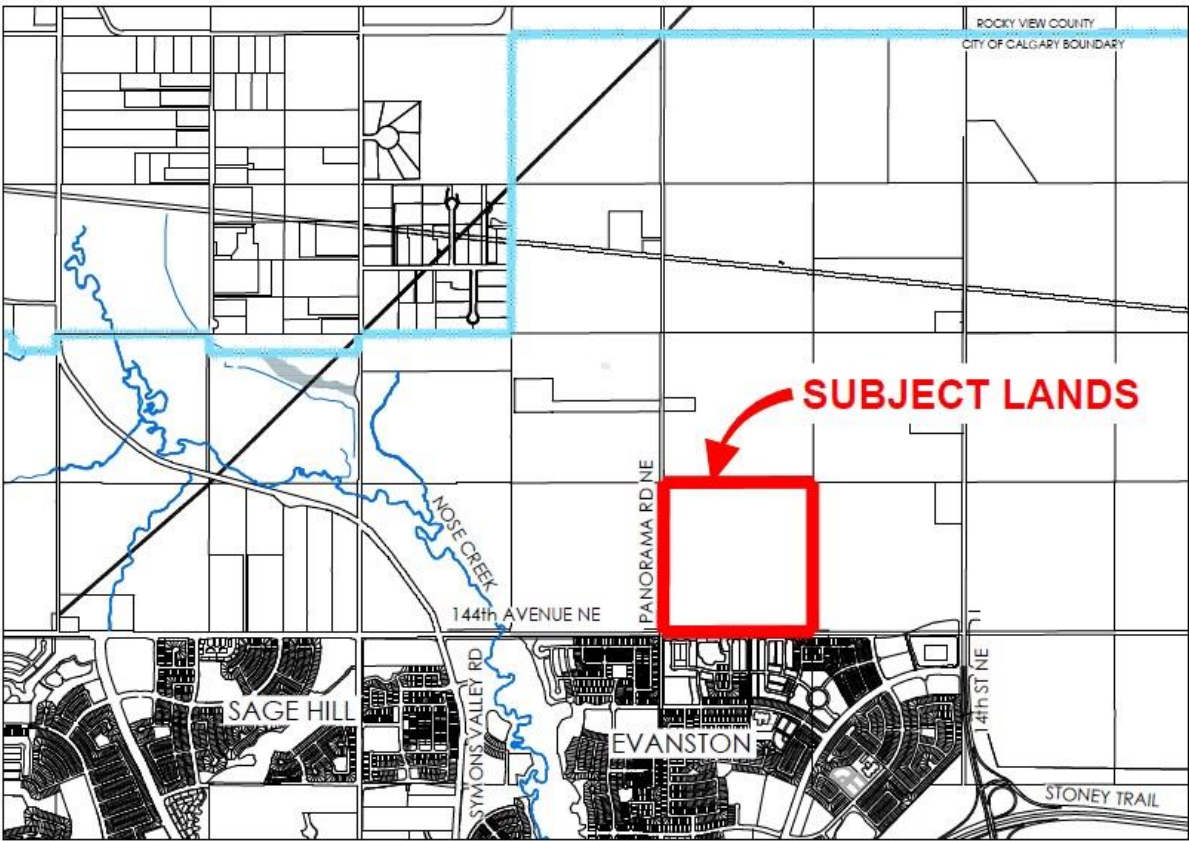


Proposed Outline Plan



Road Network Key Map NTS

	43.0 Modified Arterial		22.0m Modified Collector
	33.0m Modified Local Arterial		21.0m Standard Collector
	33.0m Modified Neighbourhood Boulevard		19.9m Modified Residential
	31.2m Modified Primary Collector		17.2m Modified Residential
	25.1m Modified Undivided Primary Collector		16.0m Standard Residential



Location Plan Portions of Sec 5, Twp 26, Rge 1, W5 (Located within the Glacier Ridge ASP)



### Subdivision Data Sheet

	HECTARES	ACRES
GROSS AREA OF PLAN	64.81	160.15
LESS: ENVIRONMENTAL RESERVE	2.91	7.2
LESS: LAND PURCHASE AREA	4.26	10.49
NET DEVELOPABLE AREA	57.64	142.46

LAND USE (Residential)	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)
R-G	27.58	68.15	909	
R-Gm	2.20	5.43	113	
M-1	0.98	2.43		83
M-X1	0.64	1.58		54
Total Residential			1022	137
(Non-Residential)				

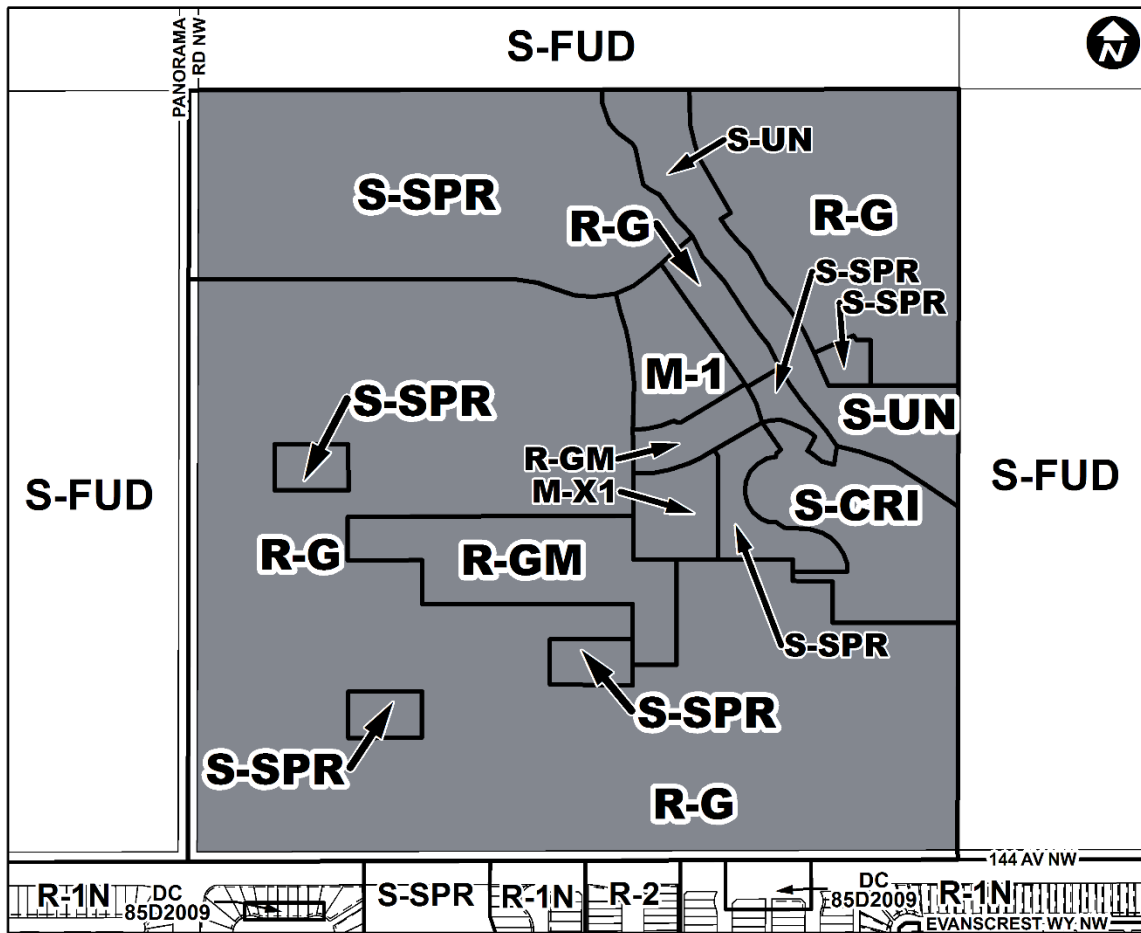
	HECTARES	ACRES	% OF NET AREA
ROADS (CREDIT)	17.14	42.35	27.7
PUBLIC UTILITY LOT	2.92	7.20	4.7

RESERVES	HECTARES	ACRES	% OF NET AREA
MR	2.20	5.41	3.6
MSR	8.25	20.38	13.3





### Proposed Land Use Districts





## Flexible Housing Product (Conceptual)





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**EXECUTIVE SUMMARY**

This application has been submitted by B&A Planning Group on behalf of The City of Calgary (Real Estate and Development Services). This application proposes a land use amendment to provide for the development of 2.82 hectares (6.97 acres) of land in the northwest community of Sage Hill. This proposal provides for:

- a comprehensively planned civic and mixed use development;
- two parcels intended for civic facilities (including a public library, arts and culture spaces, approximately 48 units of affordable housing) and public partner facilities (including opportunities for educational services, and health services);
- two parcels intended for mixed use development in the form of 6 to 10 storey buildings and anticipating a total of 132 dwelling units;
- one parcel intended initially for a transit rider Park & Ride Facility that will develop over time;
- a minimum of 3,720 square metres of commercial floor space; and
- approximately 0.4 hectares for a multi-use plaza to be used for formal and informal public activities.

This proposed land use amendment serves to implement the policies of the statutory *Symons Valley Community Plan* and *Municipal Development Plan* for this site, and are supported by a Master Concept Plan that provides additional non-statutory guidance for the development.

**ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission:

1. Direct this report (CPC2019-0714) to the 2019 July 22 Combined Meeting of Council to the Public Hearing portion of the Agenda;
2. Recommend that Council hold a Public Hearing; and
  - a) **ADOPT**, by bylaw, the proposed redesignation of 2.82 hectares ± (6.97 acres ±) located at 251 Sage Hill Boulevard NW (Plan 1213664, Block 5, Lot1) from Commercial – Regional 3 (C-R3 f6.5h95) District to DC Direct Control District to accommodate integrated civic and mixed use development, with guidelines (Attachment 3); and
  - b) Give three readings to the proposed bylaw.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.



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**BACKGROUND**

The subject lands are part of an area annexed to The City of Calgary in 1989. The *Symons Valley Community Plan* was drafted and adopted in 2001. The plan envisioned a predominantly residential area with five distinct communities with over 54,000 residents.

In 2008, along with land use approvals, Council approved amendments to *Symons Valley Community Plan* to establish a future bus rapid transit (BRT) hub on the subject site. This BRT hub was to be surrounded by a broader Transit Oriented Planning Area and implemented through policies enabling high density residential, regional commercial land uses, and significant suburban office development.

In 2009, the *Municipal Development Plan* (MDP) confirmed this direction by identifying the subject lands and much of surrounding area as a Community Activity Centre. Development of portions of the Community Activity Centre was completed based on the 2008 vision, including the commercial area south of the site, construction of most of the roads and the roundabouts that are currently in place (with portions of Sage Hill Boulevard NW remaining unfinished).

Nevertheless, nine years later much of the area had yet to realize development. This prompted policy amendments approved by Council in 2017 September (Bylaw 55P2017). The *Symons Valley Community Plan* was amended modifying the vision to more closely align with current development potential as supported by market studies, and to more closely reflect community service and facility needs.

Amendments were made to the policies affecting the subject site to reflect the much-reduced potential for significant office and employment uses, and to instead reflect the intent for civic facilities and mixed residential and commercial uses be developed.



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**Site Context**

Located in the developing community of Sage Hill, the subject site is west of 37 Street (Sage Hill Drive NW), north of Sage Hill Gate NW, and East of Sage Hill Boulevard NW. This undeveloped site is approximately 2.32 hectares (6.97 acres) in size and has been graded in preparation for development. The site slopes from west to east with a change in elevation of approximately 9.5 metres over 215 metres; an average slope of approximately 4.5 percent.

Directly south of the site is an existing regional commercial centre (Sage Hill Crossing) offering a mix of large and medium format retail uses anchored at by a Walmart. To the east across 37 Street is multi-residential building-out development in keeping with the transit oriented policies of the Symons Valley Community Plan. Of note are several seniors-oriented developments that are either under construction or have recently been completed.

A small ravine, designated Special Purpose – Urban Nature (S-UN) District, is located north of the parcel across Sage Hill Link NW. It is part of a larger coulee and ravine system in the area. North of the ravine are lands currently being developed with the first phases of a mixed-use development.

To the northwest of the parcel are lands that are currently vacant. These lands are anticipated for residential development and are subject to an outline plan and land use application currently under review (LOC2017-0404).

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

This land use application, will facilitate development of an area of civic uses and mixed-use multi-residential development that will meet the policies of the *Municipal Development Plan* and intensities required for a Community Activity Centre. This future development will also meet the intent of the Civic and Mixed Use Area policies of the *Symons Valley Community Plan*. A Master Concept Plan (Attachment 5) has been submitted in support of the application, which at a non-statutory level, provides information on how the site is expected to be developed in a comprehensive and integrated manner.

**Planning Considerations**

As part of the review of this application, Administration considered several factors described in the following section of the report in order to implement the policies *Symons Valley Community Plan*. These considerations also ensure strategic alignment with the *South Saskatchewan Regional Plan*, the *Interim Growth Plan*, *Municipal Development Plan*.

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***Subdivision Design***

The outline plan (Attachment 4) proposes a future subdivision which will create a new internal street extending from the existing commercial intersection on Sage Hill Gate NW, north to Sage Hill Link NW. Five separate parcels will be created adjacent to this internal street: two will be west of the new Sage Hill Walk NW, and three east of the road. The parcels range between 0.23 hectares and 1.07 hectares in size and are generally rectangular in shape. The subdivision pattern creates a framework for street facing residential and mixed-use development, effectively manages elevation changes, and provides for the long term comprehensive development of the overall site.

The outline plan shows three sites that mirror the proposed DC Direct Control District. Site 1 includes two parcels of 0.54 and 0.39 hectares. Site 1, Parcel 1 is larger and will accommodate an integrated civic facility including a public library, arts and culture facilities, a multi-use plaza, and affordable housing units. These uses will be vertically integrated with small scale retail and consumer services along the new activity centre street. Development of this parcel is expected within 2 to 3 years.

Site 1, Parcel 2 will provide for complementary civic uses with a preference for educational, health, and cultural uses. Small scale retail and consumer services will also be used to animate the activity centre street frontage. Development of this parcel is expected within 2 to 5 years.

Site 2 includes two parcels of 0.23 and 0.25 hectares designed to accommodate street-oriented mixed use development. Development on these two parcels is expected to frame the east side of the new north/south street and contribute to its vibrancy. Vehicular access to these two parcels will be from the easement area shared with Site 3. Development of these parcels is also expected within 2 to 5 years.

Site 3, Parcel 1 is the largest of the parcels within the proposed outline plan at 1.07 hectares. This will be the location of a future Calgary Transit Park & Ride facility anticipated to be completed within the 10 year horizon, depending on prioritization and capital funding. Initial development will provide for approximately 250 surface parking stalls that are anticipated to meet the parking needs of transit users and provide opportunities for shared parking benefitting other uses on the site. This site will also be able to accommodate interim and temporary civic and recreational activities when appropriate. The parcel will have direct access from 37 Street NW, and a shared access easement area (private street) will create an east/west multi-modal corridor, providing connection to the new, north/south activity centre street. This subdivision framework is adaptable over time, and provides opportunity for further intensification of the lands. A structured Park & Ride facility may be integrated with future redevelopment. This final phase of development on this parcel is long term and is only expected within a 20 to 30 year horizon.

It is important to note that outline plans provide a tentative layout of future subdivision boundaries. However, through future detailed subdivision design and development permit reviews, some variations are permitted to the general layout as provided in the outline plan, subject to administrative review.

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***Land Use***

The existing land use district on the subject site is Commercial – Regional 3 (C-R3 f6.5h95) District. This district is intended for large commercial development on the boundary of several communities and does not provide for the integrated, civic and mixed use development now planned.

The proposed DC Direct Control District divides the land into three sites consistent with the configuration of sites identified in the outline plan. The DC Direct Control District provides a land use framework to realize the objectives for these lands described in the *Symons Valley Community Plan* and further detailed in the Master Concept Plan (Attachment 5).

The uses and use rules for Sites 1 and 2 are based on the Mixed Use - General (MU-1) District, which provides for development located along commercial streets, where both residential and commercial uses are supported at grade, and where both residential and commercial uses are accommodated within the same building. Specific additional uses have been included for both sites in addition to those in the Mixed Use - General (MU-1) District. The additional uses aim to deliver on the civic and community service objectives of individual sites, or aim to provide for interim uses in advance of ultimate development. The uses in Site 1 provide for integrated civic facilities, and creates the opportunity for complementary educational, health, cultural uses. Small scale retail and consumer service uses are standard features of the Mixed Use - General (MU-1) District and will ensure vibrancy of the new activity centre street. Site 2 uses provides for complementary mixed residential and commercial development anticipated to be delivered by private developers.

The uses and use rules for Site 3 are based on the Multi-Residential - High Density Medium Rise (M-H2) District, which provides for residential development in a variety of forms, is characterized by taller residential development with higher numbers of dwelling units, and is located on strategic parcels including landmark locations. The Multi-Residential - High Density Medium Rise (M-H2) District provides for the long-term development of Site 3. Additional uses have been included in the DC Direct Control District to provide for potential civic and community service uses on Site 3 in the interim or near-term, and to provide for the planned Park & Ride facility.

Buildings in this DC Direct Control District are expected to be of moderate height, generally not exceeding eleven or twelve storeys. Early phase development on Sites 1 and 2 is expected to be five to six-storeys. The proposed height rules allow for higher buildings to recognize the strategic location of these lands and to recognize the investment in civic facilities in this location. The height rules also provide some flexibility given the longer-term development horizon for the overall site.

The DC Direct Control District also provides rules to allow parking to be provided on separate parcels within the DC Direct Control District and to be shared between uses. The objective of these rules is to optimize and minimize overall land area used for parking. Site 3 is expected to provide the best opportunities to implement innovative parking approaches. Parking associated

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with dwelling units is excluded from this flexible framework and must be provided on the parcel where the dwelling unit is located.

### ***Density***

This area is identified as a Community Activity Centre in Map 1 - Urban Structure of the *Municipal Development Plan*. Community Activity Centres must achieve a minimum intensity of 150 people and jobs per hectare. While to be confirmed through future development permits, This application generally contemplates near term development of four buildings, between five and seven storey. Civic and mixed-use buildings are anticipated to accommodate approximately 189 dwelling units and 3,720 square metres of commercial space. Together, this will provide an estimated intensity of 232 people and jobs per hectare thus exceeding the minimum requirements of 150 people and jobs per hectare specified in the *Municipal Development Plan*. These calculations do not include additional residential and commercial intensities possible through redevelopment of Site 3 over the long-term.

### ***Master Concept Plan and Design Review***

A Master Concept Plan (Attachment 6) was submitted in support of this outline plan and land use amendment application as required by the *Symons Valley Community Plan*. The purpose of the Master Concept Plan is to ensure the proposed land use districts and associated outline plan provide a comprehensive design approach to integrate civic uses and complementary public and private development as envisioned in the area structure plan. The design objectives of the Master Concept Plan envision the site as:

1. a compact, transit-supportive Activity Centre within northwest Calgary;
2. a slope-adaptive development that will work with the existing site conditions to create active edges and reduce the need for any backsloping or retention features;
3. a walkable place that incorporates multi-modal connections through the site and beyond to adjacent parcels;
4. a lively environment that is animated by a mix of civic and private development and a high-quality public realm; and
5. designed for climate and sustainable infrastructure to support comfortable year-round use of facilities.

This Master Concept Plan has no official approval status; however, is fully intended to be referenced during future discretionary development permit applications, with the aforementioned objectives being further reviewed and implemented at these future development stages.

A central feature of the Master Concept Plan is public plaza or community commons. The full details of the plaza design, layout and materiality will be finalized at detailed design stage when budgetary parameters are more established. As part of the outline plan, the concept developed for the plaza incorporated numerous urban design features identified from engagement with civic and community stakeholders during the ASP and design charrette process. These features include the opportunity for seamless integration of at grade patio space with the adjacent built form, a central multi-functional green space, feature planting with both summer and winter



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interest, streetscape elements, creative slope adaptive design, bench and cluster seating options, integrated surface treatments and textures, universal accessibility and the opportunity for inclusion of a public art feature.

The proposed Master Concept Plan was reviewed by the Urban Design Review Panel (UDRP) at the pre-application stage while master planning and programming were being refined. General comments complimented the thoughtfulness and responsiveness of the overall scheme. UDRP comments regarding site circulation were integrated into the Master Concept Plan. In particular, the urban design approach to the plaza and the new activity centre street were influenced by their comments to create a strong and legible public realm, while managing slopes and site topography. UDRP will be engaged again to review the more detailed development permit submissions.

### ***Environmental***

A Phase I Environmental Site Assessment was completed for the subject site. The study determined there were no on-site sources that might have potential to cause environmental impairment from either historical or current land uses.

### ***Transportation***

The outline plan includes a new activity centre street (Sage Hill Walk NW) connecting Sage Hill Gate NW to Sage Hill Link NW. This new activity centre street will provide pedestrian access to the adjacent parcels to the west, and provide both pedestrian and vehicular access to the parcels to the east.

This new roadway will include parking lanes on both sides of the street. The outline plan shows a pedestrian crossing that will provide an east/west link between the future plaza of the proposed integrated civic facility, and the private road connection to the Park & Ride. The curb extensions and parking restriction will improve visibility and increase awareness of proposed pedestrian crossing. An additional pedestrian crossing will be established at the north end of the new activity centre street where it intersects Sage Hill Link NW. This crossing will align with pedestrian and public pathway connection to Environmental Reserve and Municipal Reserve lands to the north.

The site includes the Sage Hill transit hub. Although still in its early stages of development, the transit hub currently provides access to several routes including Route 82 (service to Brentwood Light Rail Transit (LRT) Station and the University), Route 115 (service to Tuscany LRT Station), Route 123 (service to North Pointe, Bus Rapid Transit (BRT) Route 301, future Green Line), and Route 129 (service to Dalhousie LRT Station). As Sage Hill, Kincora, Nolan Hill, and the Glacier Ridge Area Structure Plan areas build out, the transit hub is planned to facilitate access to enhanced transit service and high frequency buses, including one BRT service connecting the transit hub itself to Brentwood/University.

A Transportation Impact Assessment submitted with this application was reviewed and accepted by Administration.

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***Utilities and Servicing***

Services for the subject site are available from both Sage Hill Gate NW and Sage Hill Link NW. Main extensions for sanitary and storm along the new Sage Hill Walk NW will be required at the relevant tentative plan/development permit stage.

**Stakeholder Engagement, Research and Communication**

Various City business units and civic partners were engaged by the applicant as integrated civic facilities are proposed. The applicant team used a mix of workshops, questionnaires and stakeholder interviews throughout 2017/18 to determine the functional programming and schematic design for the overall site. The core group of business units and civic partners involved as stakeholders included: Calgary Transit, Calgary Neighbourhoods, Calgary Housing, Facility Management, Calgary Recreation, and the Calgary Public Library. This group collaborated to ensure the proposal will deliver on Council direction to build integrated civic facilities.

Two public open houses were held at the Symons Valley United Church to share information, collect feedback and answer citizen's questions about the project. In total 85 people attended the open houses held on 2018 April 24 and 2018 April 28. Feedback from these events reflected strong support for the proposed services and facilities.

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. Notification and online advertising prompted a variety of comments received through the online portal that reflected:

- concern regarding building height and additional multi-residential development;
- concern/non-support for affordable/subsidized housing;
- support for amenities like BRT and a public library;
- support for affordable housing;
- desire for recreational amenities; and
- concern for condition of road infrastructure.

To respond to comments received through the online portal and information circulating on social media, the applicant held meetings with the community association to clarify issues related to the design of the affordable housing component of the development. The applicant responded to concerns regarding design of the building (height and number of units), construction standards and finishing materials, ongoing management, maintenance and operations. A letter from the Sage Hill Community Association is attached detailing their initial concerns and reflecting an appreciation for the applicant responses. The community association letter indicates a neutral position (neither support, nor opposition) for the affordable housing development, noting a need for this type of development in Calgary and offering ongoing dialogue with the applicant team through detailed design and implementation.

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The community association also requested more recreational amenities and facilities to serve the areas. The proposed DC Direct Control District provides for several uses that would allow both outdoor and indoor recreation facilities to be located on site, either as permanent or temporary/interim features.

Following Calgary Planning Commission, notification 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 (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). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

#### ***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed outline plan builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

Map 1: Urban Structure of the *Municipal Development Plan* identifies the subject lands as part of the Residential – Developing - Planned Greenfield Area subject to an Area Structure plan. Additionally, it is located within a Community Activity Centre.

Community Activity Centres should be locations for a mix of medium and higher density employment, residential and community service uses. They should contain a broad range of housing and a mix of housing tenure and affordability levels to accommodate a diverse range of the population (section 3.3.3(e)). Intensities in the Community Activity Centre should be a minimum of 150 people and jobs per hectare (Table 3-1).

*Municipal Development Plan* policies regarding community services and facilities (section 2.3.6) direct provision of public services and facilities be integrated, multi-purpose, flexible and adaptable. Furthermore, policies regarding housing (section 2.3.1) recognize affordable housing as an integral part of complete communities.

The proposed outline plan and associated land use districts deliver on the above noted *Municipal Development Plan* policies.

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***Symons Valley Community Plan (Statutory – 2001)***

The subject site is located in the Transit Oriented Planning Area as identified in Map 3 Land Use Concept of the *Symons Valley Community Plan*. Within the Transit Oriented Planning Area, the subject parcel is identified as the Civic and Mixed Use Area. Development within this area is to accommodate a variety of civic uses and facilities including a public library and other community services. The Civic and Mixed Use Area is also to serve as a transit hub providing BRT services along with Park & Ride facilities.

Policy 5.13.2(1) confirms other public and private uses, including but not limited to employment-related uses, multi-residential, recreational or institutional uses will be allowed within the Civic and Mixed Use Area where the uses are determined to be complementary to the Civic uses on the site, consistent with the purpose of this area; and supportive of the vitality of the Community Activity Centre.

The development program proposed in this application is fully in alignment with these policies.

Policy 5.13.2(3) regarding design of the Civic and Mixed Use Area states the requirement for a well-defined outdoor public area or community gathering place such as a plaza and/or main street to provide a focal point within the area. The proposal addresses both of these policy requirements. The public space that will form the heart of Site 1 will provide for the seamless integration of at grade plaza space with the adjacent built form in a central multi-functional green space. It will feature plantings with both summer and winter interest, creative slope adaptive design, bench and cluster seating options, integrated surface treatments and textures, universal accessibility, and opportunities to include a public art feature.

A Master Concept Plan was submitted in support of the proposed outline plan and land use amendment as required in section 5.13.2(3)(b). This allowed the application review to consider the proposed mix of uses, details of the anticipated built form and massing, alignment design oriented policy and guidelines, and conformity with MDP policies regarding development intensity.

Future development permit applications will need to demonstrate compliance with the Design Guidelines in Appendix 1 of the *Symons Valley Community Plan* and the Master Concept Plan developed in support of this outline plan and land use amendment. The Design Guidelines provide flexible guidance for design features in the Transit Oriented Planning Area. Provisions qualitatively address building form, pedestrian connectivity, building setbacks, and amenity space.

**Social, Environmental, Economic (External)**

The proposal will provide for important and much needed citizen serving facilities such as affordable housing and a public library addressing the social objectives of the triple bottom line. The recommended land use framework provides a mix and intensity of uses that supports active modes of transportation and makes an efficient use of land and infrastructure. The development area anticipates an intensity of 283 people and jobs per hectare, which exceeds the minimum

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target under the *Municipal Development Plan*. These intensities will further support utilization and expansion of transit infrastructure at this transit hub location. The applicant has also committed to implementation of sustainability measures that aim to lower operating costs for energy and reduce greenhouse gas (GHG) emissions. A commitment to pursue innovative storm water management is also mentioned in the Master Concept Plan.

In addition to the social and environmental benefits noted earlier in this report; from an economic perspective, the proposed land use and associated outline plan will lead to additional population and jobs in this area. This is expected to catalyse new business activity and further support established businesses with additional nearby customers.

**Financial Capacity**

***Current and Future Operating Budget***

Current and future operating budget requirements will be the responsibilities of the business units providing programming or services. These have been determined through City Budget and Business planning processes.

***Current and Future Capital Budget***

The capital budget for Phase 1A (including the library, arts and culture spaces, affordable housing, and necessary infrastructure to service the facility) was approved by Council as part of the OneCalgary budget and business plan process. Capital to support later phases of development (including the Park & Ride) will be proposed through subsequent budget and business planning processes.

**Risk Assessment**

No risks were identified with this development that were not mitigated and addressed through the process to develop the Master Concept Plan. Development of these lands represents a strategic opportunity to provide necessary public services and facilities for the Symons Valley neighbourhoods. The proposed civic services are expected to be a catalyst for additional residential and commercial development on nearby undeveloped sites. Changes or delay of this project potentially puts at risk the timely delivery of public services and puts at risk the catalytic effects of the public investments represented by this proposal.

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**REASON(S) FOR RECOMMENDATION(S):**

The proposed land use amendment will facilitate comprehensive and integrated development that meets the objectives and policies of the *Municipal Development Plan* which supports the efficient utilization of land and infrastructure and directs delivery of necessary community infrastructure, services and programming to citizens. The proposed land use amendment also delivers on the Symons Valley Community Plan objectives to create a vibrant focal point for the community in this location.

**ATTACHMENT(S)**

1. Applicant Statement
2. Community Association Letter
3. Proposed DC Direct Control District Guidelines
4. Proposed Outline Plan
5. Master Concept Plan





## **Applicant Statement**

### **Symons Valley Centre - Land Use Redesignation & Outline Plan 251 Sage Hill Boulevard NW**

On behalf of the City of Calgary's Facility Management Business Unit, B&A Planning Group have respectfully submitted a proposed Land Use Redesignation & Outline Plan supported by a Master Concept Plan, to enable the redevelopment of a + 2.82 hectare (+ 6.97 acre) City owned site in the NW community of Sage Hill. The intent of the application is to accommodate an integrated civic and mixed use development that will encourage the co-location of community services including a public library, BRT Park & Ride, community gathering spaces, arts and culture spaces, affordable housing, opportunities for market housing and complementary retail and commercial uses.

The site is centrally located within five developing communities contained in the Symons Valley Community Plan (SVCP). It is bounded by Sage Hill Link NW and future mixed use (Anderson Project) to the north, 37th Street NW and future multi-residential development to the east, Sage Hill Gate NW and existing regional commercial development to the south and Sage Hill Boulevard and the future Town Centre to the west. The subject land was previously stripped and graded and is gently sloping from west to east.

The Municipal Development Plan (MDP) identifies the subject land as being within a Community Activity Centre (CAC). CACs aim to provide compact, mixed-use development that achieves a minimum intensity of 150 people and jobs per hectare. The SVCP identifies the site as a Civic and Mixed Use Area and contains policies on intent & composition as well as general design guidelines. The proposed land use outline plan & conceptual site plan have carefully considered & incorporated the policies of the MDP, Community Plan as well as feedback from stakeholders.

The Community Plan also stipulates that a Master Concept Plan be submitted in support of the initial Land Use / Outline Plan. A Master Concept Plan has been included with the application and provides an overall vision, design principles and guidelines, 3D massing and cross-sections. The associated Outline Plan includes the delineation of future parcels, location and design of the Main Street and BRT Park & Ride derived from the design of the Master Concept Plan.

Similarly, and in order to realize the vision for the site, a land use redesignation has been submitted proposing to redesignate the subject land from a regional commercial land use district, C-R3 f6.5h95 to a Direct Control based on the Mixed Use District (M-U1) and a High Density Multi-Residential (M-H2) District. The DC (M-U1) District will frame the future Main Street and accommodate the civic multiservice integrated facility, a possible site partner facility as well as two mixed use parcels. The DC (M-H2) District will accommodate the BRT Park & Ride as well as any long term opportunities for redevelopment.

This integrated mixed use project, known as the Symons Valley Centre, is predicated on providing compact, sustainable and high quality development and a new way of delivering civic services. We look forward to the support of Administration, Calgary Planning Commission & Council on this exciting new integrated, mixed use and multi-service facility in Calgary's NW.



## Community Association Letter



PO Box 47125 Creekside  
Calgary, AB T3R 080  
[www.sagehillcyc.com](http://www.sagehillcyc.com)  
[info@sagehillcyc.com](mailto:info@sagehillcyc.com)

Hugo Haley  
[hugo.haley@calgary.ca](mailto:hugo.haley@calgary.ca)

March. 12, 2019

**Re: Land Use Application # LOC2018-0157**  
**"Land Use for Sage Hill Civic Center"**

In mid-summer of 2018 the Sage Hill Community Association received a Land Use application from the city regarding the Sage Hill library/civic center. As it incorporated a subsidized housing and transit component we felt obligated to share it with our residents in poll format to gauge public opinion. That poll had 729 votes and 81% were opposed to the project. As such we sent notice to the applicant team listing our concerns.

On Sept. 11 the Sage Hill Community Association met with the projects applicant team to work through a number of questions/concerns surrounding the development which ranged from overall building height/size, total number of units, concerns of increased neighborhood crime, project finishing materials, parking and noise. Thankfully all our concerns were addressed and we as an association are a lot more open to the concept after speaking with the applicant team. We do still have concerns with design, potential crime and noise and we think having more multi bedroom suites to attract families in need of housing vs single bedroom units would be more beneficial to the community. Grounds maintenance, exterior building materials, trim and windows design/coverings were a few other comments we worked through during this meeting. Which again were addressed or are still being discussed as the project comes to design phase.

Overall the Sage Hill Community Association is satisfied with the efforts of the applicant team and their willingness to address our concerns and work with us on this project. Of course there will always be some issues and concerns surrounding subsidized housing and transit projects and we hope to continue discussing these issues and working through them. The general position of our community association is of neutral opinion on this project as of today, as we recognize the need for these facilities and we look forward to providing additional comments at the detailed design stage.

One recommendation we would like to purpose is some portion of the site be considered for temporary or if possible permanent recreational purposes (ie: hockey rink, basketball court, tennis courts, skate park etc...) as our community is greatly lacking in these amenities.

Thank you for working with us and continuing the relationship with Sage Hill, we look forward to the next round of discussions,

Regards

**Ross Utigard, President**  
Sage Hill Community Association

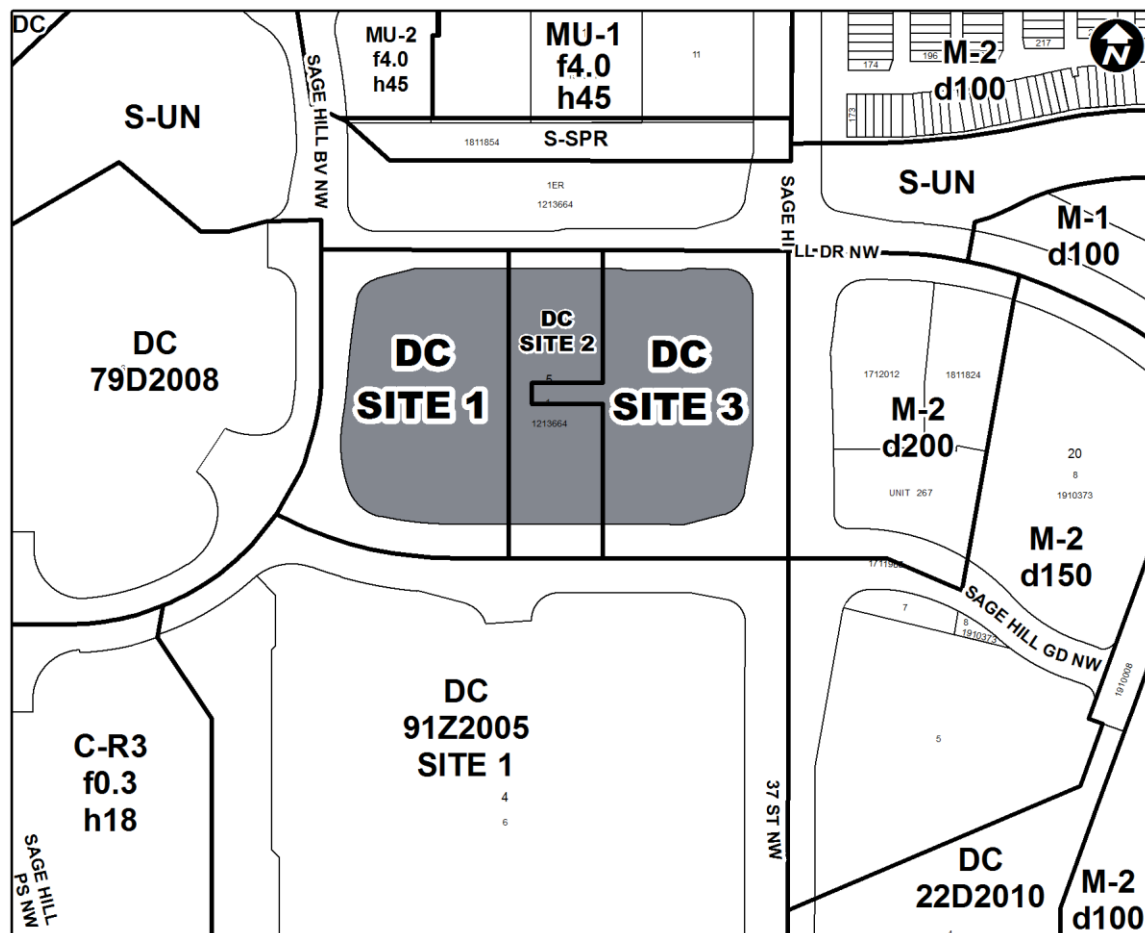
[www.sagehillcyc.com](http://www.sagehillcyc.com) [info@sagehillcyc.com](mailto:info@sagehillcyc.com)



## Proposed DC Direct Control District Guidelines

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

### SCHEDULE A



### DIRECT CONTROL DISTRICT

#### Purpose

- This Direct Control District is intended to:
  - provide for the integration of civic, cultural, institutional, residential and commercial uses in the same building or in multiple buildings on Sites 1, 2 and 3;
  - accommodate civic and mixed-use development that conforms to the Civic and Mixed Use Area Policies of the Symons Valley Community Plan;



### **Proposed DC Direct Control District Guidelines**

- (c) to support a vibrant public realm that includes an activity street and a multi-use plaza for informal and formal public activities on Site 1;
- (d) accommodate mixed use development on Site 2;
- (e) allow for parking stalls to be shared and to be provided on separate parcels within the Direct Control District to support strategies that optimize and minimize overall land area used for parking;
- (f) provide parking on Site 3 for Calgary Transit users and accommodate parking from other Sites within this Direct Control District; and
- (g) accommodate development that allows individual parcels to develop over time in a comprehensive manner.

### **Compliance with Bylaw 1P2007**

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

### **Reference to Bylaw 1P2007**

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

### **General Definitions**

- 4** In this Direct Control District Bylaw:

- (a) “**activity street**” means the north south **street** that divides Site 1 and Site 2;
- (b) “**Cultural Support Space**” means a **use**:
  - (i) where support functions necessary for a cultural organization’s day-to-day operations are provided and which may include, but is not limited to, administrative support, meeting rooms, storage, set production and rehearsal space;
  - (ii) where the primary cultural objective of the organization, which is intended for public viewing or sale, is not located in the same **use area**; and
- (c) “**At Grade Parking Lot**” means a **use**:
  - (i) where motor vehicles are parked for a short duration;
  - (ii) where motor vehicles are parked at grade; and

### Proposed DC Direct Control District Guidelines

- (iii) where motor vehicle and bicycle parking facilities are provided for users of public transit, notwithstanding Section 270.1 of Bylaw 1P2007;

#### Floor Area Ratio

5 The maximum **floor area ratio** is 4.0.

#### Building Height

6 The maximum **building height** is 40.0 metres.

#### Motor Vehicle Parking Requirement

- 7 (1) Unless otherwise referenced in subsections (2),(3),(4),(5),(6), the minimum required **motor vehicle parking stalls** referenced in Part 14, Division 1 of Bylaw 1P2007 is the minimum requirement in this Direct Control District.
- (2) **Motor vehicle parking stalls, visitor parking stalls, bicycle parking stalls** and **loading stalls** required for a **use** may be located on a separate **parcel** within this Direct Control District from the **use**:
- (3) Notwithstanding Section 116 of Bylaw 1P2007, locating **motor vehicle parking stalls, visitor parking stalls, bicycle parking stalls** and **loading stalls** required for a **use** on a separate **parcel** within this Direct Control District must be supported by a parking study and be included on the same **Development Permit**.
- (4) **Motor vehicle parking stalls** required for a **Dwelling Unit** or **Multi-Residential Development** must be provided on the **parcel** where the **Dwelling Unit** or **Multi-Residential Development** is located;
- (5) **Motor vehicle parking stalls, visitor parking stalls, bicycle parking stalls** and **loading stalls** required for a **use** may be shared with another **use** within this Direct Control District when supported by a parking study.
- (6) **Cultural Support Space** does not require **motor vehicle parking stalls** or **bicycle parking stalls – class 1 or class 2**.

#### Relaxations

8 The **Development Authority** may consider relaxations of sections 5, 6, 7, 12, 13, 14, 15, 19, 20, 21, 22, 26 of this Direct Control District Bylaw provided the test for relaxation in accordance with Section 31, Section 36, and Section 124 of Bylaw 1P2007 are met.

#### Site 1 (± 0.93 ha)

The provisions in sections 9 through 15 apply only to Site 1.

#### Permitted Uses

9 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

10 The **discretionary uses** of the Mixed Use - General (MU-1) District of Bylaw 1P2007

**Proposed DC Direct Control District Guidelines**  
are the **discretionary uses** in this Direct Control District:

- (a) with the addition of:
  - (i) **Conference and Event Facility;**
  - (ii) **Cultural Support Space;**
  - (iii) **Food Kiosk;**
  - (iv) **Health Services Laboratory – without clients;**
  - (v) **Hospital;**
  - (vi) **Market;**
  - (vii) **Museum;**
  - (viii) **Outdoor Recreation Area;**
  - (ix) **Performing Arts Centre;**
  - (x) **Parking Lot – Grade (temporary);**
  - (xi) **School – Private**
  - (xii) **School Authority – School**
  - (xiii) **School Authority Purpose – Major;**
  - (xiv) **School Authority Purpose – Minor;**
  - (xv) **Sign – Class F; and**
  - (xvi) **Sign – Class G.**

#### **Bylaw 1P2007 District Rules**

- 11** Unless otherwise specified, the rules of the Mixed Use - General (MU-1) District of Bylaw 1P2007 apply in this Direct Control District.

#### **Building Orientation**

- 12** **Units** and individual **uses** located at **grade** with an exterior wall facing the “**activity street**” must provide:

- (a) individual, separate, direct access to **grade**;
- (b) an entrance that is visible from the **activity street**.

#### **Ground Floor Height**

- 13** The minimum height of the ground floor of a **building** is 3.5 metres as measured vertically from the floor to the ceiling.

#### **Rules for Facades Facing a Street**

- 14 (1)** The length of the **building** façade that faces the “**activity street**” or a commercial **street** must be a minimum of 80.0 per cent of the length of the **property line** it faces.

### Proposed DC Direct Control District Guidelines

- (2) In calculating the length of the **building** façade, the depth of any required **setback areas** or dimension of any publicly accessible plaza will not be included as part of the length of the **property line**.
- (3) Lobbies or entrances for upper floor **uses** must not occupy more than 20 per cent of the at **grade** façade facing the “**activity street**” or **street**.
- (4) For **laneless parcels**, portions of the facades dedicated to underground parking and loading entrances must not be included as part of the at **grade** façade for the purposes of this rule.

### Façade Width for Uses Facing a Street

- 15 (1) The maximum façade width is 25.0 metres for the following **uses** when located on the ground floor of a **building** facing the “**activity street**”:
- (i) **Child Care Service;**
  - (ii) **Community Recreation Facility;**
  - (iii) **Conference and Event Facility;**
  - (iv) **Hotel;**
  - (v) **Hospital;**
  - (vi) **Indoor Recreation Facility;**
  - (vii) **Instructional Facility;**
  - (viii) **Library;**
  - (ix) **Market;**
  - (x) **Performing Arts Centre;**
  - (xi) **Post-secondary Learning Institution;**
  - (xii) **Performing Arts Centre;**
  - (xiii) **School – Private;**
  - (xiv) **School Authority – School; and**
  - (xv) **Supermarket.**
- (2) In all other cases, the maximum façade width is 15.0 metres for a **use** when located on the ground floor of a **building** facing the “**activity street**”.

### Site 2 (± 0.48 ha)

The provisions in sections 16 through 22 apply only to Site 2.

### Permitted Uses

### Proposed DC Direct Control District Guidelines

- 16 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

- 17 The **discretionary uses** of the Mixed Use - General (MU-1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:

- (a) with the addition of:
  - (i) **Cultural Support Space;**
  - (ii) **Food Kiosk;**
  - (iii) **Market;**
  - (iv) **Performing Arts Centre;**
  - (v) **Outdoor Recreation Area;**
  - (vi) **Parking Lot – Grade (temporary);**
  - (vii) **Sign – Class F; and**
  - (viii) **Sign – Class G.**
  - (ix) **Temporary Residential Sales Centre;**

### Bylaw 1P2007 District Rules

- 18 Unless otherwise specified, the rules of the Mixed Use - General (MU-1) District of Bylaw 1P2007 apply in this Direct Control District.

### Building Orientation

- 19 **Units** and individual **uses** located at **grade** with an exterior wall facing the “**activity street**” must provide:

- (a) Individual, separate, direct access to **grade**; and
- (b) an entrance that is visible from the **street**.

### Ground Floor Height

- 20 The minimum height of the ground floor of a **building** is 3.5 metres as measured vertically from the floor to the ceiling.

### Rules for Facades Facing the Activity Street

- 21 (1) The length of the **building** façade that faces the “**activity street**” must be a minimum of 80.0 per cent of the length of the **property line** it faces.
- (2) In calculating the length of the **building** façade, the depth of any required setback or dimension of any publicly accessible plaza will not be included as part of the length of the property line.
- (3) Lobbies or entrances for upper floor **uses** must not occupy more than 20 per cent of the at **grade** façade facing the “**activity street**”.

### Proposed DC Direct Control District Guidelines

- (4) For **laneless parcels**, portions of the facades dedicated to underground parking and loading entrances must not be included as part of the at **grade** façade for the purposes of this rule.

#### Façade Width for Uses Facing the *Activity Street*

- 22 (1)** The maximum façade width is 25.0 metres for the following **uses** when located on the ground floor of a **building** facing the “**activity street**”:
- (i) **Child Care Service;**
  - (ii) **Community Recreation Facility;**
  - (iii) **Hotel;**
  - (iv) **Indoor Recreation Facility;**
  - (v) **Instructional Facility;**
  - (vi) **Market;**
  - (vii) **Post-secondary Learning Institution;** and
  - (viii) **Supermarket.**
- (2)** In all other cases, the maximum façade width is 15.0 metres for a **use** when located on the ground floor of a **building** facing the “**activity street**”.

#### Site 3 (± 1.07 ha)

The provisions in sections 23 through 25 apply only to Site 3.

#### Permitted Uses

- 23** The **permitted uses** of the Multi-residential – High Density Residential (M-H2) district of Bylaw 1P2007 are the **permitted uses** in this Direct Control District:
- (a) with the addition of:
- (i) “**At Grade Parking Lot**”

#### Discretionary Uses

- 24** The **discretionary uses** of the Multi-residential – High Density Residential (M-H2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:
- (a) with the addition of:
- (i) **Community Recreation Facility;**
  - (ii) **Food Kiosk;**
  - (iii) **Market;**
  - (iv) **Outdoor Recreation Area;**



- Proposed DC Direct Control District Guidelines**
- (i) **Parking Lot – Structure;**
  - (ii) **Parking Lot – Temporary;**
  - (iii) **Performing Arts Centre;**
  - (iv) **Sign – Class F; and**
  - (v) **Sign – Class G.**

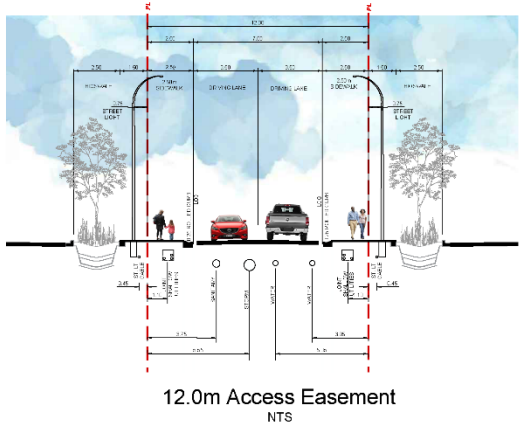
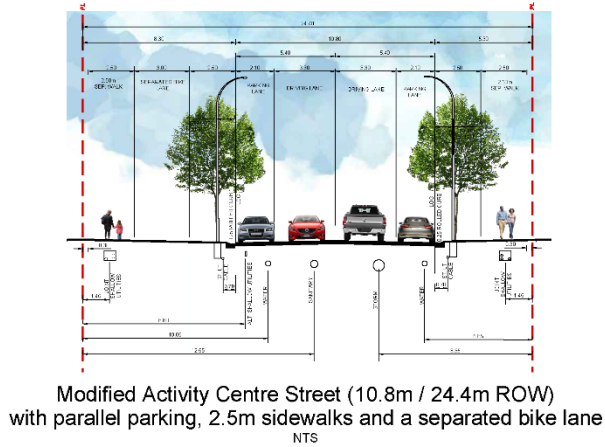
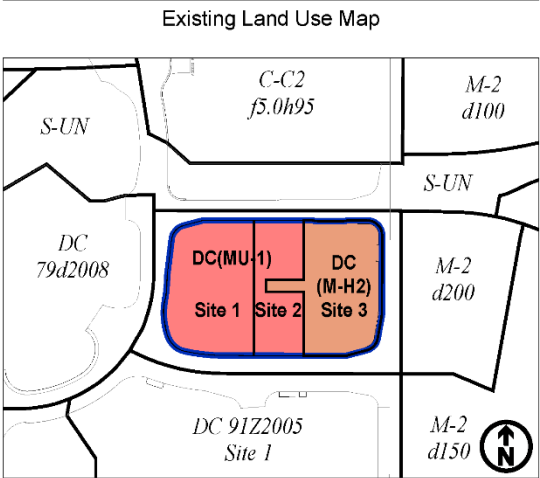
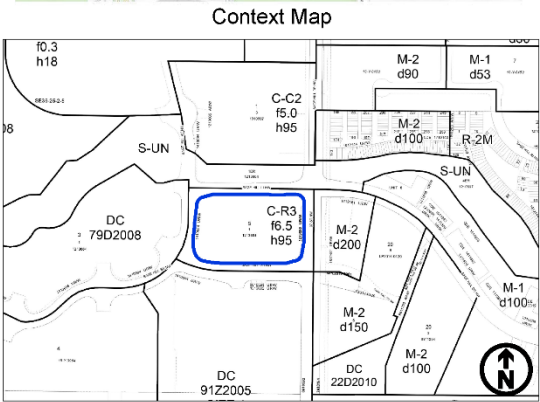
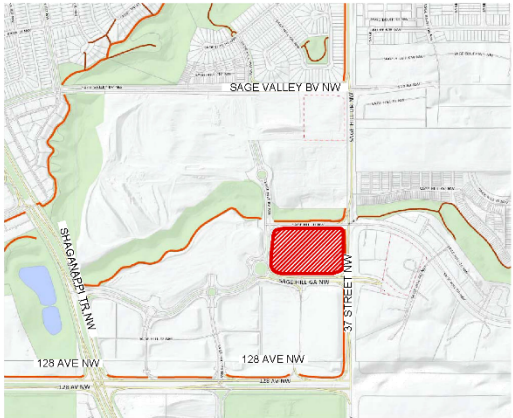
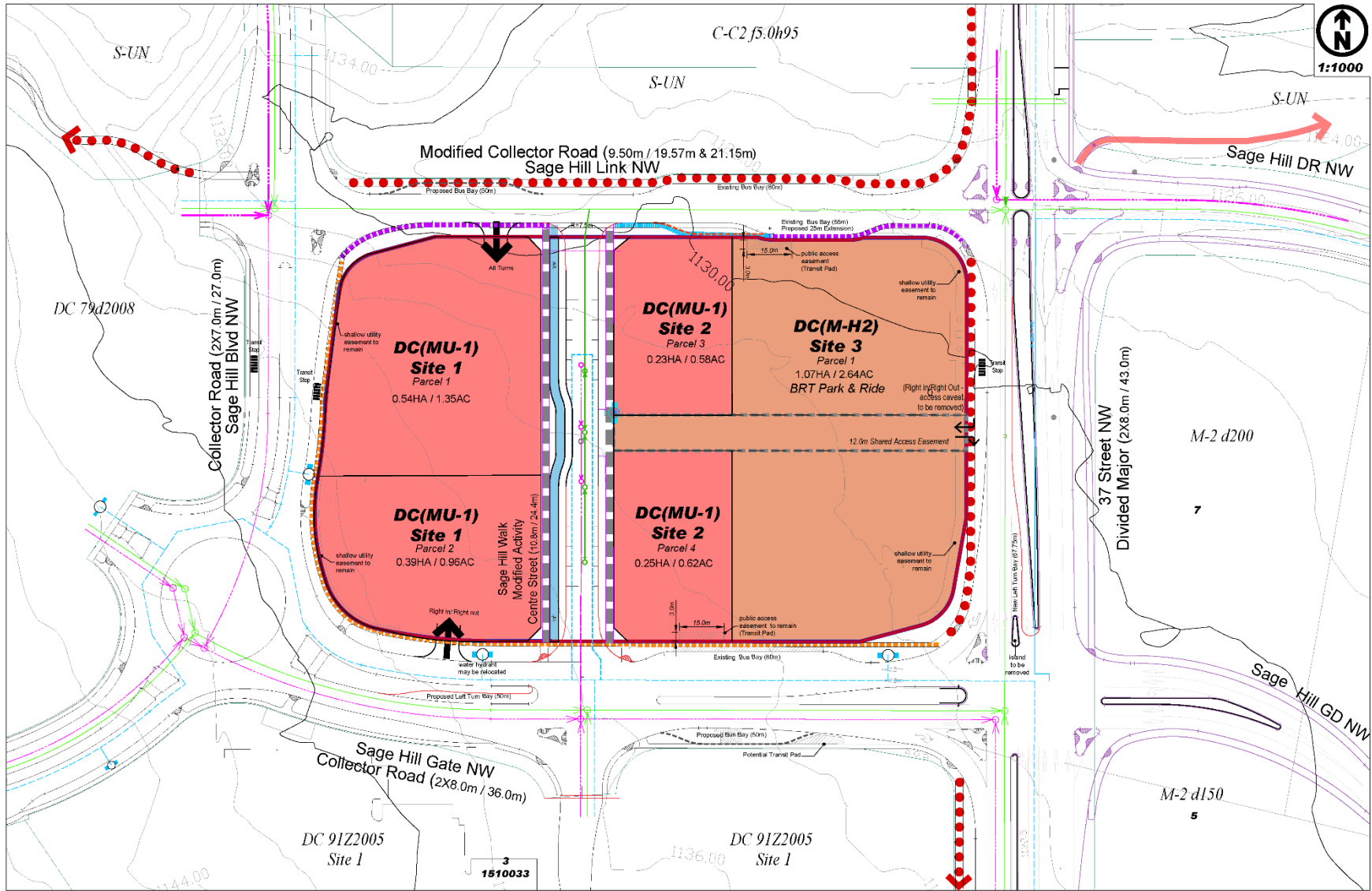
**Bylaw 1P2007 District Rules**

- 25** Unless otherwise specified, the rules of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District.

**Rules for “At Grade Parking Lot”**

- 26** At grade parking:
- (a) Must provide landscaping in accordance with Section 694 of Bylaw 1P2007;
  - (b) Requires a minimum number of ***bicycle parking stalls – class 1*** and ***class 2*** based on 2.5 per cent of the number of ***motor vehicle parking stalls*** provided; and
  - (c) May accommodate ***motor vehicle parking*** from Site 1 and Site 2 within this Direct Control District.

Proposed Outline Plan



OUTLINE PLAN STATISTICS				
06-Jun-19				
	# of units	area	bc	
	anticipated	ha	ac	
TOTAL AREA		2.82	6.97	
Gross Developable Area (GDA)		2.82	6.97	100.0%
DC (MU-1) - Site 1		0.93	2.30	33.0%
Parcel 1 DC(MU-1) Anticipated density 107uph/43upa *	48	0.54	1.33	
Parcel 2 DC(MU-1)	64	0.39	0.96	
DC (MU-1) - Site 2		0.48	1.19	88.9%
Parcel 3 DC(MU-1) Anticipated density 291uph/118upa *	64	0.23	0.57	
Parcel 4 DC(MU-1) Anticipated Density: 283uph/115upa *	68	0.25	0.62	
DC(M-H2) - Site 3		1.07	2.64	37.9%
Parcel 1 - BRT Park & Ride		1.07	2.64	
Modified Activity Centre Street		0.82	2.03	29.1%
Road Areas				
TOTAL NUMBER OF UNITS	180			
Density	Anticipated - Site 1 & Site 2	63.9 uph	25.0 upa	
INTENSITY		ppu	anticipated	
Population	2.2	396		
Home-based Jobs	3.8/100	7		
Civic and Retail Jobs	50sm/empl	232		
Total People & Jobs		635		
People & Jobs per Hectare **		283		

\* Anticipated density is based on the anticipated development program and will be confirmed through the Master Plan Process.  
\*\* Intensity is based on the Symons Valley ASP policy 5.13.2(d)(ii) that a Park and Ride facility may be excluded from the intensity calculation



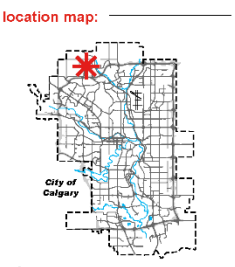
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sub-consultant:  
**kasian**  
exp.

no.	date	description
1	20-12-2017	Pre-application Mtg
2	05-06-2018	Submit OP
3	11-02-2019	Re-Submit OP DTR1
4	09-04-2019	Re-Submit OP DTR2
5		
6		
7		
8		
9		



\* Subject Site  
scale:  
0 10 20 30 40 50  
SCALE 1:800

municipal address:  
251 Sage Hill Boulevard NW

legal description:  
Lot 1 Block 5 Plan 121 3664

file description:  
pre-app: PE2017-01565  
LOC: 2018-0157  
bylaw no.:  
file info:  
project no.: C2083  
drawn by: EB, JB  
start date: Aug 10, 2017  
current date: Jun 04, 2019

project:

**Symons Valley Civic & Mixed Use Centre**

sheet title:

**Outline Plan and Land Use Redesignation**

exhibit no.:

1.0



## Master Concept Plan



## Master Concept Plan

# Symons Valley Centre MASTER CONCEPT PLAN

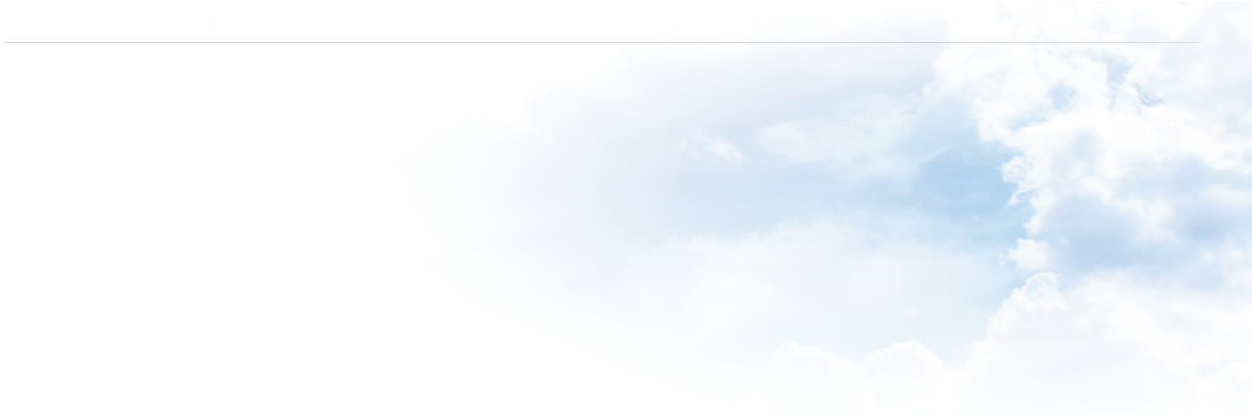
## 1. Vision

The Master Concept Plan as presented illustrates the Symons Valley Centre as a social and cultural hub for the communities of northwest Calgary. The development includes community meeting spaces, facilities for arts and culture programs, affordable housing, complementary retail uses and an outdoor open space that could accommodate festivals, markets and performance events. The BRT Hub will provide frequent transit connections to local communities, to Light Rail Transit stations and the Downtown, a significant public investment that will help to facilitate further private investment as the site builds out.

The development includes opportunities for health and education facilities, market and affordable housing, retail services and a City Park & Ride facility. The majority of vehicle parking will take a phased approach and is anticipated to ultimately be located underground or within structured facilities. This urban format supports a comfortable and high-quality pedestrian environment throughout and across the site. The Centre is planned to be a vibrant mixed-use development that is recognized as a health, education, recreation and cultural hub for the Symons Valley communities.



## Master Concept Plan



### 2. Design Principles

The following design principles for the Symons Valley Centre are a key component of the Master Concept Plan and help to guide development at the subsequent detailed design stages.

These principles take into consideration the project's vision, the policies of the MDP and Symon's Valley Community Plan as well as planning best practices for developing a Community Activity Centre. They describe the design aspirations for the civic and mixed-use development at the Symons Valley Centre and define the strategies for future site design and interfaces, open spaces, access, circulation and sustainability initiatives.

#### DESIGN PRINCIPLES.

##### THE SYMONS VALLEY CENTRE WILL BE:

1. A compact, transit-supportive Activity Centre within the northwest Calgary community of Sage Hill;
2. A slope-adaptive development that will work with the existing site conditions to create active edges and reduce the need for any backsloping or retention features;
3. A walkable place that incorporates multi-modal connections through the site and beyond to adjacent parcels;
4. A lively environment that is animated by a mix of civic and private development and a high-quality public realm that may provide outdoor space for community events;
5. Designed for climate and sustainable infrastructure to support comfortable year round use of facilities.

## Master Concept Plan

### 3. Master Concept Plan

The design of the Symon's Valley Centre is predicated on the policies of the MDP, The Symon's Valley Community Plan and all of the stakeholder and community feedback to date.

#### KEY ELEMENTS

The following Key Elements will work together to provide a compact, efficient, well connected and adaptive development that will accommodate further intensification over time.

#### 1. Anticipated Transit Supportive Site Development

##### (a) Civic Multi-Service Facility that is anticipated to include the following uses:

- The Calgary Public Library
- Arts and culture spaces
- Calgary Affordable Housing
- Possible retail & consumer service spaces (e.g. child care)

##### (b) Possible Partner Facility that provides the opportunity for:

- Educational services
- Health services
- Other compatible & complementary uses

##### (c) Main Street East will provide opportunity for:

- Mixed-Use development along the east side of the main street that will be able to accommodate a range of residential, commercial, educational, cultural or civic uses

##### (d) Park and Ride Facility for Bus Rapid Transit (BRT) will accommodate:

- Transit's required 250 stall Park and Ride
- Additional BRT bus bays & Shelter(s)
- Opportunities for redevelopment and intensification over time

#### 2. Complete Connections & Circulation

##### (a) Main Street

- Convenient On-Street Parking
- Large pedestrian areas
- Landscaping, bike path and cycling infrastructure

##### (b) East/West Corridor

- Publicly accessible private street that will provide access to the BRT Park & Ride and be designed with enhanced pedestrian and biking connections and landscaping
- Allows for increased redevelopment potential in the future by connecting through to 37 Street NW

#### 3. High Quality Public and Community Gathering Spaces

##### (a) Community Commons

- Landscaped outdoor area that may accommodate civic programs and community events

##### (b) High-quality public realm components should include the following:

- Decorative or enhanced paving along the Main Street and in the Community Commons
- Active and inviting interfaces to civic facilities and main street uses
- Benches, bike parking and pedestrian scaled lighting along the Main Street, the East/West Corridor and building entrances
- Lighting for night-time and winter programming
- LIDs with local plants, grasses, shrubs and trees along the Main Street and the East/West Corridor
- Art features or focal points in public spaces (sculpture, fountain, lighting, or rotating programming by civic partners)
- Weather and wind protection features on building facades and in public areas





## Master Concept Plan

### 4. Anticipated Transit Supportive Site Development

The following section describes the key plan elements in more detail and how the design principles have influenced the conceptual plan and can provide further guidance at the detailed design stage.

#### 4.1 CIVIC MULTI-SERVICE FACILITY

It is anticipated that the Civic Multi-Service Facility is located in the NW portion of the plan and will be constructed in the initial phase of development. This facility will be vertically integrated and contain the new public library branch as well as an anticipated 48 units of affordable housing. Complementary uses such as child care services and retail and consumer service along the Main Street may be encouraged at the detailed design stage.

The Master Concept Plan illustrates the benefits of employing slope adaptive methods. By working with the natural site slope - parking, loading and servicing functions can be located partially below-grade, in structured parking below the building podiums. Slope adaptive development will accommodate at-grade uses to be accessed from street level while still allowing active frontages along the Main Street and boundary roads. At-grade uses are then directly serviced from the interior of the building leaving the public realm free of any servicing functions and available for features that enhance the pedestrian experience. This approach has the advantage of reduced cost and environmental footprint associated with a full basement excavation, but also allows the opportunity for active uses on all sides of the parking structure. Additionally, locating the structured parking directly below the buildings allows direct vertical circulation to these areas within the comfort of conditioned spaces, improving wayfinding and contributing to the overall visitor experience.



## Master Concept Plan

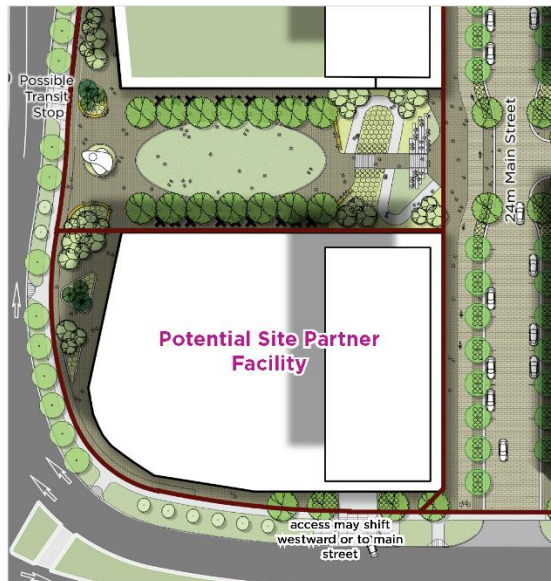
### 4.2 SITE PARTNER FACILITY

The Master Concept Plan anticipates that the Site Partner Facility would likely be constructed in the short to medium term and be located within the SW corner of the site. The vision for this facility is to integrate a mix of civic uses with commercial and/or residential uses which may include (but not limited to) retail, child-care facilities, affordable housing, medical/professional office space, educational health or cultural uses that can bolster the initial public investment of the library and transit.

The Master Concept Plan presents the importance of shared spaces and co-location within the civic facilities in achieving the stated goals and vision of the ICFP Program for the Symon's Valley Centre to achieve greater space efficiencies and economies of scale. Public elements are intertwined with the quasi-private and private areas of the plan in order to provide a holistic and comprehensive approach to the development of the site.

SYMONS VALLEY CENTRE MASTER CONCEPT PLAN | FEB 2019

07





## Master Concept Plan

### 4.3 MAIN STREET EAST

The Main Street East parcels will accommodate street-oriented mixed-use development. The Master Concept Plan demonstrates how these parcels can help to frame the Main Street along its eastern edge while providing a suitable transition towards the surface parking area of the BRT Park & Ride to the east. Any required surface parking or loading should be screened at the rear of the buildings while still providing considerable opportunities to activate the street by providing an environment that will encourage the location of outdoor cafes, coffee shops, retail and services that can ultimately enhance the public realm.

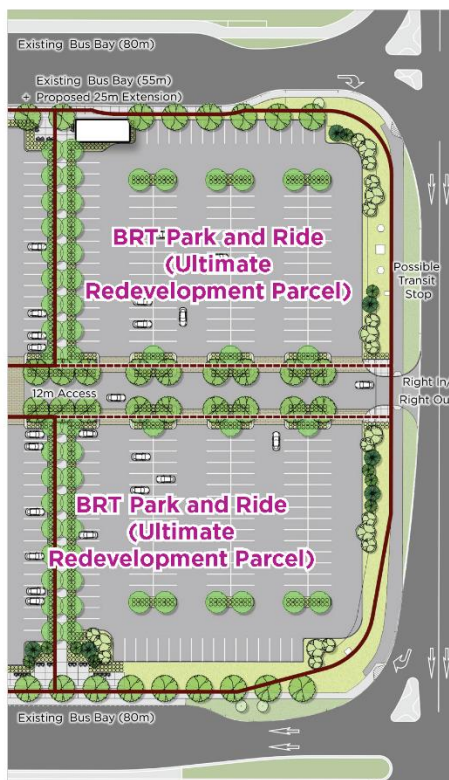


## Master Concept Plan

### 4.4 PARK & RIDE FACILITY

The Master Concept Plan shows the Park & Ride located along the eastern edge of the development and bisected by the proposed east/west corridor. This location allows for optimum access to the existing bus bays, enhanced pedestrian connections across the site to the transit shelters and bays or towards the Main Street and library. The regularized shape of the parcel and proposed access off 37th Street NW will encourage the redevelopment potential of these sites in the future, long term redevelopment scenario. It is important to demonstrate the redevelopment potential early and set up a subdivision framework that would enable sustainable and adaptive development options, should the plans for the BRT ever change.

The initial Park & Ride Facility will include 250 surface parking stalls, enhanced bus shelters and bus bays that are intended to be developed in the medium term over the next 5 to 10 years. It is anticipated that future redevelopment would accommodate a structured Park & Ride facility.



## Master Concept Plan

### 4.5 LANDSCAPE, LIGHTING & STREET FURNITURE

A comprehensive landscape and lighting strategy will be provided in support of the first DP application for the site, to ensure the public realm for the entire site is designed and implemented with a consistency of design, materials, and quality standard throughout all phases of development. The comprehensive landscaping and lighting strategy provided in support of the first DP application for the site should include:

- Detailed design of the Community Commons
- Proposed paving materials for roads and sidewalks
- Materials, finishes and specifications of streetscape elements
- Details and specifications on LID elements
- Details on palette of trees and vegetation to be incorporated on site
- Details on how the City of Calgary Public Art Policy has been addressed
- Details on how the City of Calgary's Access Design Standards and Alberta Building Code have been addressed to ensure accessibility.



### 4.6 ACCESSIBILITY CONSIDERATIONS

Accessibility is critical to an inclusive and integrated civic and mixed use development. Barrier free routing has and should be pursued within and across the site including access to transit. Any public spaces should be cognizant of all potential users and any slope adaptive design should include ramps as well as stairs to ensure accessibility.

The City of Calgary's Access Design Standards are written to complement the Alberta Building Code to promote accessibility throughout City of Calgary's Facilities. Access Design standards are required to be incorporated into the design of all new buildings constructed on City-owned land. Considerations include providing curb ramps, accessible parking spaces, barrier free paths of travel and considerations to ramp sloping. The Symons Valley Centre is anticipated to meet and possibly exceed these standards where required during the design and development stages.

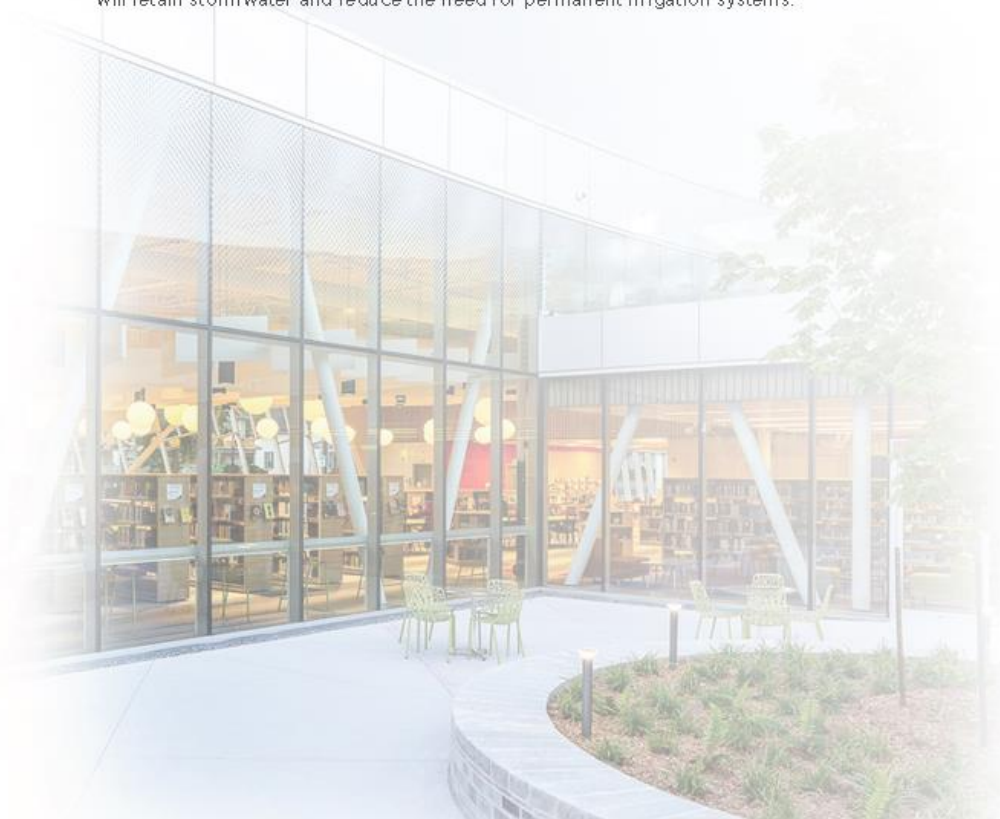


SYMONS VALLEY CENTRE MASTER CONCEPT PLAN | FEB 2019

## 11

The development of the Symons Valley Centre provides numerous opportunities to integrate environmentally-conscious principles that can be applied throughout phasing and further considered and ratified through the City of Calgary's Sustainable Building Policy. The City of Calgary's Sustainable Building Policy is required to be incorporated into the design of all new City-owned and City-funded facilities. The Symons Valley Centre is anticipated to meet and possibly exceed these standards where required during the design and development stages in order to reduce GHG emissions and lower energy and operating costs of City facilities. Sustainable building design be considered at the detailed design stage for all public and private developments.

The Master Concept Plan is based on the principle of sustainable site design through the demonstration of an integrated, dense and adaptive development that is set up for intensification over time. The location of the Transit hub and placement of multi-modal connections within and across the site encourages sustainable transportation behaviors for residents and visitors alike and the integration of bioswales within the street cross-sections will retain stormwater and reduce the need for permanent irrigation systems.

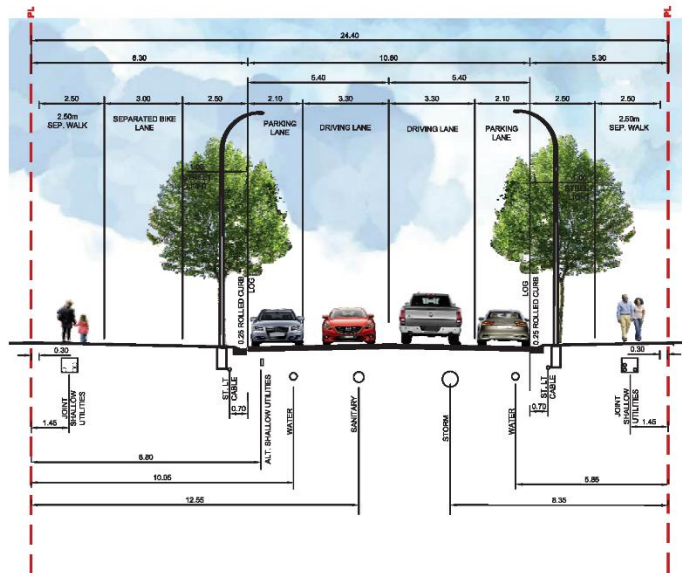




## Master Concept Plan

### 5. Main Street

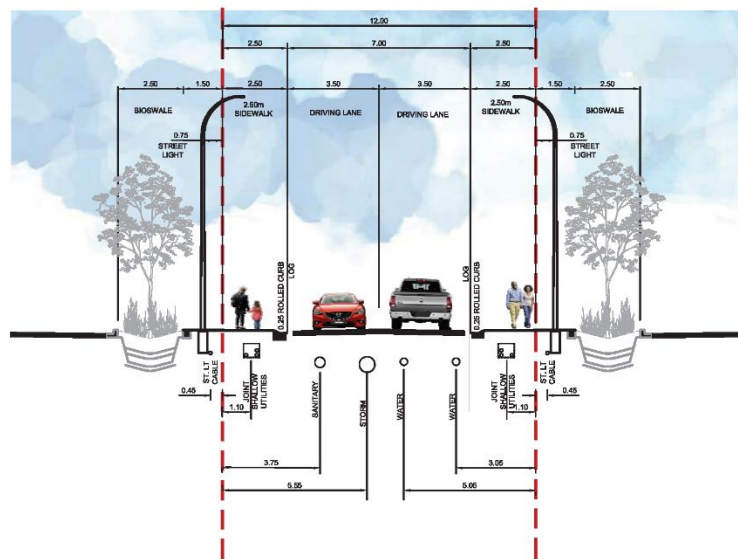
The Main Street has been designed as a modified Activity Centre Street from the City of Calgary's Complete Streets Policy (TP021). The vision for the Main Street is a vibrant, active street providing multi modal connections to the civic, retail and active uses at grade, to the open space and regional pathway system to the north and to the retail and commercial amenities to the south. The Main Street is envisioned as having minimal curb definition and the pedestrian and vehicular areas should be demarcated by distinctive pavers, bollards and landscaping. The proposed cross-section for the Main Street includes large pedestrianized boulevards that are intended to foster active building frontages with outdoor seating areas. The Main Street should act as an extension of the public and community gathering spaces with the potential for activities to spill out onto the street during community scale events and festivals.



## Master Concept Plan

### 6. East/West Multi-Modal Corridor

The East/West Multi Modal Corridor has been designed to include two way traffic lanes and an enhanced pedestrian zone for comfortable and accessible movement to and from the BRT Park and Ride. The park and ride is designed with a parking stall setback further from the easement to integrate lighting and bioswale while creating a more enjoyable, comfortable and walkable environment. The concept plan demonstrates how the paving strategy should be extended out from the Main Street to the East/West Multi-Modal Corridor and includes the drive aisle entries to the park and ride to delineate and enhance the cyclist and pedestrian connections from vehicular movements.



## Master Concept Plan

### 7. Public and Community Gathering Spaces

The Master Concept Plan provides a concept of a prominent outdoor community gathering space located between the Civic Multi-Service & Site Partners facilities. This could provide outdoor amenity space to the adjacent civic uses and to the community for programming, events and activities. It is important to recognize that this community gathering space is conceptual only and will be further refined at the development permit stage. The conceptual vision for this space is to incorporate both the hardscape features typical of an urban plaza and softscape features that could be used for a variety of recreational and passive activities.

This outdoor community gathering space should:

- Provide a key pedestrian linkage from the Main Street to Sage Hill Boulevard NW. This linkage will be accessible and could include a slope adaptive 'stramp' inspired design providing both seating and access.
- Provide a flexible, multi-functional outdoor amenity space for the civic partner facilities and user groups located on site that is generally consistent in scale and configuration with the concept presented in the Master Concept Plan.
- Provide a flexible, multi-functional open space that could (depending on design) provide space and features for a variety of potential events held by the five communities of Symons Valley.





## Master Concept Plan

### 8. Conceptual Building Massing

The following cross section and 3D Massing Figures demonstrates the integration of slope adaptive techniques, the anticipated urban form and potential mix of uses. The conceptual massing figures below and the cross-sections on pages 17 & 18 demonstrate possible build out scenarios based on the proposed land use and illustrates how the development could build out over time.

These conceptualized sections and models present the future site development as a compact and urban format style development with opportunities for varied building massing that will accommodate a mix of uses across the site and provide for high-quality public areas. Phase 1a of the Master Concept Plan anticipates locating affordable housing units above a mixed-use podium anchored by a new library that creates community synergies and continuous use that ensures an active urban condition on all sides of the civic development.

The proposed mix of uses across the site and arrangement in an urban format promotes livability and viability of the development as a whole, further enhancing the street-level experience by providing 'eyes on the street' enhancing the overall public realm and experience for future users. Similarly, active uses are shown and encouraged for all sides of the civic developments including the Phase 1b and 2 Civic Partners and Main Street East parcels, minimizing the appearance of parking and service entries wherever possible.

#### F3| 3D Massing - 1st Generation (Phase 1+2)



## Master Concept Plan

The location of the community gathering space takes advantage of direct access to neighbouring communities as well as views and access across Sage Hill Link NW to the Natural Open Space and regional pathway network. Retail uses have been contemplated within the active edges along the main street. The site partners' facility is recommended to be programmed similarly with active uses fronting the main street and onto the community gathering space as well as retail/commercial wraps at corners to optimize a fine-grained, walkable experience. The walkability experience and relationship with activating wrap-around frontages is a gateway function and offers a mirror of activity that can help turn the corner from one directional space to another.

The retail/commercial wrapping technique is anticipated to be used at the corners of the Phase 4 development as well as providing the opportunity for live/work units and residential at grade units along the street frontages. This combination will both activate and provide surveillance of the street; while providing a contextually appropriate interface with development across the street.

### F4 | 3D Massing - Ultimate Development (Phase 4)

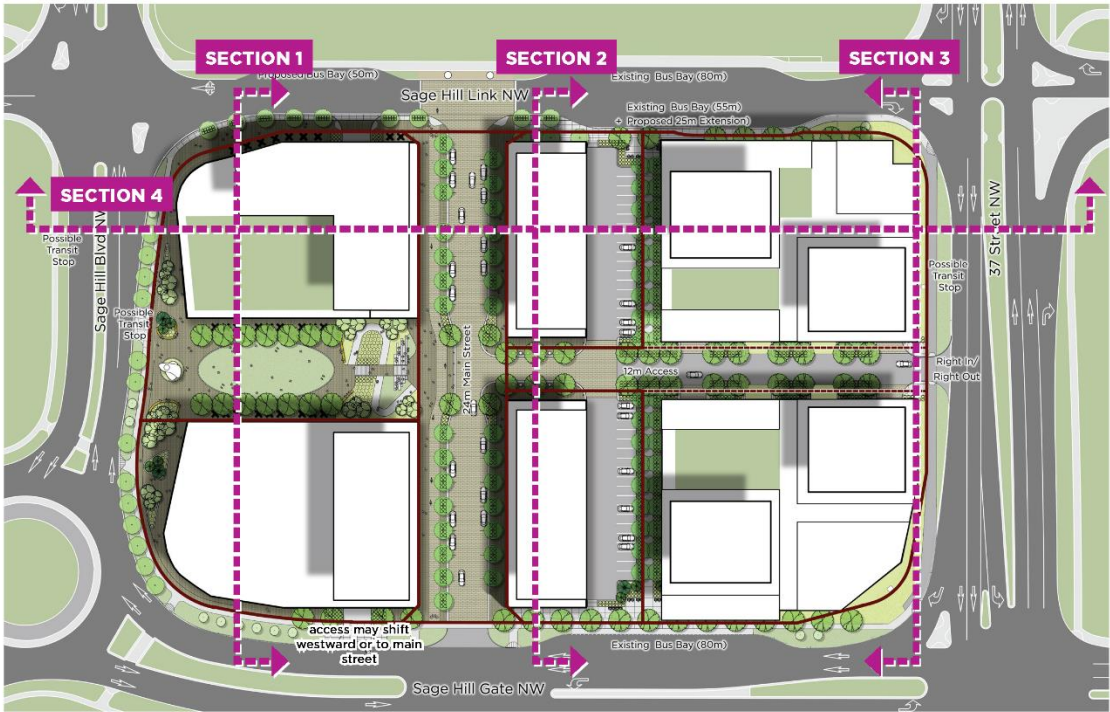


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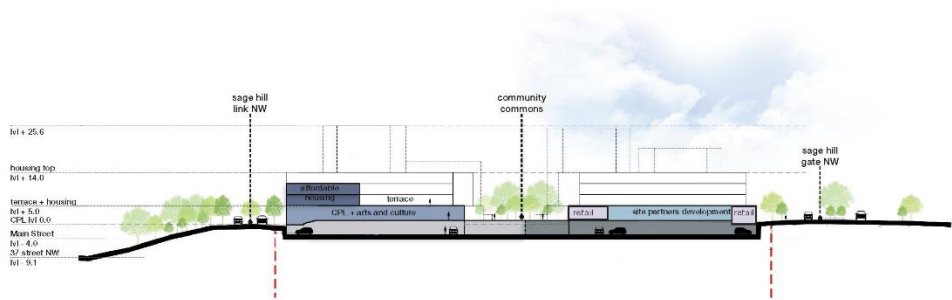
F4

Building Design Concept Cross Section Key Plan



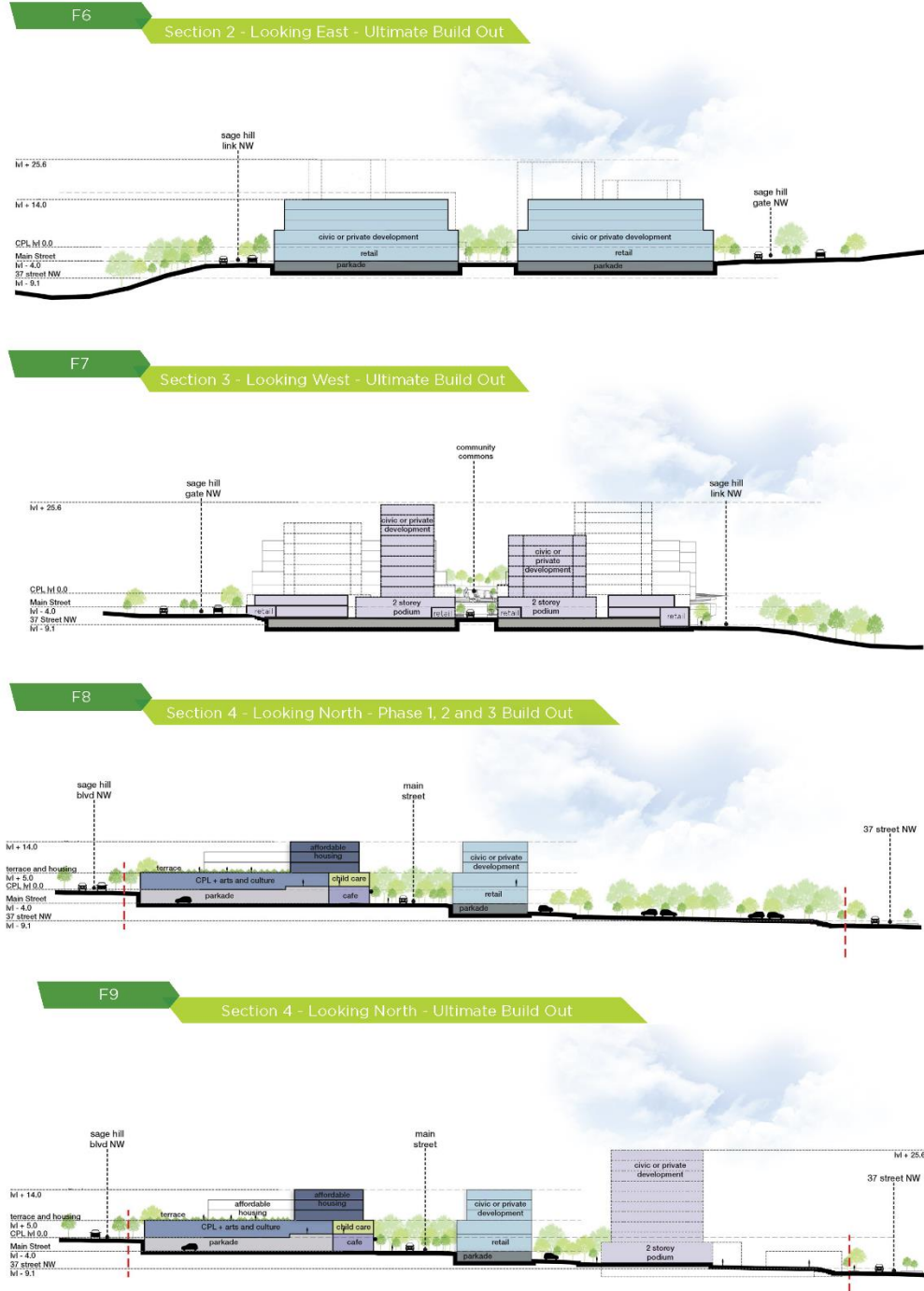
F5

Section 1 - Looking East - Ultimate Build Out





## Master Concept Plan



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Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0713

**Outline Plan in Sage Hill (Ward 2) at 251 Sage Hill Boulevard NW,  
LOC2018-0157(OP)**

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**EXECUTIVE SUMMARY**

This application has been submitted by B&A Planning Group on behalf of The City of Calgary (Real Estate and Development Services). This outline plan application proposes an outline for the future subdivision and development of approximately 2.82 hectares (6.97 acres) of land in the northwest community of Sage Hill. This proposal provides for:

- a comprehensively planned civic and mixed use development;
- two parcels intended for civic facilities (including a public library, arts and culture spaces, approximately 48 units of affordable housing) and public partner facilities (including opportunities for educational services, and health services);
- two parcels intended for mixed use development in the form of 6 to 10 storey buildings and anticipating a total of 132 dwelling units;
- one parcel intended initially for a transit rider Park & Ride facility that will develop over time;
- a minimum of 3,720 square metres of commercial floor space;
- approximately 0.4 hectares for a multi-use plaza to be used for formal and informal public activities;
- the location and size of a future public road; and
- the location of major utilities and services.

The proposed outline plan provides a detailed infrastructure and overall subdivision layout plan for the subject lands. This application is being considered under the policies of the statutory *Symons Valley Community Plan* and *Municipal Development Plan* that aim to support development of a community activity centre and a focal point for community services in this location.

**ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission **APPROVE** the proposed outline plan located at 251 Sage Hill Boulevard NW (Plan 1213664, Block 5, Lot1) to subdivide the 2.82 hectares  $\pm$  (6.97 acres  $\pm$ ), with conditions (Attachment 1).

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

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**BACKGROUND**

The subject lands are part of an area annexed to The City of Calgary in 1989. The *Symons Valley Community Plan* was drafted and adopted in 2001. The plan envisioned a predominantly residential area with five distinct communities with over 54,000 residents.

In 2008, along with land use approvals, Council approved amendments to *Symons Valley Community Plan* to establish a future bus rapid transit (BRT) hub on the subject site. This BRT hub was to be surrounded by a broader Transit Oriented Planning Area and implemented through policies enabling high density residential, regional commercial land uses, and significant suburban office development.

In 2009, the *Municipal Development Plan* (MDP) confirmed this direction by identifying the subject lands and much of surrounding area as a Community Activity Centre. Development of portions of the Community Activity Centre was completed based on the 2008 vision, including the commercial area south of the site, construction of most of the roads and the roundabouts that are currently in place (with portions of Sage Hill Boulevard NW remaining unfinished).

Nevertheless, nine years later much of the area had yet to realize development. This prompted policy amendments approved by Council in 2017 September (Bylaw 55P2017). The *Symons Valley Community Plan* was amended modifying the vision to more closely align with current development potential as supported by market studies, and to more closely reflect community service and facility needs.

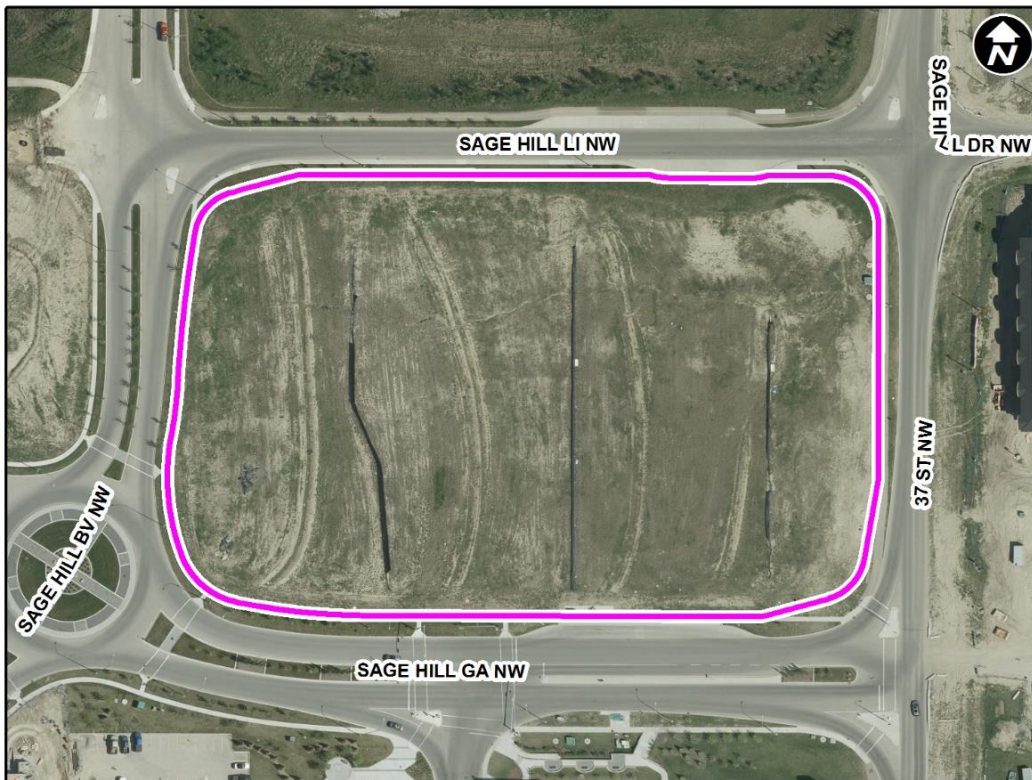
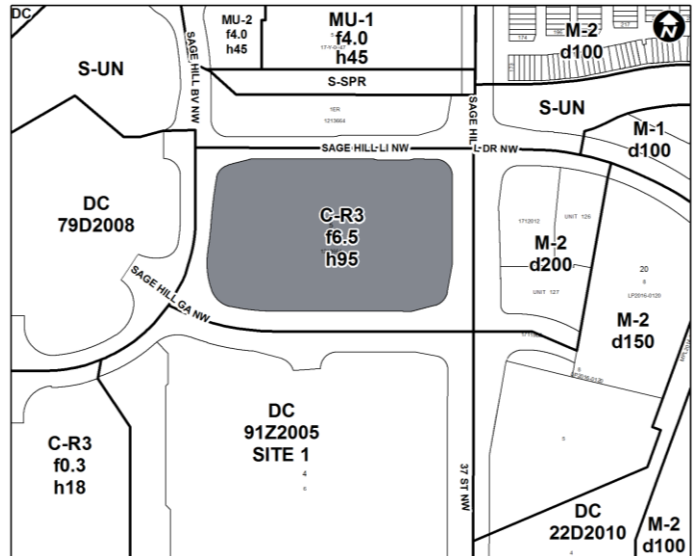
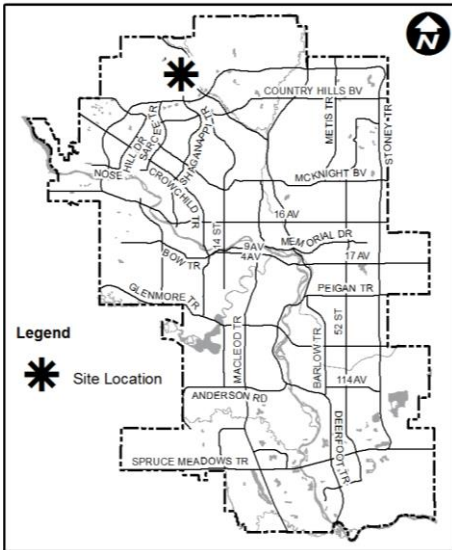
Amendments were made to the policies affecting the subject site to reflect the much-reduced potential for significant office and employment uses, and to instead reflect the intent for civic facilities and mixed residential and commercial uses be developed.

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## Location Maps



**Outline Plan in Sage Hill (Ward 2) at 251 Sage Hill Boulevard NW, LOC2018-0157(OP) at 251 Sage Hill Boulevard NW, LOC2018-0157(OP)**

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**Site Context**

Located in the developing community of Sage Hill, the subject site is west of 37 Street (Sage Hill Drive NW), north of Sage Hill Gate NW, and East of Sage Hill Boulevard NW. This undeveloped site is approximately 2.32 hectares (6.97 acres) in size and has been graded in preparation for development. The site slopes from west to east with a change in elevation of approximately 9.5 metres over 215 metres; an average slope of approximately 4.5 percent.

Directly south of the site is an existing regional commercial centre (Sage Hill Crossing) offering a mix of large and medium format retail uses anchored at by a Walmart. To the east across 37 Street is multi-residential building-out development in keeping with the transit oriented policies of the Symons Valley Community Plan. Of note are several seniors-oriented developments that are either under construction or have recently been completed.

A small ravine, designated Special Purpose – Urban Nature (S-UN) District, is located north of the parcel across Sage Hill Link NW. It is part of a larger coulee and ravine system in the area. North of the ravine are lands currently being developed with the first phases of a mixed-use development.

To the northwest of the parcel are lands that are currently vacant. These lands are anticipated for residential development and are subject to an outline plan and land use application currently under review (LOC2017-0404).

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

This outline plan and associated land use application (CPC2019-0714), will facilitate development of an area containing civic facilities and mixed multi-residential and commercial development that meets the policies of the *Municipal Development Plan* and achieves the intensities required for a Community Activity Centre. Future development will also meet the Civic and Mixed Use Area policies of the *Symons Valley Community Plan*. A Master Concept Plan (Attachment 6) has been submitted in support of the application, which at a non-statutory level, provides information on how the site is expected to be developed in a comprehensive and integrated manner.

**Planning Considerations**

As part of the review of this application, Administration considered a variety of factors noted below and have provided conditions to ensure key infrastructure is built and includes the community design elements that will contribute to the creation of a vibrant community activity centre.

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***Subdivision Design***

The outline plan (Attachment 5) proposes a future subdivision which will create a new internal street extending from the existing commercial intersection on Sage Hill Gate NW, north to Sage Hill Link NW. Five separate parcels will be created adjacent to this internal street: two will be west of the new Sage Hill Walk NW, and three east of the road. The parcels range between 0.23 hectares and 1.07 hectares in size and are generally rectangular in shape. The subdivision pattern creates a framework for street facing residential and mixed-use development, effectively manages elevation changes, and provides for the long term comprehensive development of the overall site.

The outline plan shows three sites that mirror the proposed DC Direct Control District. Site 1 includes two parcels of 0.54 and 0.39 hectares. Site 1, Parcel 1 is larger and will accommodate an integrated civic facility including a public library, arts and culture facilities, a multi-use plaza, and affordable housing units. These uses will be vertically integrated with small scale retail and consumer services along the new activity centre street. Development of this parcel is expected within 2 to 3 years.

Site 1, Parcel 2 will provide for complementary civic uses with a preference for educational, health, and cultural uses. Small scale retail and consumer services will also be used to animate the activity centre street frontage. Development of this parcel is expected within 2 to 5 years.

Site 2 includes two parcels of 0.23 and 0.25 hectares designed to accommodate street-oriented mixed use development. Development on these two parcels is expected to frame the east side of the new north/south street and contribute to its vibrancy. Vehicular access to these two parcels will be from the easement area shared with Site 3. Development of these parcels is also expected within 2 to 5 years.

Site 3, Parcel 1 is the largest of the parcels within the proposed outline plan at 1.07 hectares. This will be the location of a future Calgary Transit Park & Ride facility anticipated to be completed within the 10 year horizon, depending on prioritization and capital funding. Initial development will provide for approximately 250 surface parking stalls that are anticipated to meet the parking needs of transit users and provide opportunities for shared parking benefitting other uses on the site. This site will also be able to accommodate interim and temporary civic and recreational activities when appropriate. The parcel will have direct access from 37 Street NW, and a shared access easement area (private street) will create an east/west multi-modal corridor, providing connection to the new, north/south activity centre street. This subdivision framework is adaptable over time, and provides opportunity for further intensification of the lands. A structured Park & Ride facility may be integrated with future redevelopment. This final phase of development on this parcel is long term and is only expected within a 20 to 30 year horizon.

It is important to note that outline plans provide a tentative layout of future subdivision boundaries. However, through future detailed subdivision design and development permit reviews, some variations are permitted to the general layout as provided in the outline plan, subject to administrative review.



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***Land Use***

A land use redesignation application has been submitted in support of this outline plan. The existing land use district on the subject site is Commercial – Regional 3 (C-R3 f6.5h95) District. This district is intended for large commercial development on the boundary of several communities and does not provide for the integrated, civic and mixed use development now planned.

The proposed DC Direct Control District divides the land into three sites consistent with the configuration of sites identified in the outline plan. The DC Direct Control District provides a land use framework to realize the objectives for these lands described in the *Symons Valley Community Plan* and further detailed in the Master Concept Plan (Attachment 7).

The uses and use rules for Sites 1 and 2 are based on the Mixed Use - General (MU-1) District, which provides for development located along commercial streets, where both residential and commercial uses are supported at grade, and where both residential and commercial uses are accommodated within the same building. Specific additional uses have been included for both sites in addition to those in the Mixed Use - General (MU-1) District. The additional uses aim to deliver on the civic and community service objectives of individual sites, or aim to provide for interim uses in advance of ultimate development. The uses in Site 1 provide for integrated civic facilities, and creates the opportunity for complementary educational, health, cultural uses. Small scale retail and consumer service uses are standard features of the Mixed Use - General (MU-1) District and will ensure vibrancy of the new activity centre street. Site 2 uses provide for complementary mixed residential and commercial development anticipated likely to be delivered by private developers.

The uses and use rules for Site 3 are based on the Multi-Residential - High Density Medium Rise (M-H2) District, which provides for residential development in a variety of forms, is characterized by taller residential development with higher numbers of dwelling units, and is located on strategic parcels including landmark locations. The Multi-Residential - High Density Medium Rise (M-H2) District provides for the long-term development of Site 3. Additional uses have been included in the DC Direct Control District to provide for potential civic and community service uses on Site 3 in the interim or near-term, and to provide for the planned Park & Ride facility.

Buildings in this DC Direct Control District are expected to be of moderate height, generally not exceeding eleven or twelve storeys. Early phase development on Sites 1 and 2 is expected to be five to six-storeys. The proposed height rules allow for higher buildings to recognize the strategic location of these lands and to recognize the investment in civic facilities in this location. The height rules also provide some flexibility given the longer-term development horizon for the overall site.

The DC Direct Control District also provides rules to allow parking to be provided on separate parcels within the DC Direct Control District and to be shared between uses. The objective of these rules is to optimize and minimize overall land area used for parking. Site 3 is expected to provide the best opportunities to implement innovative parking approaches. Parking associated

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with dwelling units is excluded from this flexible framework and must be provided on the parcel where the dwelling unit is located.

***Density***

This area is identified as a Community Activity Centre in Map 1: Urban Structure of the *Municipal Development Plan*. Community Activity Centres must achieve a minimum intensity of 150 people and jobs per hectare. While to be confirmed through future development permits, this application generally contemplates near term development of four buildings, between five and seven storeys. Civic and mixed-use buildings are anticipated to accommodate approximately 189 dwelling units and 3,720 square metres of commercial space. Together, this will provide an estimated intensity of 232 people and jobs per hectare thus exceeding the minimum requirements of 150 people and jobs per hectare specified in the *Municipal Development Plan*. These calculations do not include additional residential and commercial intensities possible through redevelopment of Site 3 over the long-term.

***Master Concept Plan and Design Review***

A Master Concept Plan (Attachment 6) was submitted in support of this outline plan and land use amendment application as required by the *Symons Valley Community Plan*. The purpose of the Master Concept Plan is to ensure the proposed land use districts and associated outline plan provide a comprehensive design approach to integrate civic uses and complementary public and private development as envisioned in the area structure plan. The design objectives of the Master Concept Plan envision the site as:

1. a compact, transit-supportive Activity Centre within northwest Calgary;
2. a slope-adaptive development that will work with the existing site conditions to create active edges and reduce the need for any backsloping or retention features;
3. a walkable place that incorporates multi-modal connections through the site and beyond to adjacent parcels;
4. a lively environment that is animated by a mix of civic and private development and a high-quality public realm; and
5. designed for climate and sustainable infrastructure to support comfortable year-round use of facilities.

This Master Concept Plan has no official approval status; however, is fully intended to be referenced during future discretionary development permit applications, with the aforementioned objectives being further reviewed and implemented at these future development stages.

A central feature of the Master Concept Plan is public plaza or community commons. The full details of the plaza design, layout and materiality will be finalized at detailed design stage when budgetary parameters are more established. As part of the outline plan, the concept developed for the plaza incorporated numerous urban design features identified from engagement with civic and community stakeholders during the ASP and design charrette process. These features include the opportunity for seamless integration of at grade patio space with the adjacent built form, a central multi-functional green space, feature planting with both summer and winter

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interest, streetscape elements, creative slope adaptive design, bench and cluster seating options, integrated surface treatments and textures, universal accessibility and the opportunity for inclusion of a public art feature.

The proposed Master Concept Plan was reviewed by the Urban Design Review Panel (UDRP) at the pre-application stage while master planning and programming were being refined. General comments complimented the thoughtfulness and responsiveness of the overall scheme. UDRP comments regarding site circulation were integrated into the Master Concept Plan. In particular, the urban design approach to the plaza and the new activity centre street were influenced by their comments to create a strong and legible public realm, while managing slopes and site topography. UDRP will be engaged again to review the more detailed development permit submissions.

***Environmental***

A Phase I Environmental Site Assessment was completed for the subject site. The study determined there were no on-site sources that might have potential to cause environmental impairment from either historical or current land uses.

***Transportation***

The outline plan includes a new activity centre street (Sage Hill Walk NW) connecting Sage Hill Gate NW to Sage Hill Link NW. This new activity centre street will provide pedestrian access to the adjacent parcels to the west, and provide both pedestrian and vehicular access to the parcels to the east.

This new roadway will include parking lanes on both sides of the street. The outline plan shows a pedestrian crossing that will provide an east/west link between the future plaza of the proposed integrated civic facility, and the private road connection to the Park & Ride. The curb extensions and parking restriction will improve visibility and increase awareness of proposed pedestrian crossing. An additional pedestrian crossing will be established at the north end of the new activity centre street where it intersects Sage Hill Link NW. This crossing will align with pedestrian and public pathway connection to Environmental Reserve and Municipal Reserve lands to the north.

The site includes the Sage Hill transit hub. Although still in its early stages of development, the transit hub currently provides access to several routes including Route 82 (service to Brentwood Light Rail Transit (LRT) Station and the University), Route 115 (service to Tuscan LRT Station), Route 123 (service to North Pointe, Bus Rapid Transit (BRT) Route 301, future Green Line), and Route 129 (service to Dalhousie LRT Station). As Sage Hill, Kincora, Nolan Hill, and the Glacier Ridge Area Structure Plan areas build out, the transit hub is planned to facilitate access to enhanced transit service and high frequency buses, including one BRT service connecting the transit hub itself to Brentwood/University.

A Transportation Impact Assessment submitted with this application was reviewed and accepted by Administration.

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***Utilities and Servicing***

Services for the subject site are available from both Sage Hill Gate NW and Sage Hill Link NW. Main extensions for sanitary and storm along the new Sage Hill Walk NW will be required at the relevant tentative plan/development permit stage.

**Stakeholder Engagement, Research and Communication**

Various City business units and civic partners were engaged by the applicant as integrated civic facilities are proposed. The applicant team used a mix of workshops, questionnaires and stakeholder interviews throughout 2017/18 to determine the functional programming and schematic design for the overall site. The core group of business units and civic partners involved as stakeholders included: Calgary Transit, Calgary Neighbourhoods, Calgary Housing, Facility Management, Calgary Recreation, and the Calgary Public Library. This group collaborated to ensure the proposal will deliver on Council direction to build integrated civic facilities.

Two public open houses were held at the Symons Valley United Church to share information, collect feedback and answer citizen's questions about the project. In total 85 people attended the open houses held on 2018 April 24 and 2018 April 28. Feedback from these events reflected strong support for the proposed services and facilities.

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. Notification and online advertising prompted a variety of comments received through the online portal that reflected:

- concern regarding building height and additional multi-residential development;
- concern/non-support for affordable/subsidized housing;
- support for amenities like BRT and a public library;
- support for affordable housing;
- desire for recreational amenities; and
- concern for condition of road infrastructure.

To respond to comments received through the online portal and information circulating on social media, the applicant held meetings with the community association to clarify issues related to the design of the affordable housing component of the development. The applicant responded to concerns regarding design of the building (height and number of units), construction standards and finishing materials, ongoing management, maintenance and operations. A letter from the Sage Hill Community Association is attached detailing their initial concerns and reflecting an appreciation for the applicant responses. The community association letter indicates a neutral position (neither support, nor opposition) for the affordable housing development, noting a need for this type of development in Calgary and offering ongoing dialogue with the applicant team through detailed design and implementation.

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The community association also requested more recreational amenities and facilities to serve the areas. The proposed DC Direct Control District provides for several uses that would allow both outdoor and indoor recreation facilities to be located on site, either as permanent or temporary/interim features.

Following Calgary Planning Commission, notification 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 (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). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed outline plan builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

Map 1: Urban Structure of the *Municipal Development Plan* identifies the subject lands as part of the Residential – Developing - Planned Greenfield Area subject to an Area Structure plan. Additionally, it is located within a Community Activity Centre.

Community Activity Centres should be locations for a mix of medium and higher density employment, residential and community service uses. They should contain a broad range of housing and a mix of housing tenure and affordability levels to accommodate a diverse range of the population (section 3.3.3(e)). Intensities in the Community Activity Centre should be a minimum of 150 people and jobs per hectare (Table 3-1).

*Municipal Development Plan* policies regarding community services and facilities (section 2.3.6) direct provision of public services and facilities be integrated, multi-purpose, flexible and adaptable. Furthermore, policies regarding housing (section 2.3.1) recognize affordable housing as an integral part of complete communities.

The proposed outline plan and associated land use districts deliver on the above noted *Municipal Development Plan* policies.

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***Symons Valley Community Plan (Statutory – 2001)***

The subject site is located in the Transit Oriented Planning Area as identified in Map 3 Land Use Concept of the *Symons Valley Community Plan*. Within the Transit Oriented Planning Area, the subject parcel is identified as the Civic and Mixed Use Area. Development within this area is to accommodate a variety of civic uses and facilities including a public library and other community services. The Civic and Mixed Use Area is also to serve as a transit hub providing BRT services along with Park & Ride facilities.

Policy 5.13.2(1) confirms other public and private uses, including but not limited to employment-related uses, multi-residential, recreational or institutional uses will be allowed within the Civic and Mixed Use Area where the uses are determined to be complementary to the Civic uses on the site, consistent with the purpose of this area; and supportive of the vitality of the Community Activity Centre.

The development program proposed in this application is fully in alignment with these policies.

Policy 5.13.2(3) regarding design of the Civic and Mixed Use Area states the requirement for a well-defined outdoor public area or community gathering place such as a plaza and/or main street to provide a focal point within the area. The proposal addresses both of these policy requirements. The public space that will form the heart of Site 1 will provide for the seamless integration of at grade plaza space with the adjacent built form in a central multi-functional green space. It will feature plantings with both summer and winter interest, creative slope adaptive design, bench and cluster seating options, integrated surface treatments and textures, universal accessibility, and opportunities to include a public art feature.

A Master Concept Plan was submitted in support of the proposed outline plan and land use amendment as required in section 5.13.2(3)(b). This allowed the application review to consider the proposed mix of uses, details of the anticipated built form and massing, alignment design oriented policy and guidelines, and conformity with MDP policies regarding development intensity.

Future development permit applications will need to demonstrate compliance with the Design Guidelines in Appendix 1 of the *Symons Valley Community Plan* and the Master Concept Plan developed in support of this outline plan and land use amendment. The Design Guidelines provide flexible guidance for design features in the Transit Oriented Planning Area. Provisions qualitatively address building form, pedestrian connectivity, building setbacks, and amenity space.

**Social, Environmental, Economic (External)**

The proposal will provide for important and much needed citizen serving facilities such as affordable housing and a public library addressing the social objectives of the triple bottom line. The recommended land use framework provides a mix and intensity of uses that supports active modes of transportation and makes an efficient use of land and infrastructure. The development area anticipates an intensity of 283 people and jobs per hectare, which exceeds the minimum



**Outline Plan in Sage Hill (Ward 2) at 251 Sage Hill Boulevard NW, LOC2018-0157(OP) at 251 Sage Hill Boulevard NW, LOC2018-0157(OP)**

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target under the *Municipal Development Plan*. These intensities will further support utilization and expansion of transit infrastructure at this transit hub location. The applicant has also committed to implementation of sustainability measures that aim to lower operating costs for energy and reduce greenhouse gas (GHG) emissions. A commitment to pursue innovative storm water management is also mentioned in the Master Concept Plan and shown in the outline plan.

In addition to the social and environmental benefits noted earlier in this report; from an economic perspective, the proposed land use and associated outline plan will lead to additional population and jobs in this area. This is expected to catalyse new business activity and further support established businesses with additional nearby customers.

**Financial Capacity**

***Current and Future Operating Budget***

Current and future operating budget requirements will be the responsibilities of the business units providing programming or services. These have been determined through City Budget and Business planning processes.

***Current and Future Capital Budget***

The capital budget for Phase 1A (including the library, arts and culture spaces, affordable housing, and necessary infrastructure to service the facility) was approved by Council as part of the OneCalgary budget and business plan process. Capital to support later phases of development (including the Park & Ride) will be proposed through subsequent budget and business planning processes.

**Risk Assessment**

No risks were identified with this development that were not mitigated and addressed through the process to develop the Master Concept Plan. Development of these lands represents a strategic opportunity to provide necessary public services and facilities for the Symons Valley neighbourhoods. The proposed civic services are expected to be a catalyst for additional residential and commercial development on nearby undeveloped sites. Changes or delay of this project potentially puts at risk the timely delivery of public services and puts at risk the catalytic effects of the public investments represented by this proposal.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0713

**Outline Plan in Sage Hill (Ward 2) at 251 Sage Hill Boulevard NW, LOC2018-0157(OP) at 251 Sage Hill Boulevard NW, LOC2018-0157(OP)**

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**REASON(S) FOR RECOMMENDATION(S):**

The proposed outline plan services to implement the objectives and policies of the *Municipal Development Plan* which supports the efficient utilization of land and infrastructure. The proposal will lead to the integrated delivery of necessary community infrastructure, services and programming as identified in the Symons Valley Community Plan and create a vibrant focal point for the community.

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. Community Association Letter
4. Subdivision Data Sheet
5. Proposed Outline Plan
6. Proposed Land Use District Map
7. Master Concept Plan



### Conditions of Approval

1. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.
2. An Access Easement Agreement over the site shall be executed and registered on title **concurrent with the registration of the final instrument** at the Tentative Plan stage affecting Site 1, Parcel 1. Once the design of the public plaza component of Site 1, Parcel 1 has been clarified through Development Permit review, the easement area will be refined to reflect the actual design of the area intended for public use and access.
3. If a Residents Association is formed, it shall be comprised of all residents in the community and all impacted titles within the 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.
4. If applicable, prior to approval of the initial Tentative Plan, the special conditions addressing the formation and maintenance/financial responsibilities of the Residents Association shall be applied as a condition of subdivision approval to the satisfaction of the Approving Authority.
5. Prior to affected Tentative Plan approval (and submission of construction drawings), the proposed community and street names be submitted to the satisfaction of the Subdivision Authority.

#### Development Engineering:

6. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
7. Submit an updated electronic version of a Geotechnical Report to the Development Engineering Generalist. The report should be updated based on the current site condition and the latest development plan by the Geotechnical Consultant under the new name (name has changed) of the company. For Geotechnical Reports older than two years from the date of issuance, the City will require written confirmation from the Geotechnical Engineering Consultant indicating that the report adequately addresses the geotechnical requirements for the Land Development Application and is therefore suitable for submissions to the City.

#### Transportation:

8. In conjunction with the initial tentative plan, construct the modified southbound to eastbound parallel left turn at the intersection of 37 Street NW (Sage Hill Drive) and Sage Hill Gate NW, as shown on the approved Outline Plan. Construction drawings must be submitted in conjunction with the initial tentative plan and must be approved to the satisfaction of the Director, Transportation Planning.
9. In conjunction with the initial tentative plan, construct Sage Hill Walk, including the intersections with Sage Hill Gate and with Sage Hill Link, AND construct the transit laybys and bus pads, as shown on the approved Outline Plan. Construction drawings must be submitted in conjunction with the initial tentative plan and must be approved to the satisfaction of the Director, Transportation Planning.

### Conditions of Approval

10. For Site 2, Parcel 4 and Site 3, Parcel 1 a 15.0m X 3.0m public access easement agreement and registerable plan will be required at the location of the existing ~~and proposed~~ Transit Pad along Sage Hill Gate ~~respectively~~. The public access easement agreement and registerable plan for Site 2, Parcel 4 and Site 3, Parcel 1 shall be executed and registered on the applicable title(s) concurrent with the registration of the final instrument at the applicable Tentative Plan stage.
11. For Site 3, Parcel 1 a 15.0m X 3.0m public access easement agreement and registerable plan will be required at the location of the ~~existing and proposed~~ Transit Pad along Sage Hill Link ~~respectively~~. The public access easement agreement and registerable plan for ~~Site 2, Parcel 4 and~~ Site 3, Parcel 1 shall be executed and registered on the applicable title(s) concurrent with the registration of the final instrument at the applicable Tentative Plan stage.
12. **Prior to approval of the affected tentative plan**, provide cross-sections showing existing and proposed grades, including interim future and ultimate road grades and proposed lot grading adjacent to Sage Hill Boulevard, Sage Hill Gate, Sage Hill Link, and 37<sup>th</sup> Street NW. The cross-sections are to be drawn to scale and dimensioned to property lines and lip of gutter.
13. No direct vehicular access shall be permitted to Sage Hill Walk from the site 2 (parcels 3 and 4). A restrictive covenant shall be registered concurrent with the registration of the final instrument.
14. In conjunction with the applicable tentative plan, execute and register on title a public access easement for the proposed street connecting Sage Hill Walk to 37 Street NW through Sites 2 and 3. The easement and registerable plan must be approved to the satisfaction of the Director, Transportation Planning, prior to endorsement.
15. 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).
16. One vehicular access (only) will be permitted to or from Sage Hill Gate for the Site 1, at the location shown on the Outline Plan. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
17. Vehicular access to 37 Street NW is restricted to one (1) right turns-in and right turns-out only access to be located north of the southbound to eastbound left-turn bay for the intersection with Sage Hill Gardens NW. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
18. **In conjunction with the applicable Tentative Plan**: to the satisfaction of the Director of Transportation Planning remit payment (certified cheque, bank draft) OR provide a Letter of Credit for the pedestrian-actuated crossing signals for the proposed crossing at the intersection of Sage Hill Walk and Sage Hill Link NW. 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.

## Conditions of Approval

19. **In conjunction with the applicable Tentative Plan:** to the satisfaction of the Director of Transportation Planning remit payment (certified cheque, bank draft) OR provide a Letter of Credit for signal improvements to accommodate the north leg of the Walmart/Civic & Mixed Use Centre Main Streets and Sage Hill Gate NW intersection. 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.

### **Parks:**

20. Any damage to Municipal Reserve (MR) lands as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
21. Any damage to Environmental Reserve(ER) lands as a result of this development shall be restored to natural state at the developer's expense, to the satisfaction of Parks.
- If disturbance occurs to Environmental Reserve (ER) lands, a Habitat Restoration Plan shall be submitted to Parks to the satisfaction of the Urban Conservation Lead.
22. Any damage to Environmental Reserve (ER) lands as a result of this development from drainage or storm water infrastructure shall be restored to natural state at the developer's expense, to the satisfaction of Parks.
23. Any damage to public trees or boulevards as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
24. Any damage to the existing regional pathways within and along the boundaries of the plan area must be repaired at the developer's expense, to the satisfaction of Parks.
25. All landscape rehabilitation on Parks land and assets shall be performed and inspected in accordance with Parks Development Guidelines and Standard Specifications: Landscape Construction (current edition). The disturbed area shall be maintained until establishment and approved by the Parks Development Inspector.
26. Tree plantings within City of Calgary boulevards and/or right of ways are subject to approval from Utility Line Assignment and Parks. The developer shall submit Utility Line Assignment Construction Drawings for review and approval.
27. Any tree planting in the City of Calgary boulevard shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition).
28. Plant all public trees in compliance with the approved Public Landscaping Plan.
29. Drainage from the development site into adjacent reserve (MR/ER) lands is not permitted.
30. Construction access through adjacent reserve (MR/ER) lands is not permitted, unless otherwise authorized by Parks.
31. Stockpiling or dumping of construction materials on adjacent reserve (MR/ER) lands is not permitted.





## **Applicant Statement**

### **Symons Valley Centre - Land Use Redesignation & Outline Plan 251 Sage Hill Boulevard NW**

On behalf of the City of Calgary's Facility Management Business Unit, B&A Planning Group have respectfully submitted a proposed Land Use Redesignation & Outline Plan supported by a Master Concept Plan, to enable the redevelopment of a + 2.82 hectare (+ 6.97 acre) City owned site in the NW community of Sage Hill. The intent of the application is to accommodate an integrated civic and mixed use development that will encourage the co-location of community services including a public library, BRT Park & Ride, community gathering spaces, arts and culture spaces, affordable housing, opportunities for market housing and complementary retail and commercial uses.

The site is centrally located within five developing communities contained in the Symons Valley Community Plan (SVCP). It is bounded by Sage Hill Link NW and future mixed use (Anderson Project) to the north, 37th Street NW and future multi-residential development to the east, Sage Hill Gate NW and existing regional commercial development to the south and Sage Hill Boulevard and the future Town Centre to the west. The subject land was previously stripped and graded and is gently sloping from west to east.

The Municipal Development Plan (MDP) identifies the subject land as being within a Community Activity Centre (CAC). CACs aim to provide compact, mixed-use development that achieves a minimum intensity of 150 people and jobs per hectare. The SVCP identifies the site as a Civic and Mixed Use Area and contains policies on intent & composition as well as general design guidelines. The proposed land use outline plan & conceptual site plan have carefully considered & incorporated the policies of the MDP, Community Plan as well as feedback from stakeholders.

The Community Plan also stipulates that a Master Concept Plan be submitted in support of the initial Land Use / Outline Plan. A Master Concept Plan has been included with the application and provides an overall vision, design principles and guidelines, 3D massing and cross-sections. The associated Outline Plan includes the delineation of future parcels, location and design of the Main Street and BRT Park & Ride derived from the design of the Master Concept Plan.

Similarly, and in order to realize the vision for the site, a land use redesignation has been submitted proposing to redesignate the subject land from a regional commercial land use district, C-R3 f6.5h95 to a Direct Control based on the Mixed Use District (M-U1) and a High Density Multi-Residential (M-H2) District. The DC (M-U1) District will frame the future Main Street and accommodate the civic multiservice integrated facility, a possible site partner facility as well as two mixed use parcels. The DC (M-H2) District will accommodate the BRT Park & Ride as well as any long term opportunities for redevelopment.

This integrated mixed use project, known as the Symons Valley Centre, is predicated on providing compact, sustainable and high quality development and a new way of delivering civic services. We look forward to the support of Administration, Calgary Planning Commission & Council on this exciting new integrated, mixed use and multi-service facility in Calgary's NW.



## Community Association Letter



PO Box 47125 Creekside  
Calgary, AB T3R 080  
[www.sagehilllyc.com](http://www.sagehilllyc.com)  
[info@sagehilllyc.com](mailto:info@sagehilllyc.com)

Hugo Haley  
[hugo.haley@calgary.ca](mailto:hugo.haley@calgary.ca)

March. 12, 2019

**Re: Land Use Application # LOC2018-0157**  
**"Land Use for Sage Hill Civic Center"**

In mid-summer of 2018 the Sage Hill Community Association received a Land Use application from the city regarding the Sage Hill library/civic center. As it incorporated a subsidized housing and transit component we felt obligated to share it with our residents in poll format to gauge public opinion. That poll had 729 votes and 81% were opposed to the project. As such we sent notice to the applicant team listing our concerns.

On Sept. 11 the Sage Hill Community Association met with the projects applicant team to work through a number of questions/concerns surrounding the development which ranged from overall building height/size, total number of units, concerns of increased neighborhood crime, project finishing materials, parking and noise. Thankfully all our concerns were addressed and we as an association are a lot more open to the concept after speaking with the applicant team. We do still have concerns with design, potential crime and noise and we think having more multi bedroom suites to attract families in need of housing vs single bedroom units would be more beneficial to the community. Grounds maintenance, exterior building materials, trim and windows design/coverings were a few other comments we worked through during this meeting. Which again were addressed or are still being discussed as the project comes to design phase.

Overall the Sage Hill Community Association is satisfied with the efforts of the applicant team and their willingness to address our concerns and work with us on this project. Of course there will always be some issues and concerns surrounding subsidized housing and transit projects and we hope to continue discussing these issues and working through them. The general position of our community association is of neutral opinion on this project as of today, as we recognize the need for these facilities and we look forward to providing additional comments at the detailed design stage.

One recommendation we would like to purpose is some portion of the site be considered for temporary or if possible permanent recreational purposes (ie: hockey rink, basketball court, tennis courts, skate park etc...) as our community is greatly lacking in these amenities.

Thank you for working with us and continuing the relationship with Sage Hill, we look forward to the next round of discussions,

Regards

**Ross Utigard**, President  
Sage Hill Community Association

[www.sagehilllyc.com](http://www.sagehilllyc.com) [info@sagehilllyc.com](mailto:info@sagehilllyc.com)



## Subdivision Data Sheet

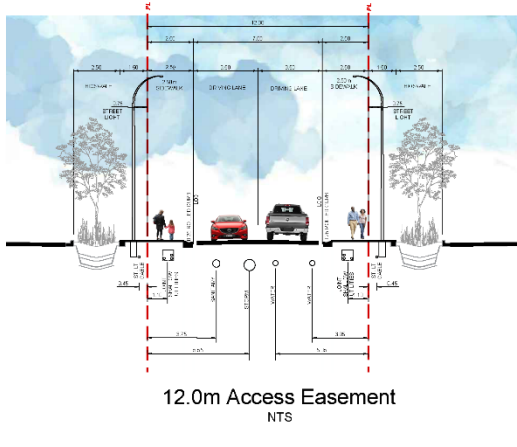
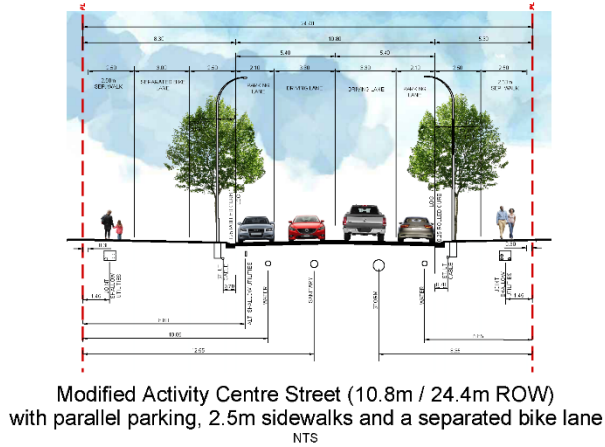
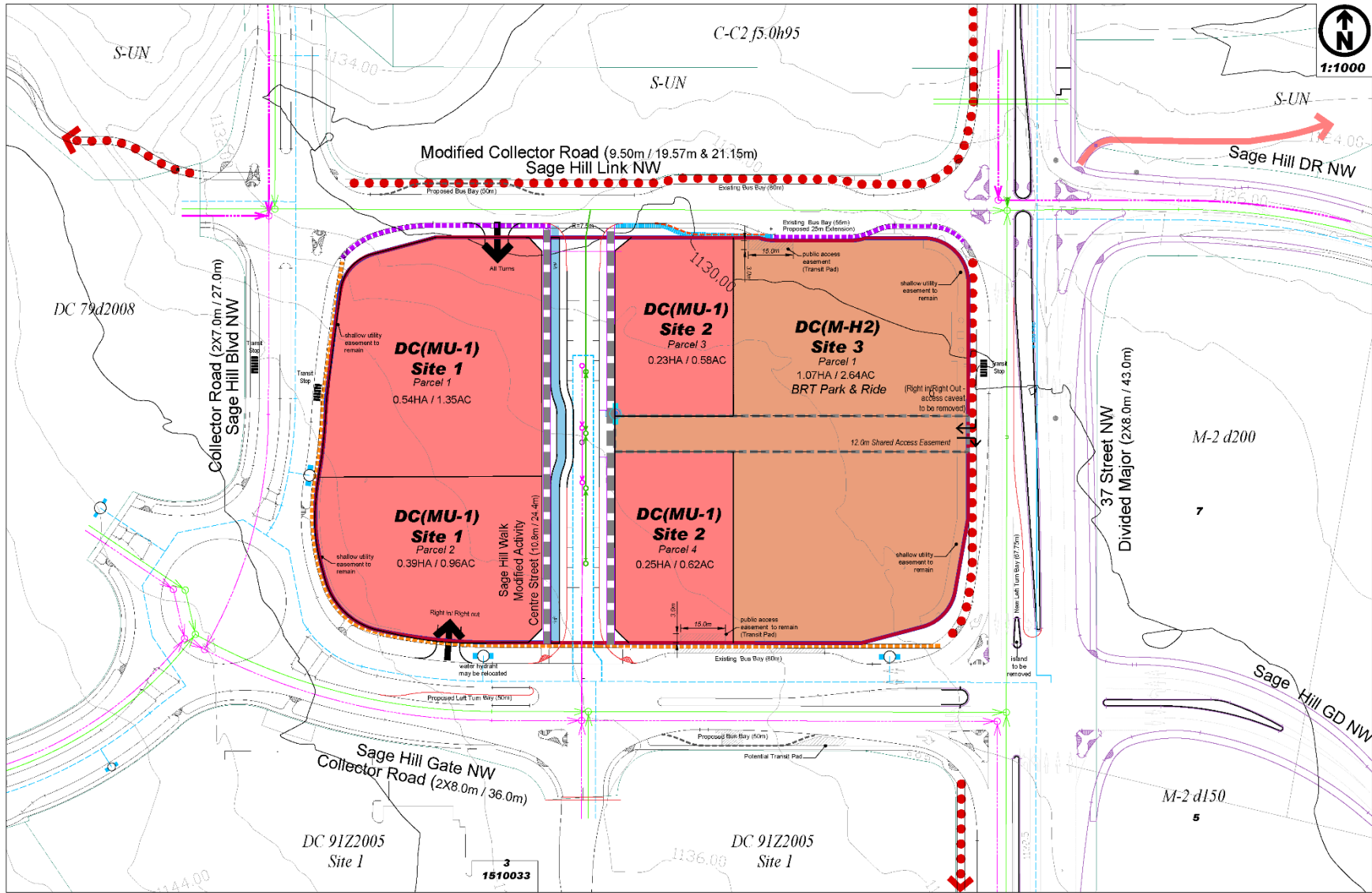
DATA SHEET FOR OUTLINE PLANS					
APPLICANT B & A Planning Group			APPLICANT'S ADDRESS Suite 600,215- 9 Ave SW, Calgary, T2P 1K3		
OWNER City of Calgary			OWNER' S ADDRESS PO Box 2100, STN M, T2P 2M5		
DEVELOPER City of Calgary			DEVELOPER'S ADDRESS PO Box 2100, STN M, T2P 2M5		
NAME OF COMMUNITY / AREA Symons Valley Centre				PHASE STAGE 1	
LEGAL DESCRIPTION Lot 1 Block 5 Plan 121 3664			MUNICIPAL ADDRESSES 251 Sage Hill Boulevard NW		
AREA STRUCTURE PLAN /COMMUNITY PLAN Symons Valley Community Plan			HECTARES		ACRES
EXISTING LAND USE DISTRICTS (ZONING) C-R3f6.5h96 Site 1; C-R3f6.5h96 Site 2; C-R3f6.5h95 Site 3			GROSS AREA OF PLAN		2.82
			Less: ENVIRONMENTAL RESERVE		
PROPOSED LAND USE DISTRICTS (ZONING) DC(MU-1); DC (M-H2)			LAND PURCHASE AREA		
			GROSS DEVELOPABLE AREA		2.82
		NET AREA		Anticipated Number of Lots	Maximum Number of Lots
		HECTARES	ACRES		
LOW DENSITY RESIDENTIAL					
	Other				
OTHER RESIDENTIAL (comprehensively-designed residential, multi-family, etc)	Parcel Number			Anticipated # of units	Max # of units
	DC(MU-1) Parcels 1 - 4	1.41	3.49	180	NA
	DC(M-H2) Parcels 5	1.07	2.64		NA
				<b>180</b>	<b>NA</b>
INDUSTRIAL LAND USES					
COMMERCIAL LAND USES					
ROADS	Road (Credit)				
	Stormpond (PUL)				
	Non-Credit	0.34	0.84	12.1%	
RESERVES	Credit MR				
	Non-Credit MR				
DENSITY		Projected		Maximum	
	Total Number of Units	<b>180</b>		<b>NA</b>	
	Overall Density of Outline Plan	<b>63.8</b> uph	<b>25.8</b> upa	<b>NA</b> uph	<b>NA</b> upa

\*All the percentages are based on gross developable area



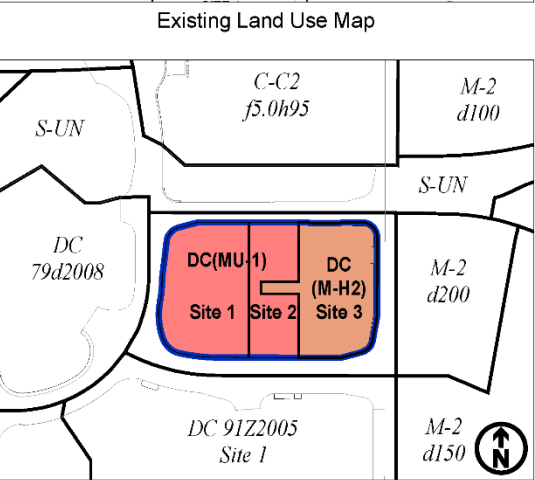
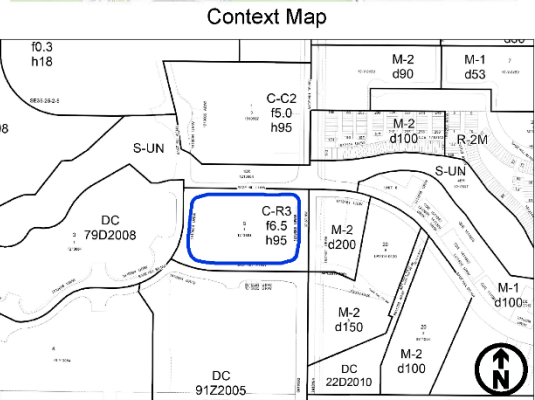
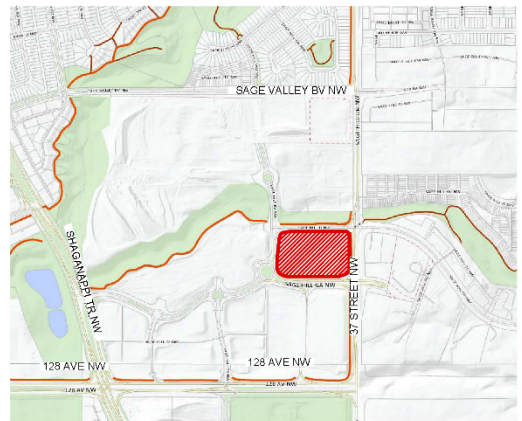


Proposed Outline Plan



OUTLINE PLAN STATISTICS				
06-Jun-19				
		# of units anticipated	area ha	BCS
TOTAL AREA			2.82	6.97
Gross Developable Area (GDA)			2.82	6.97 100.0%
DC (MU-1) - Site 1			0.93	2.30 33.0%
Parcel 1 DC(MU-1) Anticipated density 107uph/43upa *		48	0.94	1.33
Parcel 2 DC(MU-1)			0.39	0.96
DC (MU-1) - Site 2			0.48	1.19 88.9%
Parcel 3 DC(MU-1) Anticipated density: 291uph/118upa *		64	0.23	0.57
Parcel 4 DC(MU-1) Anticipated Density: 283uph/111upa *		68	0.25	0.62
DC(M-H2) - Site 3			1.07	2.64 37.9%
Parcel 1 - BRT Park & Ride			1.07	2.64
Modified Activity Centre Street			0.82	2.03 29.1%
TOTAL NUMBER OF UNITS		180		
Density Anticipated - Site 1 & Site 2			63.9 uph	25.0 upa
INTENSITY		ppu anticipated		
Population		2.2	396	
Home-based Jobs		3.8/100	7	
Civic and Retail Jobs		50sm/empl	232	
Total People & Jobs			635	
People & Jobs per Hectare **			283	

\* Anticipated density is based on the anticipated development program and will be confirmed through the Master Plan Process.  
\*\* Intensity is based on the Symons Valley ASP policy 5.13.2(d)(ii) that a Park and Ride facility may be excluded from the intensity calculation



LAND USE STATISTICS			
FROM	TO	ha	ac
C-R36 Sh96 Site 1	DC(MU-1)	1.10	2.72
C-R36 Sh96 Site 2	DC(MU-1)	0.63	1.56
C-R36 Sh96 Site 3	DC(M-H2)	1.09	2.69
Total		2.82	6.97

Legend:

- Deep Services - Proposed
- Proposed Water Servicing
- Proposed Sanitary Servicing
- Proposed Stormwater Servicing
- Proposed Fire Hydrant
- Deep Services - Existing
- Ex Water Servicing
- Ex Sanitary Servicing
- Ex Stormwater Servicing
- Ex Fire Hydrant
- Outline Plan Boundary
- Contour Interval 0.5m (existing)
- Proposed Grades
- Existing 1.5m Conc. Mono Sidewalk
- Existing 1.5m Conc. Separate Sidewalk
- Existing 2.5m Regional Pathway
- Existing Local Pathway
- Proposed 1.5m Conc. Sep. Sidewalk
- Proposed 2.5m Conc. Separate Sidewalk
- Proposed 3m On-Street Bike lane
- Bus Pad Location
- Underground Parking Access



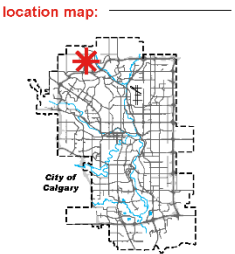
prime consultant:  
**B&A Planning Group**  
600, 215 - 9th Ave SW  
Calgary, Alberta | T2P 1K3 | [bagg.ca](http://bagg.ca)  
t: 403 269 4733 f: 403 262 4480

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sub-consultant:  
**kasian**  
exp.

no.	date	description
1	20-12-2017	Pre-application Mtg
2	05-06-2018	Submit OP
3	11-02-2019	Re-Submit OP DTR1
4	09-04-2019	Re-Submit OP DTR2
5		
6		
7		
8		
9		



\* Subject Site  
scale:  
0 10 20 30 40 50  
SCALE 1:800

municipal address:  
251 Sage Hill Boulevard NW

legal description:  
Lot 1 Block 5 Plan 121 3664

file description:  
pre-app: PE2017-01565  
LOC: 2018-0157  
bylaw no.: --  
file info:  
project no.: C2083  
drawn by: EB, JB  
start date: Aug 10, 2017  
current date: Jun 04, 2019

project:

**Symons Valley Civic & Mixed Use Centre**

sheet title:

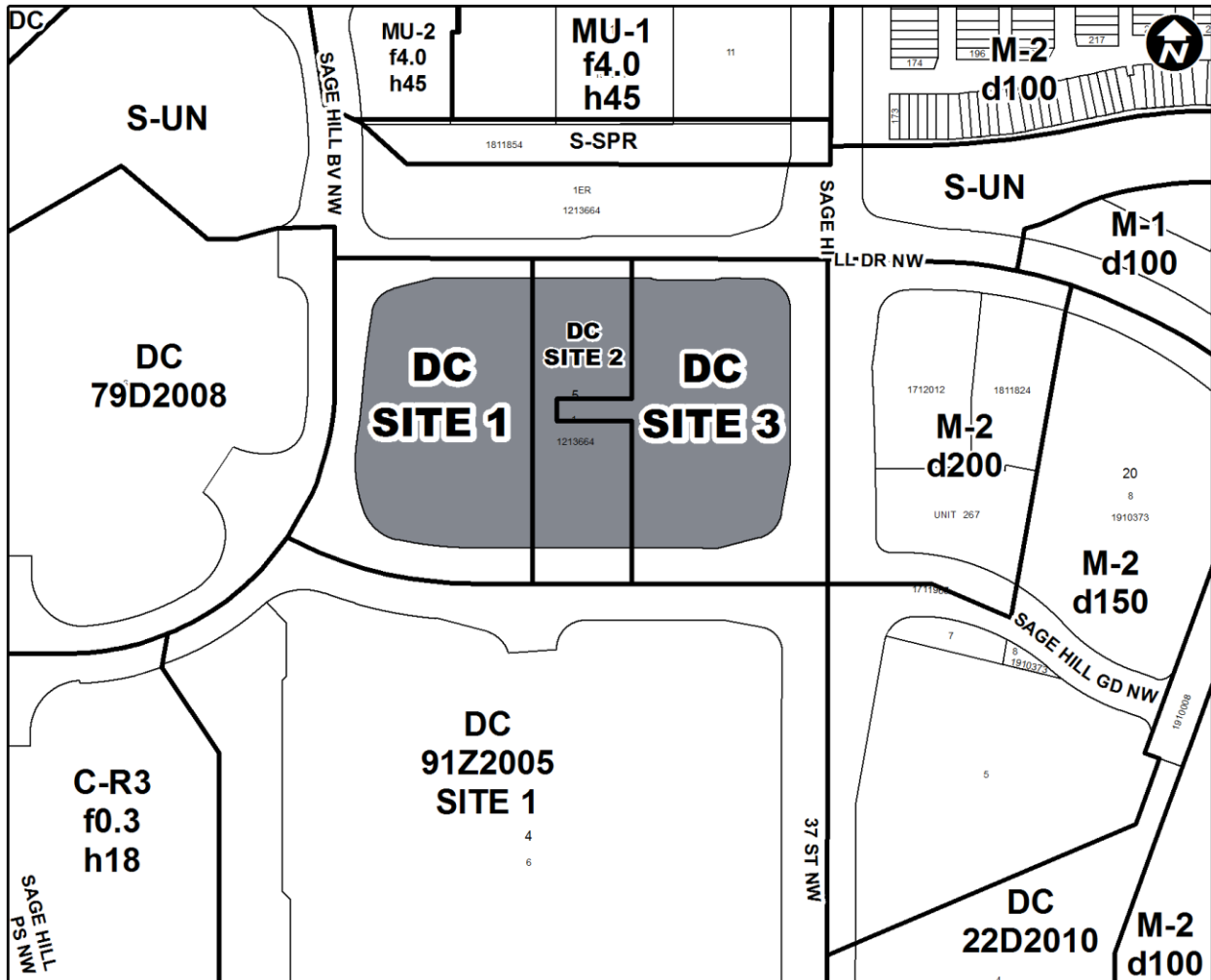
**Outline Plan and Land Use Redesignation**

exhibit no.:

1.0



## Proposed Land Use District Map





## Master Concept Plan



## Master Concept Plan

# Symons Valley Centre MASTER CONCEPT PLAN

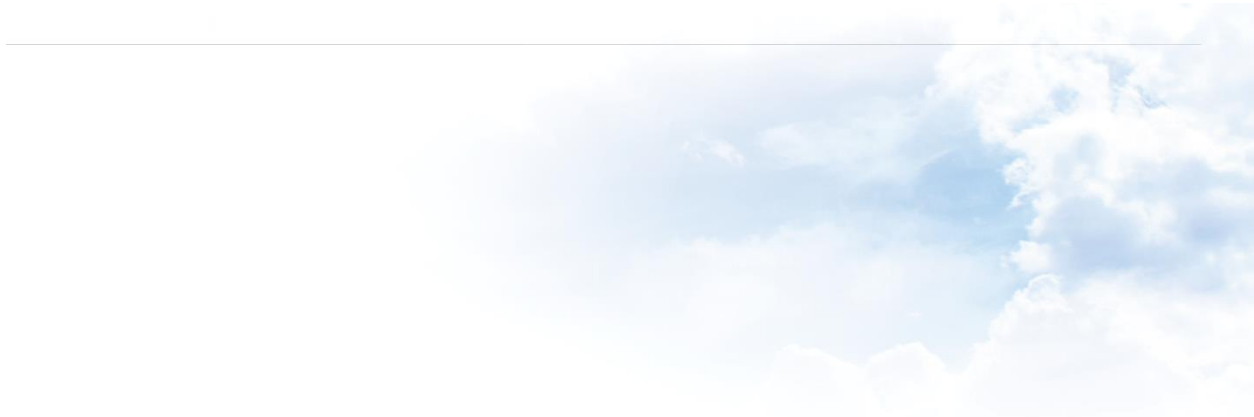
## 1. Vision

The Master Concept Plan as presented illustrates the Symons Valley Centre as a social and cultural hub for the communities of northwest Calgary. The development includes community meeting spaces, facilities for arts and culture programs, affordable housing, complementary retail uses and an outdoor open space that could accommodate festivals, markets and performance events. The BRT Hub will provide frequent transit connections to local communities, to Light Rail Transit stations and the Downtown, a significant public investment that will help to facilitate further private investment as the site builds out.

The development includes opportunities for health and education facilities, market and affordable housing, retail services and a City Park & Ride facility. The majority of vehicle parking will take a phased approach and is anticipated to ultimately be located underground or within structured facilities. This urban format supports a comfortable and high-quality pedestrian environment throughout and across the site. The Centre is planned to be a vibrant mixed-use development that is recognized as a health, education, recreation and cultural hub for the Symons Valley communities.



## Master Concept Plan



### 2. Design Principles

The following design principles for the Symons Valley Centre are a key component of the Master Concept Plan and help to guide development at the subsequent detailed design stages.

These principles take into consideration the project's vision, the policies of the MDP and Symon's Valley Community Plan as well as planning best practices for developing a Community Activity Centre. They describe the design aspirations for the civic and mixed-use development at the Symons Valley Centre and define the strategies for future site design and interfaces, open spaces, access, circulation and sustainability initiatives.

#### DESIGN PRINCIPLES.

##### THE SYMONS VALLEY CENTRE WILL BE:

1. A compact, transit-supportive Activity Centre within the northwest Calgary community of Sage Hill;
2. A slope-adaptive development that will work with the existing site conditions to create active edges and reduce the need for any backsloping or retention features;
3. A walkable place that incorporates multi-modal connections through the site and beyond to adjacent parcels;
4. A lively environment that is animated by a mix of civic and private development and a high-quality public realm that may provide outdoor space for community events;
5. Designed for climate and sustainable infrastructure to support comfortable year round use of facilities.

## Master Concept Plan

### 3. Master Concept Plan

The design of the Symon's Valley Centre is predicated on the policies of the MDP, The Symon's Valley Community Plan and all of the stakeholder and community feedback to date.

#### KEY ELEMENTS

The following Key Elements will work together to provide a compact, efficient, well connected and adaptive development that will accommodate further intensification over time.

#### 1. Anticipated Transit Supportive Site Development

##### (a) Civic Multi-Service Facility that is anticipated to include the following uses:

- The Calgary Public Library
- Arts and culture spaces
- Calgary Affordable Housing
- Possible retail & consumer service spaces (e.g. child care)

##### (b) Possible Partner Facility that provides the opportunity for:

- Educational services
- Health services
- Other compatible & complementary uses

##### (c) Main Street East will provide opportunity for:

- Mixed-Use development along the east side of the main street that will be able to accommodate a range of residential, commercial, educational, cultural or civic uses

##### (d) Park and Ride Facility for Bus Rapid Transit (BRT) will accommodate:

- Transit's required 250 stall Park and Ride
- Additional BRT bus bays & Shelter(s)
- Opportunities for redevelopment and intensification over time

#### 2. Complete Connections & Circulation

##### (a) Main Street

- Convenient On-Street Parking
- Large pedestrian areas
- Landscaping, bike path and cycling infrastructure

##### (b) East/West Corridor

- Publicly accessible private street that will provide access to the BRT Park & Ride and be designed with enhanced pedestrian and biking connections and landscaping
- Allows for increased redevelopment potential in the future by connecting through to 37 Street NW

#### 3. High Quality Public and Community Gathering Spaces

##### (a) Community Commons

- Landscaped outdoor area that may accommodate civic programs and community events

##### (b) High-quality public realm components should include the following:

- Decorative or enhanced paving along the Main Street and in the Community Commons
- Active and inviting interfaces to civic facilities and main street uses
- Benches, bike parking and pedestrian scaled lighting along the Main Street, the East/West Corridor and building entrances
- Lighting for night-time and winter programming
- LIDs with local plants, grasses, shrubs and trees along the Main Street and the East/West Corridor
- Art features or focal points in public spaces (sculpture, fountain, lighting, or rotating programming by civic partners)
- Weather and wind protection features on building facades and in public areas



## Master Concept Plan

### 4. Anticipated Transit Supportive Site Development

The following section describes the key plan elements in more detail and how the design principles have influenced the conceptual plan and can provide further guidance at the detailed design stage.

#### 4.1 CIVIC MULTI-SERVICE FACILITY

It is anticipated that the Civic Multi-Service Facility is located in the NW portion of the plan and will be constructed in the initial phase of development. This facility will be vertically integrated and contain the new public library branch as well as an anticipated 48 units of affordable housing. Complementary uses such as child care services and retail and consumer service along the Main Street may be encouraged at the detailed design stage.

The Master Concept Plan illustrates the benefits of employing slope adaptive methods. By working with the natural site slope - parking, loading and servicing functions can be located partially below-grade, in structured parking below the building podiums. Slope adaptive development will accommodate at-grade uses to be accessed from street level while still allowing active frontages along the Main Street and boundary roads. At-grade uses are then directly serviced from the interior of the building leaving the public realm free of any servicing functions and available for features that enhance the pedestrian experience. This approach has the advantage of reduced cost and environmental footprint associated with a full basement excavation, but also allows the opportunity for active uses on all sides of the parking structure. Additionally, locating the structured parking directly below the buildings allows direct vertical circulation to these areas within the comfort of conditioned spaces, improving wayfinding and contributing to the overall visitor experience.





## Master Concept Plan

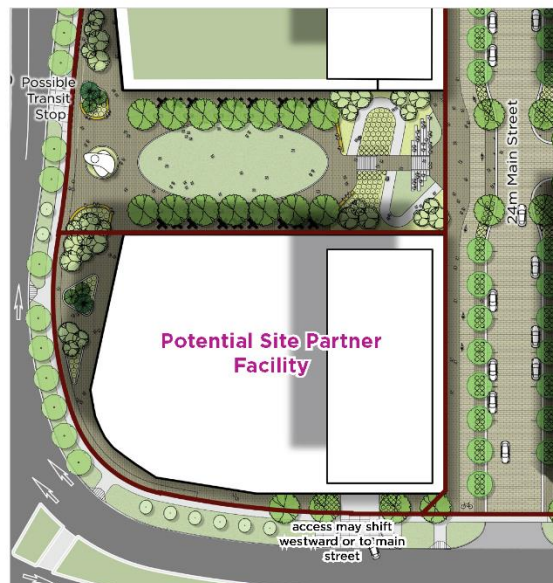
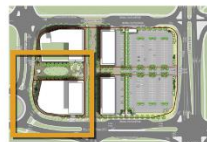
### 4.2 SITE PARTNER FACILITY

The Master Concept Plan anticipates that the Site Partner Facility would likely be constructed in the short to medium term and be located within the SW corner of the site. The vision for this facility is to integrate a mix of civic uses with commercial and/or residential uses which may include (but not limited to) retail, child-care facilities, affordable housing, medical/professional office space, educational health or cultural uses that can bolster the initial public investment of the library and transit.

The Master Concept Plan presents the importance of shared spaces and co-location within the civic facilities in achieving the stated goals and vision of the ICFP Program for the Symon's Valley Centre to achieve greater space efficiencies and economies of scale. Public elements are intertwined with the quasi-private and private areas of the plan in order to provide a holistic and comprehensive approach to the development of the site.

SYMONS VALLEY CENTRE MASTER CONCEPT PLAN | FEB 2019

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## Master Concept Plan

### 4.3 MAIN STREET EAST

The Main Street East parcels will accommodate street-oriented mixed-use development. The Master Concept Plan demonstrates how these parcels can help to frame the Main Street along its eastern edge while providing a suitable transition towards the surface parking area of the BRT Park & Ride to the east. Any required surface parking or loading should be screened at the rear of the buildings while still providing considerable opportunities to activate the street by providing an environment that will encourage the location of outdoor cafes, coffee shops, retail and services that can ultimately enhance the public realm.

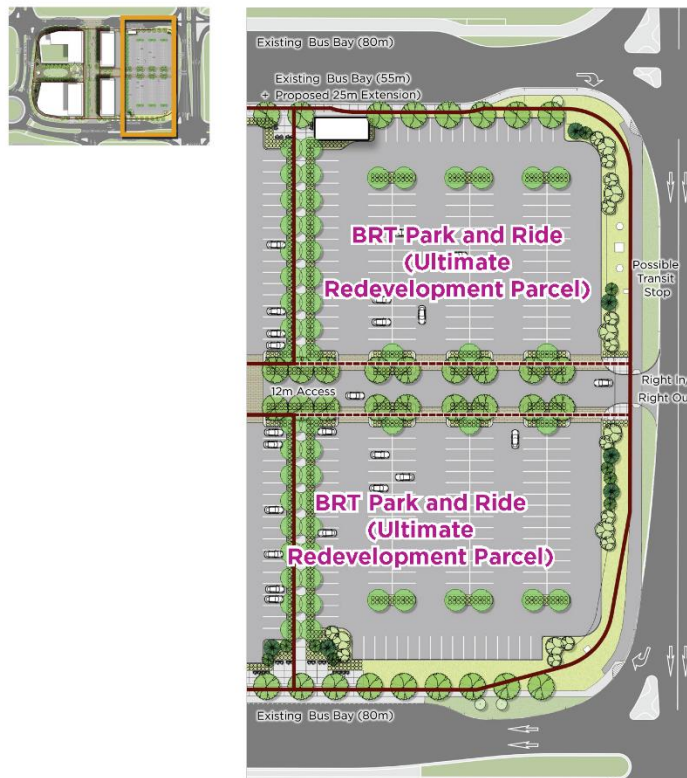


## Master Concept Plan

### 4.4 PARK & RIDE FACILITY

The Master Concept Plan shows the Park & Ride located along the eastern edge of the development and bisected by the proposed east/west corridor. This location allows for optimum access to the existing bus bays, enhanced pedestrian connections across the site to the transit shelters and bays or towards the Main Street and library. The regularized shape of the parcel and proposed access off 37th Street NW will encourage the redevelopment potential of these sites in the future, long term redevelopment scenario. It is important to demonstrate the redevelopment potential early and set up a subdivision framework that would enable sustainable and adaptive development options, should the plans for the BRT ever change.

The initial Park & Ride Facility will include 250 surface parking stalls, enhanced bus shelters and bus bays that are intended to be developed in the medium term over the next 5 to 10 years. It is anticipated that future redevelopment would accommodate a structured Park & Ride facility.





## Master Concept Plan

### 4.5 LANDSCAPE, LIGHTING & STREET FURNITURE

A comprehensive landscape and lighting strategy will be provided in support of the first DP application for the site, to ensure the public realm for the entire site is designed and implemented with a consistency of design, materials, and quality standard throughout all phases of development. The comprehensive landscaping and lighting strategy provided in support of the first DP application for the site should include:

- Detailed design of the Community Commons
- Proposed paving materials for roads and sidewalks
- Materials, finishes and specifications of streetscape elements
- Details and specifications on LID elements
- Details on palette of trees and vegetation to be incorporated on site
- Details on how the City of Calgary Public Art Policy has been addressed
- Details on how the City of Calgary's Access Design Standards and Alberta Building Code have been addressed to ensure accessibility.



### 4.6 ACCESSIBILITY CONSIDERATIONS

Accessibility is critical to an inclusive and integrated civic and mixed use development. Barrier free routing has and should be pursued within and across the site including access to transit. Any public spaces should be cognizant of all potential users and any slope adaptive design should include ramps as well as stairs to ensure accessibility.

The City of Calgary's Access Design Standards are written to complement the Alberta Building Code to promote accessibility throughout City of Calgary's Facilities. Access Design standards are required to be incorporated into the design of all new buildings constructed on City-owned land. Considerations include providing curb ramps, accessible parking spaces, barrier free paths of travel and considerations to ramp sloping. The Symons Valley Centre is anticipated to meet and possibly exceed these standards where required during the design and development stages.

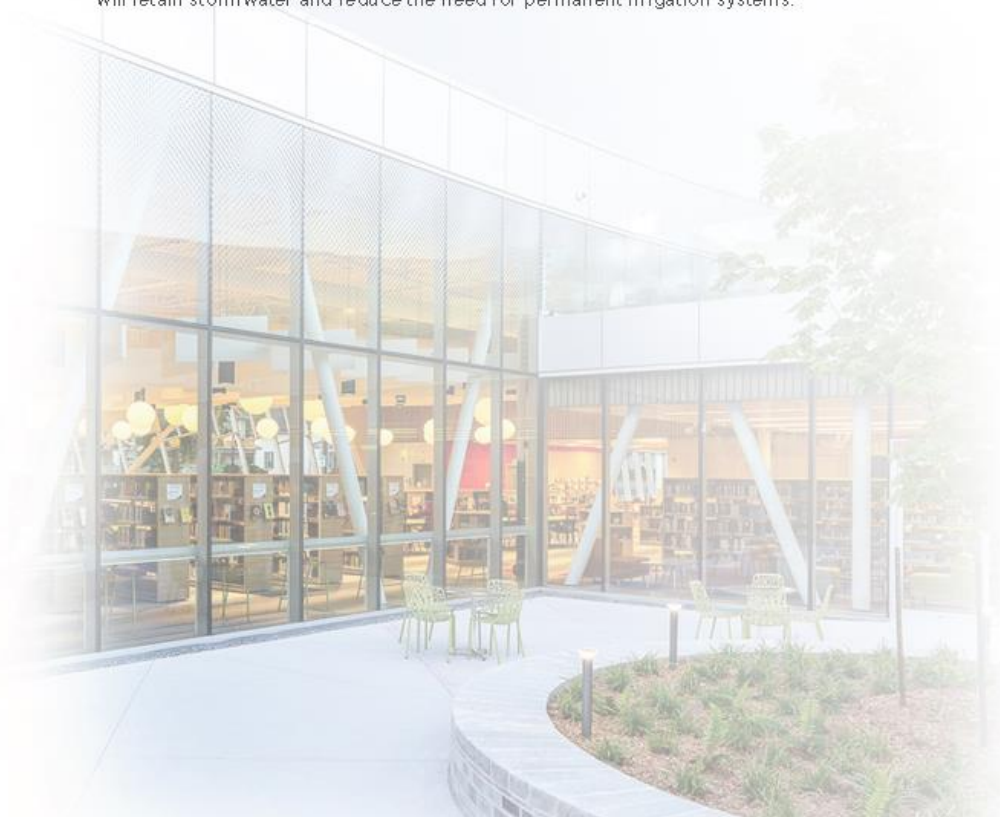


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The development of the Symons Valley Centre provides numerous opportunities to integrate environmentally-conscious principles that can be applied throughout phasing and further considered and ratified through the City of Calgary's Sustainable Building Policy. The City of Calgary's Sustainable Building Policy is required to be incorporated into the design of all new City-owned and City-funded facilities. The Symons Valley Centre is anticipated to meet and possibly exceed these standards where required during the design and development stages in order to reduce GHG emissions and lower energy and operating costs of City facilities. Sustainable building design be considered at the detailed design stage for all public and private developments.

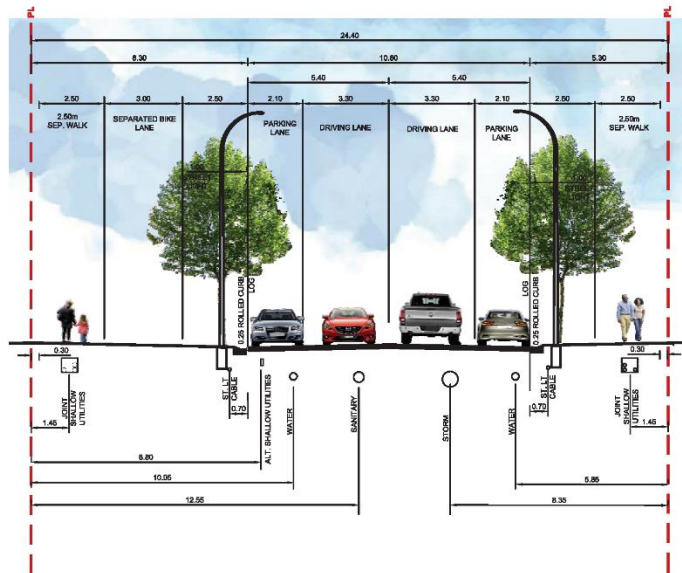
The Master Concept Plan is based on the principle of sustainable site design through the demonstration of an integrated, dense and adaptive development that is set up for intensification over time. The location of the Transit hub and placement of multi-modal connections within and across the site encourages sustainable transportation behaviors for residents and visitors alike and the integration of bioswales within the street cross-sections will retain stormwater and reduce the need for permanent irrigation systems.



## Master Concept Plan

### 5. Main Street

The Main Street has been designed as a modified Activity Centre Street from the City of Calgary's Complete Streets Policy (TP021). The vision for the Main Street is a vibrant, active street providing multi modal connections to the civic, retail and active uses at grade, to the open space and regional pathway system to the north and to the retail and commercial amenities to the south. The Main Street is envisioned as having minimal curb definition and the pedestrian and vehicular areas should be demarcated by distinctive pavers, bollards and landscaping. The proposed cross-section for the Main Street includes large pedestrianized boulevards that are intended to foster active building frontages with outdoor seating areas. The Main Street should act as an extension of the public and community gathering spaces with the potential for activities to spill out onto the street during community scale events and festivals.

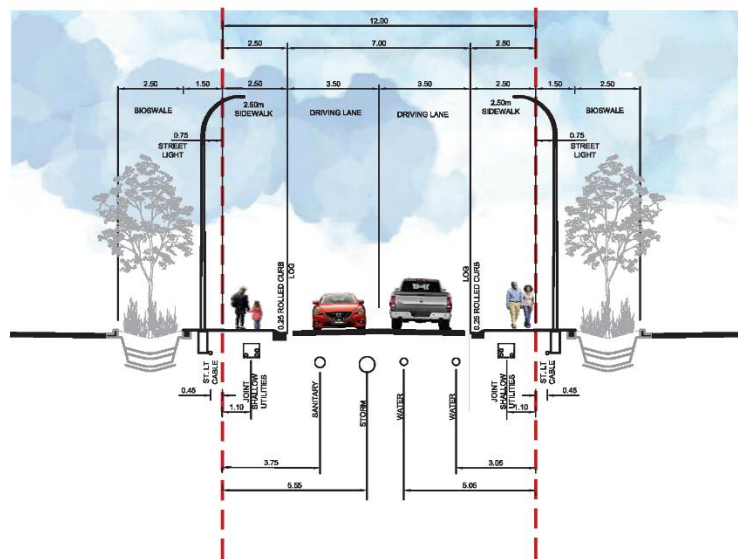




## Master Concept Plan

### 6. East/West Multi-Modal Corridor

The East/West Multi Modal Corridor has been designed to include two way traffic lanes and an enhanced pedestrian zone for comfortable and accessible movement to and from the BRT Park and Ride. The park and ride is designed with a parking stall setback further from the easement to integrate lighting and bioswale while creating a more enjoyable, comfortable and walkable environment. The concept plan demonstrates how the paving strategy should be extended out from the Main Street to the East/West Multi-Modal Corridor and includes the drive aisle entries to the park and ride to delineate and enhance the cyclist and pedestrian connections from vehicular movements.



## Master Concept Plan

### 7. Public and Community Gathering Spaces

The Master Concept Plan provides a concept of a prominent outdoor community gathering space located between the Civic Multi-Service & Site Partners facilities. This could provide outdoor amenity space to the adjacent civic uses and to the community for programming, events and activities. It is important to recognize that this community gathering space is conceptual only and will be further refined at the development permit stage. The conceptual vision for this space is to incorporate both the hardscape features typical of an urban plaza and softscape features that could be used for a variety of recreational and passive activities.

This outdoor community gathering space should:

- Provide a key pedestrian linkage from the Main Street to Sage Hill Boulevard NW. This linkage will be accessible and could include a slope adaptive 'stramp' inspired design providing both seating and access.
- Provide a flexible, multi-functional outdoor amenity space for the civic partner facilities and user groups located on site that is generally consistent in scale and configuration with the concept presented in the Master Concept Plan.
- Provide a flexible, multi-functional open space that could (depending on design) provide space and features for a variety of potential events held by the five communities of Symons Valley.



## Master Concept Plan

### 8. Conceptual Building Massing

The following cross section and 3D Massing Figures demonstrates the integration of slope adaptive techniques, the anticipated urban form and potential mix of uses. The conceptual massing figures below and the cross-sections on pages 17 & 18 demonstrate possible build out scenarios based on the proposed land use and illustrates how the development could build out over time.

These conceptualized sections and models present the future site development as a compact and urban format style development with opportunities for varied building massing that will accommodate a mix of uses across the site and provide for high-quality public areas. Phase 1a of the Master Concept Plan anticipates locating affordable housing units above a mixed-use podium anchored by a new library that creates community synergies and continuous use that ensures an active urban condition on all sides of the civic development.

The proposed mix of uses across the site and arrangement in an urban format promotes livability and viability of the development as a whole, further enhancing the street-level experience by providing 'eyes on the street' enhancing the overall public realm and experience for future users. Similarly, active uses are shown and encouraged for all sides of the civic developments including the Phase 1b and 2 Civic Partners and Main Street East parcels, minimizing the appearance of parking and service entries wherever possible.

#### F3| 3D Massing - 1st Generation (Phase 1+2)





## Master Concept Plan

The location of the community gathering space takes advantage of direct access to neighbouring communities as well as views and access across Sage Hill Link NW to the Natural Open Space and regional pathway network. Retail uses have been contemplated within the active edges along the main street. The site partners' facility is recommended to be programmed similarly with active uses fronting the main street and onto the community gathering space as well as retail/commercial wraps at corners to optimize a fine-grained, walkable experience. The walkability experience and relationship with activating wrap-around frontages is a gateway function and offers a mirror of activity that can help turn the corner from one directional space to another.

The retail/commercial wrapping technique is anticipated to be used at the corners of the Phase 4 development as well as providing the opportunity for live/work units and residential at grade units along the street frontages. This combination will both activate and provide surveillance of the street; while providing a contextually appropriate interface with development across the street.

### F4 | 3D Massing - Ultimate Development (Phase 4)

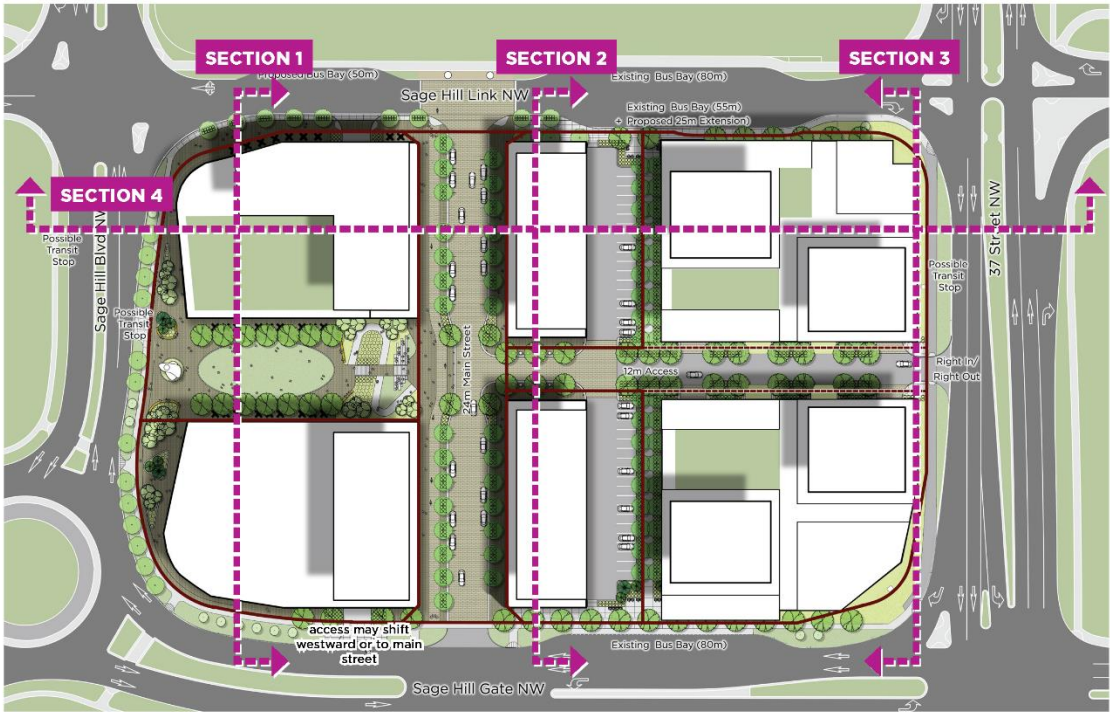


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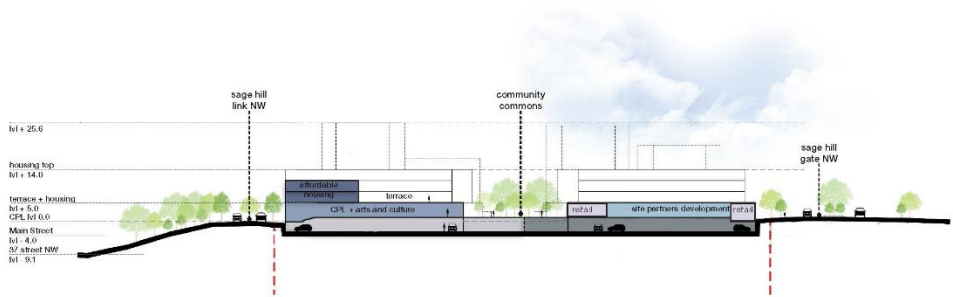


Master Concept Plan

F4 Building Design Concept Cross Section Key Plan

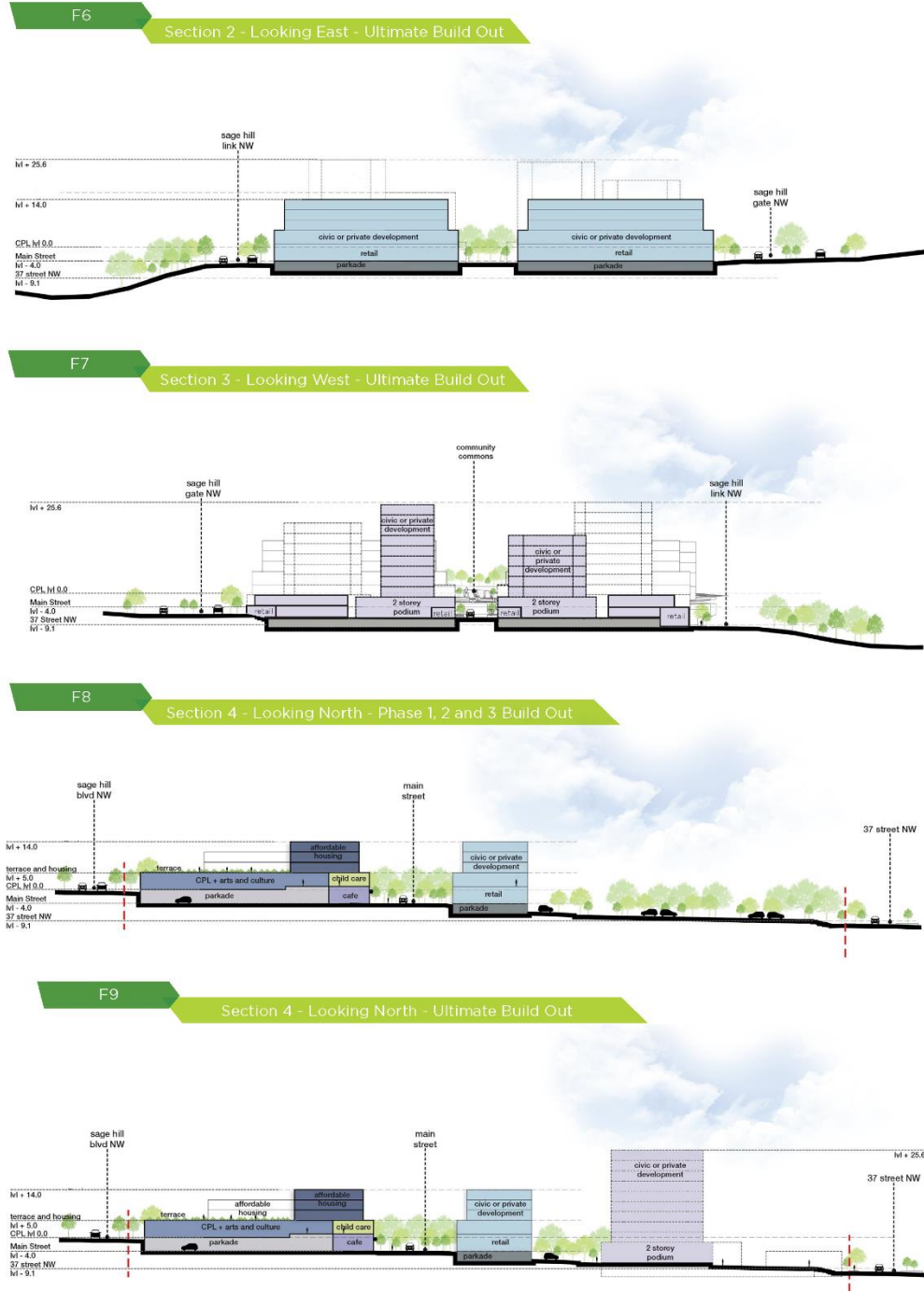


F5 Section 1 - Looking East - Ultimate Build Out



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## Master Concept Plan



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Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0616

**Land Use Amendment in Carrington (Ward 3) at multiple addresses,  
LOC2018-0244**

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**EXECUTIVE SUMMARY**

This land use amendment application was submitted by Urban Systems on behalf of landowners Mattamy (Aberdeen Heights) Limited and Royop (Carrington) Development Ltd, on 2018 November 06. The application proposes to change the designation of approximately 2.37 hectares of land to accommodate a variety of mixed-use, commercial and multi-residential development. The proposed land use framework, which consists of the two DC Direct Control Districts, will allow for the following:

- commercial, multi-residential and mixed-use development (e.g. retail stores, or apartment buildings that may have commercial storefronts);
- maximum building heights of up to 6 storeys (an increase from the current maximums of 3 and 4 storeys);
- a minimum of 143 dwelling units (an approximate increase from the current minimum of 80 units);
- a maximum of 3,125 square metres of commercial building floor area; and
- the uses listed in the C-C1 and M-2 Districts.

The proposal is in keeping with the applicable policies of the *Municipal Development Plan* and the *Keystone Hills Area Structure 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 1.26 hectares  $\pm$  (3.11 acres  $\pm$ ) located at 14120, 14400 and 15000 – 14 Street NW and 77 Carrington Plaza NW (Portion of NW1/4, Section 33, Township 25, Range 1, Meridian 5; Portion of W1/2, Section 4, Township 26, Range 1, Meridian 5; Portion of Plan 1811075, Block 1, Lot 2; Portion of Plan 1511095, Area A) from Commercial Community – 2 f1.0h10 (C-C2f1.0h10) District, Multi-Residential – Medium Profile (M-2) District and DC Direct Control District **to** DC Direct Control District to accommodate mixed-used development with guidelines (Attachment 3); and
2. Give three readings to the proposed bylaw; and
3. **ADOPT**, by bylaw, the proposed redesignation of 1.11 hectares  $\pm$  (2.74 acres  $\pm$ ) located at 14120 – 14 Street NW (Portion of NW1/4, Section 33, Township 25, Range 1, Meridian 5) from Multi-Residential – Medium Profile (M-2) District and DC Direct Control District **to** DC Direct Control District to accommodate multi-residential development, with guidelines (Attachment 4); and
4. Give three readings to the proposed bylaw.

Planning & Development Report to  
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**Land Use Amendment in Carrington (Ward 3) at multiple addresses,  
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**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

The community of Carrington is subject to policies of the *Keystone Hills Area Structure Plan* (ASP) adopted by Council in 2012. The ASP covers approximately 1,080 hectares of land located in the north part of the city and is intended to accommodate approximately 60,000 residents and employ about 18,000 people.

Council's adoption of the *Keystone Hills ASP* in 2012 July, included a Growth Management Overlay (Overlay) which extended over the entire Keystone Hills Plan Area, as no funding mechanism to advance key leading infrastructure was in place at that time. Since then, Council removed a portion of the Overlay (including the subject lands) in 2015, which has allowed for development to occur. The removal of the remaining portions of the Overlay applicable to the community of Carrington was approved by Council in 2018.

The original subdivision outline plan and land use redesignation (LOC2013-0105), including the subject lands, was approved by Calgary Planning Commission and Council on 2015 June 4 and 2015 July 27 respectively.

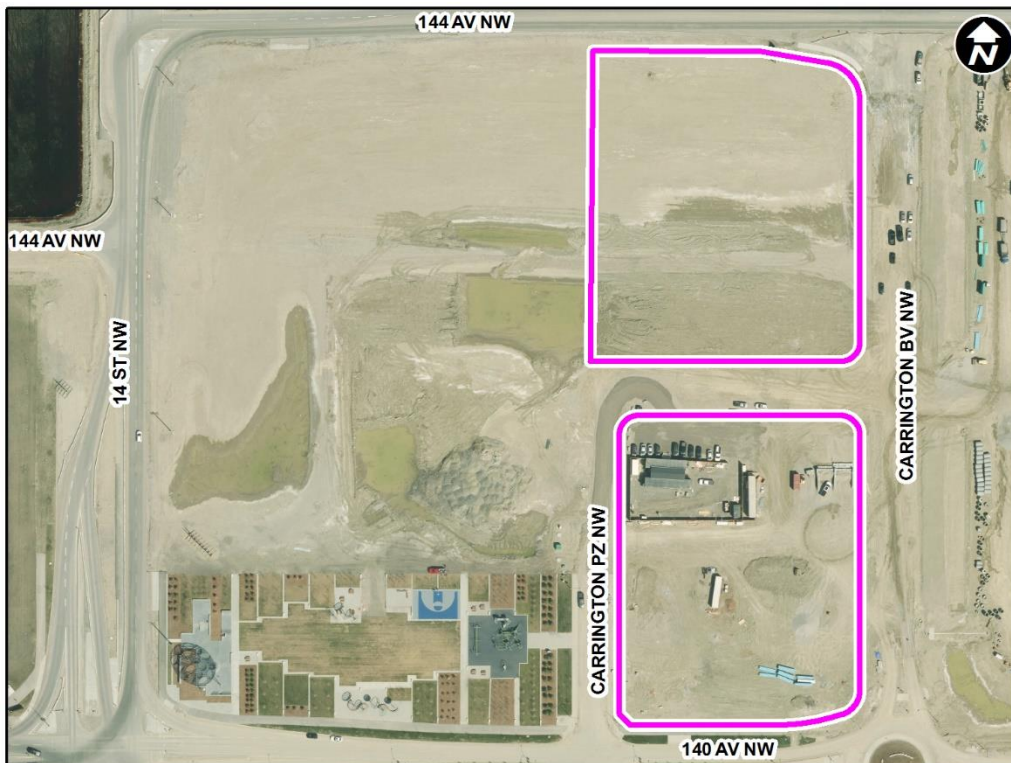
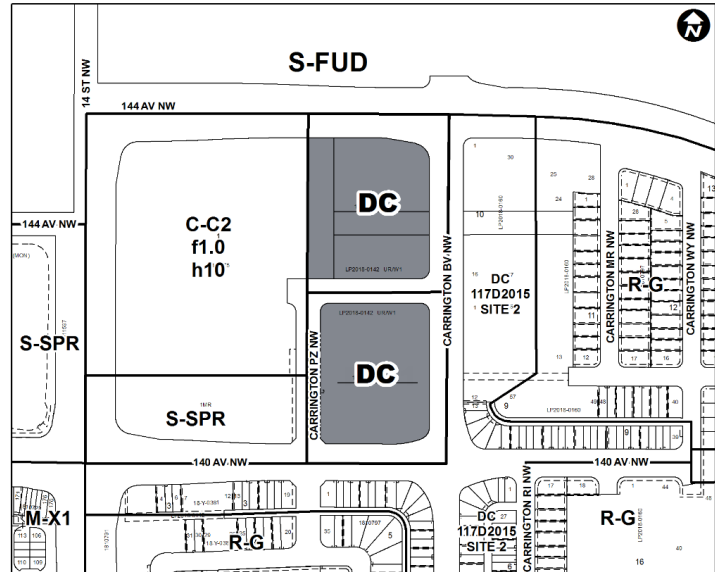
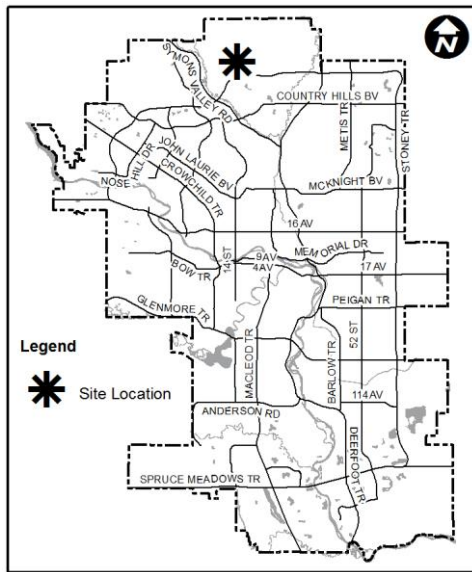
As referenced in the Applicant's Submission (Attachment 1), the intent of this application, submitted by Urban Systems on behalf of landowners Mattamy (Aberdeen Heights) Limited and Royop (Carrington) Development Ltd, on 2018 November 06, is to adjust the existing land use to better accommodate the intended mix of commercial and residential development on these lands. A subdivision application (SB2019-0449) to align the property boundaries with the proposed land use boundaries, is currently under review. No development permit application has been submitted at this time.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
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Land Use Amendment in Carrington (Ward 3) at multiple addresses,  
LOC2018-0244

Location Maps



## Land Use Amendment in Carrington (Ward 3) at multiple addresses, LOC2018-0244

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### Site Context

The subject lands are located in the northwest community of Carrington, north of Stoney Trail, west of 14 Street NW and south of 144 Avenue NW. The lands subject to this redesignation consists of five parcels (see *Figure 1*) with a total area of approximately 2.37 hectares or 5.86 acres.

*Figure 1: Municipal Addresses and Parcel Areas*

Municipal Address	Area (ha)
15000 – 14 Street NW	±0.50
14400 – 14 Street NW	±0.17
Portion of 77 Carrington Plaza NW	±0.28
14200 – 14 Street NW	±1.11
14200 – 14 Street NW	±0.31

Lands to the west designated with C-C2f1.0h10 and S-SPR Districts which are intended to accommodate a future community retail centre supported by the already constructed park space adjacent to 140 Avenue NW and 14 Street NW. While portions of the community to the south and east are under development with a range of residential uses, the subject lands are still vacant. The subject lands have been stripped, graded and are relatively flat. Portions of adjacent streets (i.e. 140 Avenue & 144 Avenue NW, 14 Street NW, Carrington Plaza NW and Carrington Boulevard NW) are fully-constructed and can provide vehicular access to the subject lands. As identified in *Figure 2*, the community of Carrington is in early stages of its development with only 321 residents as of 2018.

*Figure 2: Community Peak Population*

Community Name	
Peak Population Year	2018
Peak Population	321
2018 Current Population	321
Difference in Population (Number)	±0%
Difference in Population (Percent)	0%

Source: *The City of Calgary 2018 Civic Census*

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The recommended land use is a product of a collaborative effort between and the applicant and Administration as several land use options have been considered and evaluated during the application review. The proposed land use framework builds on the principles of the *Keystone Hills ASP*, which identifies the subject lands as a community retail centre node, and allows for a range of residential, commercial and mixed-use development. The proposal aligns with the objectives of applicable policies as discussed in the Strategic Alignment section of this report.



## Land Use Amendment in Carrington (Ward 3) at multiple addresses, LOC2018-0244

### Planning Considerations

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

#### Land Use

As shown visually on page 3 of this report, the subject lands consist of two individual sites located between 140 Avenue NW and 144 Avenue NW, separated by Carrington Plaza NW. This report will refer to northern site as the 'mixed-use site', and southern site as the 'multi-residential site'.

#### Mixed-Use Site

The 'mixed-use site', approximately 1.26 hectares in area, is bounded by 144 Avenue NW to the north, Carrington Boulevard NW to the east, Carrington Plaza NW to the south and a larger C-C2f1.0h10 site to the west. This application seeks to consolidate the land use on this site into one DC Direct Control District based on the Commercial – Community 1 (C-C1) District as outlined below (*Figure 3*):

*Figure 3: Mixed-Use Site*

LUD	Size	Building Height	Min UPH	Min # of units	FAR	Max floor area	Commercial uses
DC* (R-2M) (existing)	0.45ha	13m	N/A	N/A	N/A	N/A	N/A
C-C2f1.0h10	0.28ha	10m	N/A	N/A	1.0	~2.8K m <sup>2</sup>	Yes
M-2 (existing)	0.53ha	16m	60	32	3.0	~25K m <sup>2</sup>	N/A
<b>DC (C-C1) (proposed)</b>	<b>1.26ha</b>	<b>23.5m</b>	<b>60</b>	<b>76</b>	<b>2.5</b>	<b>~31.5K m<sup>2</sup></b>	<b>Yes</b>

\* DC Direct Control District (Site 3 of Bylaw 117D2015) allows for a custom rowhouse building.

The C-C1 District is a community commercial designation that is typically for 1 to 2 storey commercial strip malls that primarily serve the immediate surrounding area. The underlying intent of the proposed DC Direct Control District (Attachment 3) for the 'mixed-use site' is to allow for additional use and development form flexibility. The proposed DC District would allow for a maximum building height of 23.5 metres, which is an increase from the current maximums of 10, 13 and 16 metres allowed under the existing land uses. The maximum building height was selected to accommodate buildings of up to six storeys, including commercial uses at grade.

The proposed DC District also includes a maximum floor area ratio (FAR) of 2.5. The recommended FAR would allow for approximately 31,500 square metres of building floor area, of which, up to 3,150 square metres (0.25 FAR) may consist of commercial uses. The overall allowable building floor area represents a slight increase from what is currently allowed under the existing land use districts.



## Land Use Amendment in Carrington (Ward 3) at multiple addresses, LOC2018-0244

The proposed development intensities

Further, the proposed DC District (Attachment 3) includes the following additional rules to:

- allow for Dwelling Units on the main floor of buildings to accommodate standalone multi-residential developments in addition to commercial and mixed-use buildings;
- require minimum residential densities of 60 units per hectare or approximately 75 residential units;
- provide site-specific direction with respect to building setback, landscaping and use area requirements; and
- allow for a shared parking strategy.

### Multi-Residential Site

The 'multi-residential site', approximately 1.11 hectares in area, is bounded by Carrington Plaza NW to the north and west, Carrington Boulevard NW to the east and 140 Avenue NW to the south. Similar to the 'mixed-use site', this application proposes to change the designation of this property from two existing land use districts to one DC Direct Control District, based on the Multi-Residential – Medium Profile (M-2) District (*Figure 4*).

*Figure 4: Multi-Residential Site LUD*

LUD	Land Area	Building Height	Min UPH	Min # of units	FAR	Max floor area	Commercial uses
DC* (R-2M) (existing)	0.28ha	13m	N/A	N/A	N/A	N/A	N/A
M-2 (existing)	0.83ha	16m	60	50	3.0	~25K m <sup>2</sup>	N/A
<b>DC (proposed)</b>	<b>1.11ha</b>	<b>21m</b>	<b>60</b>	<b>66</b>	<b>3.0</b>	<b>~30K m<sup>2</sup></b>	<b>N/A</b>

\* DC Direct Control District (Site 3 of Bylaw 117D2015) allows for a custom rowhouse building.

The M-2 District is a multi-residential designation in the developing area that is primarily for 4 to 5 storey apartment buildings. The proposed DC District (Attachment 4) maintains the rules and primary purpose of the M-2 District, but allows for a maximum building height of 21 metres, or 6 storeys.

### Land Use Summary

The proposed DC Direct Control Districts will enable development that has the ability to complement future commercial uses and development on adjacent lands. Further, the development intensities allowed under the proposed land uses have been adjusted to align with capacities of existing and planned infrastructure for the area. The existing and proposed land use districts are further illustrated in Attachment 2 – Proposed Land Use Plan.

**Land Use Amendment in Carrington (Ward 3) at multiple addresses,  
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***Development and Site Design***

As mentioned in other sections of this report, the subject lands are located in an area identified by the *Keystone Hills ASP* as a community retail centre. According to the applicant, the development vision for this retail centre includes a private main street connecting 144 Avenue NW and Carrington Plaza NW (Attachment 5). The intended main street would provide an opportunity to link the 'mixed-use site' with the rest of the C-C2f1.0h10 parcel to the west.

While the proposed land use, in combination with the applicable policies of the Keystone Hills ARP will provide basic guidance for future development of these lands, the following should be considered at the development permit stage:

- a private main street cross section that includes adequate space allocated for sidewalks, on-street parking, landscaping and street furniture;
- functional and engaging street edge/interface along the entire length or key portions of the private main street;
- adequate landscaping buffer between the main street and any surface parking areas;
- activation of the main street through appropriate building design and uses including patios or outdoor display areas;
- at-grade units with direct access to the street;
- limit sound attenuation walls between residential developments and public streets unless required by associated studies; and
- landscaping and pedestrian connections associated with any surface parking lots that exceed the minimum bylaw requirements.

***Environmental***

No environmental issues were identified.

***Transportation***

The street network for the area was established under the previously approved LOC2013-0105 with 144 Avenue NW providing a key east to west connection, while 14 Street NW providing north to south access to Stoney Trail. The nearest transit bus stop will be available along 144 Avenue NW, just to the west of the subject site. A Transportation Impact Analysis was not required in support of this application.

The location of the anticipated private main street connecting 144 Avenue NW and Carrington Plaza NW will be consistent with the alignment of the north/south portion of Carrington Plaza NW. The overall design of the future main street be reviewed at the development permit stage. The future private main street alignment will also require a public access easement. All additional access and egress points required to support the 'mixed-use' and 'multi-residential' sites will be assessed at the development permit to ensure they are designed to the satisfaction of the Development Authority.

**Land Use Amendment in Carrington (Ward 3) at multiple addresses,  
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***Utilities and Servicing***

Water, sanitary and storm sewer mains are all available and can accommodate the intended development of the subject lands 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 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.

There is no community association for this area. Administration received two letters from adjacent landowners that identified the following concerns:

- the proposal does not fit in with the landscape of the community;
- potential development outcomes won't be aesthetically pleasing for the community and its residents, owners and visitors;
- there are no proper amenities and infrastructure at this time to support the proposed density increase;
- the existing 14 Street NW and 140 Avenue NW intersection is already busy and dangerous;
- there is no bridge across Stoney Trail which creates challenges on 144 AV NW;
- streets in the area are very narrow, which makes it difficult to pass parked vehicles or find on-street parking;
- there will be unhappy homeowners due to poor planning and no planned infrastructure upgrades;
- the existing playground is already overcrowded;
- rezonings should be limited to undeveloped areas; and
- the proposal will negatively impact values of existing homes in the area.

In response to these comments the applicant held a drop-in information sharing session for the area residents on 2019 February 06, between 6:00 and 8:00 pm, at Mattamy's sales centre in Carrington. The event was advertised by sending 105 direct mailouts to adjacent landowners. Approximately 30 people attended the session. The following topics were discussed with the representatives of the applicant, landowners and Administration:

- timing for public transit and interchange completion;
- height of proposed buildings;
- what type of commercial tenants will be in the space;
- where will parking be;
- supportive of mixing commercial uses and residential uses;
- medium/high density can result in more traffic in the community;
- safety concerns at the traffic circle with more cars in the area; and

**Land Use Amendment in Carrington (Ward 3) at multiple addresses,  
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- need more stores and services.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. If this application is approved by Council, the number of units, 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 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 (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.

***Interim Growth Plan (2018)***

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

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

The subject site is located within the Residential - Developing – Planned Greenfield with Area Structure Plan area as identified on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). The MDP defers to the local area plan in place which in this case is the *Keystone Hills Area Structure Plan* (ASP).

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

The subject site is located within the Community Retail Centre area as identified on Map 5: Land Use Concept of the ASP. The applicable Community Retail Centre policies encourage comprehensively planned developments that include a wide range of uses, services and amenities. The ASP also encourages residential uses to be horizontally or vertically integrated with retail and employment uses. The proposal aligns as with the intent of the ASP for this area.

Planning & Development Report to  
Calgary Planning Commission  
2019 June 20

ISC: UNRESTRICTED  
CPC2019-0616

**Land Use Amendment in Carrington (Ward 3) at multiple addresses,  
LOC2018-0244**

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**Social, Environmental, Economic (External)**

The proposed land use redesignation promotes principles of complete communities and a prosperous economy by allowing for a mix of residential, commercial, and service uses.

**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 is in keeping with the applicable policies of the *Municipal Development Plan* and the *Keystone Hills Area Structure Plan*. The proposed development flexibility and allowance for a range of commercial uses represent an appropriate land use framework for future development in the area.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Land Use Plan
3. Proposed Direct Control District Guidelines (C-C1)
4. Proposed Direct Control District Guidelines (M-2)
5. Concept Plan

## Applicant's Submission



### APPLICANT'S SUBMISSION

This application for land use redesignation approval is located within the Keystone Hills Area Structure Plan (ASP). The ASP (Bylaw 15P2012) was adopted by Calgary City Council on July 16, 2012 and has seen subsequent growth management related amendments since then, including the removal of the growth management overlay for the subject lands.

The subject lands for this redesignation are located east of 14th Street NW and south of 144th Avenue NW (14120 144 Ave NW). The parcels comprise +/- 2.37 hectares (+/- 5.85 acres) and are jointly owned by Mattamy (Aberdeen Heights) Limited and Royop (Carrington) Developments Ltd.

The parcels proposed for redesignation are currently zoned Commercial- Community 2 (C-C2), Multi-Residential – Medium Profile (M- 2), and Direct Control (Bylaw 117D2015) – all of which were approved in 2015. These sites are currently undeveloped and are generally located within the approved "Community Retail Centre" (CRC) which is typified by high-quality design with unique opportunities for retailers to distinguish themselves and provide a sense of place for residents. This CRC is anticipated to have retail, employment, cultural, recreational and institution uses. It should also provide the opportunity for ground-oriented multi-family development of varying densities, which may help intensify the sites and facilitate a transition from a CRC to an Activity Centre in the future (as identified in the ASP).

The purpose of this application is two-fold:

1. Firstly, to simplify land use boundaries and fine-tune the district on the northerly portion to better accommodate mixed-use development. The requested district is a DC land use based on the C-C1 district, but with suggested amendments to define the internal street profile, add and remove certain uses, and add modifiers for height and FAR.
2. Secondly, to revise the medium density multi-family block from DC and M-2 to a single DC land use based on the M-2 district. The DC will accommodate a maximum height of 21.0 metres which meets industry demands.

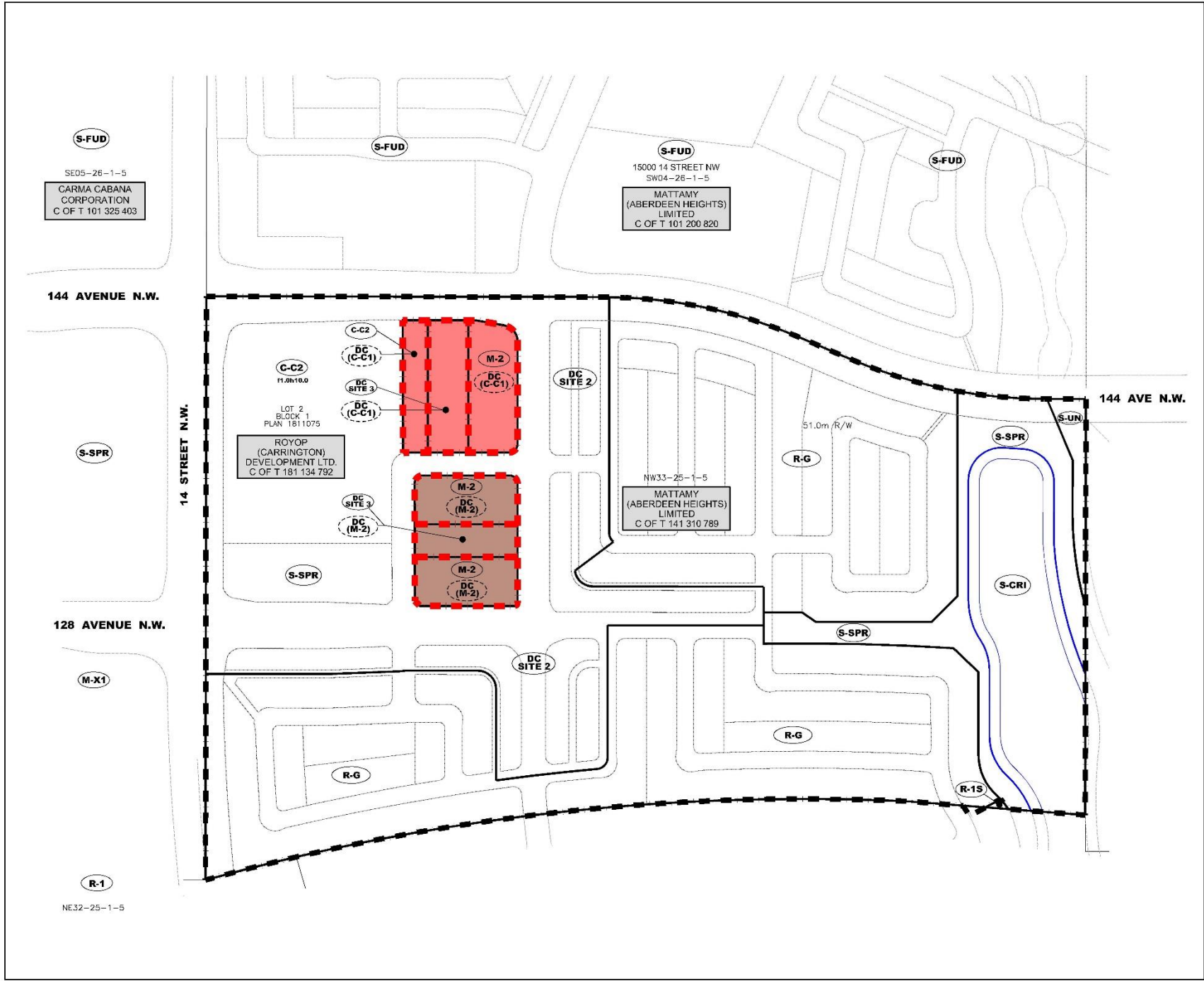
There are no impacts relating to Growth Management Overlays, as there is not one in place for the subject lands. Municipal services are also unaffected by this redesignation.

On behalf of Mattamy Homes and Royop Development Corporation, Urban Systems respectfully requests recommendation for approval of the redesignation from the Calgary Planning Commission and approval for the land use to be redesignated to Direct Control by City Council.





Proposed Land Use Plan



CONTEXT PLAN



LOCATION PLAN



LAND USE LEGEND

<span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px;"></span>	LAND USE AMENDMENT BOUNDARY (2.37 ha/5.85 ac.)
<span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	PREVIOUS LAND USE AMENDMENT BOUNDARY
<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">DC SITE 2</span>	LAND USE IN CURRENT BYLAW (117D2015)
<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">DC C-C1</span>	PROPOSED LAND USE IN BYLAW (IP2007)
<span style="border: 1px solid black; padding: 2px;">Land Owner</span>	LAND OWNER

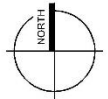
LAND USE STATISTICS

	ha	ac.	%
DC SITE 3 TO DC(C-C1)	0.45	1.11	18.99
C-C2 TO DC(C-C1)	0.28	0.69	11.81
M-2 TO DC(C-C1)	0.53	1.31	22.37
M-2 TO DC(M-2)	0.83	2.05	35.02
DC SITE 3 TO DC(M-2)	0.28	0.69	11.81
<b>TOTAL</b>	<b>2.37</b>	<b>5.85</b>	<b>100.00</b>

- Notes
- Information outside of the Land Use Amendment Plan boundary is provided for information purposes only.
  - Plan subject to change without notice
  - Lands are contained within the Keystone Hills ASP (ISP2012)

PROPOSED PLAN ONLY  
SUBJECT TO REVIEW AND APPROVAL  
BY CPC AND CITY COUNCIL

**URBAN**  
systems  
#101-134 - 11th Avenue SE  
Calgary, Alberta | T2G 0X5  
T 403.291.1193 | F 403.291.1374  
www.urbansystems.com



SCALE 1:4000

2800.0008.61  
Date: 2019/05/22  
LAND USE AMENDMENT

PLN-LU-01



CARRINGTON LAND USE AMENDMENT

CITY OF CALGARY

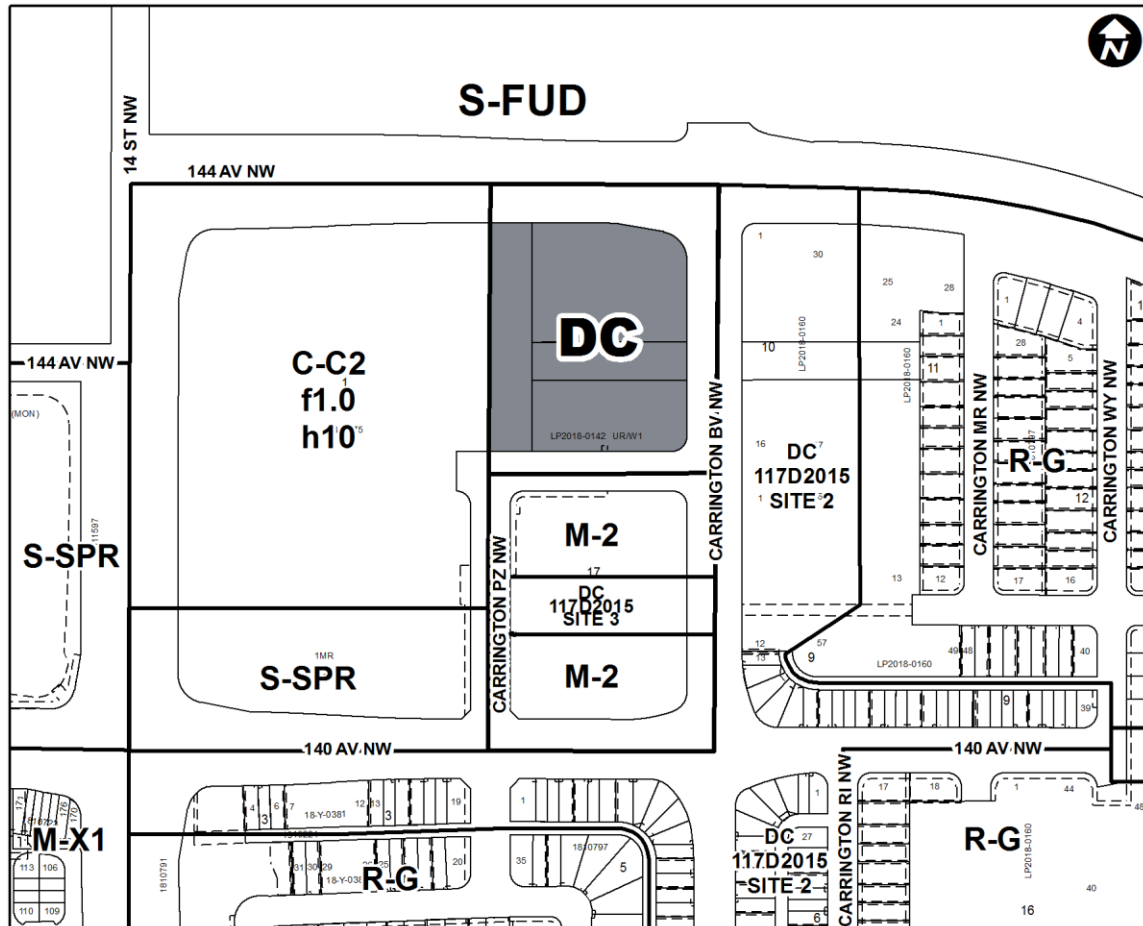
LEGAL DESCRIPTION: Parts of S.W. 4-26-1-5 and N.W. 33-25-1-5 MUNICIPAL ADDRESS: 15000 14 ST NW; 14400 14 ST NW; 14120 14 ST NW



## Proposed Direct Control District Guidelines

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

### SCHEDULE A



### DIRECT CONTROL DISTRICT

#### Purpose

- This Direct Control District is intended to:
  - allow for appropriate development intensity and land uses to support a future community retail center;
  - accommodate commercial and residential uses within a horizontal or vertical mixed-use development format;
  - limit the overall amount of commercial uses;

### Proposed Direct Control District Guidelines

- (d) require a minimum residential density; and
- (e) allow for a shared parking strategy.

#### Compliance with Bylaw 1P2007

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

#### Reference to Bylaw 1P2007

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

#### General Definitions

- 4 In this Direct Control District Bylaw:

- (a) “**internal street**” means a private **street** that connects 144 Avenue NW with Carrington Plaza NW;
- (b) “**commercial uses**” include **uses** referenced in Sections 5 and 6, other than **Assisted Living, Custodial Care, Dwelling Unit, Live Work Unit** and **Residential Care**.

#### Permitted Uses

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

- (a) with the exclusion of:
  - (i) **Vehicle Rental – Minor.**

#### Discretionary Uses

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

- (a) with the addition of:
  - (i) **Assisted Living;**
  - (ii) **Conference and Event Facility;**
  - (iii) **Dinner Theater;**
  - (iv) **Hotel;**
  - (v) **Performing Arts Centre;**
  - (vi) **Custodial Care;**
  - (vii) **Residential Care;** and
- (b) with the exclusion of:

### Proposed Direct Control District Guidelines

- (i) **Vehicle Sales – Minor;**
- (ii) **Auto Service – Minor.**

#### Bylaw 1P2007 District Rules

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

#### Floor Area Ratio

- 8 (1) The maximum cumulative **floor area ratio** for the **parcels** within this Direct Control District is 2.5.
- (2) The maximum cumulative **floor area ratio** for the **parcels** within this Direct Control District for “**commercial uses**” is 0.25.

#### Minimum Residential Density

- 9 The minimum cumulative **density** for **parcels** within this Direct Control District is 60 **units** per hectare.

#### Building Height

- 10 The maximum **building height** is 23.5 metres.

#### Use Area

- 11 (1) Unless otherwise referenced in subsection (2), the maximum **use area** for **uses** on the ground floor of **buildings** is 1400.0 square metres.
- (2) In all other cases there are no **use area** restrictions.

#### Rules for Location of Uses Within Buildings

- 12 (1) **Dwelling Units** and **Live Work Units** may be located on the ground floor of **buildings**.
- (2) “**Commercial uses**”:
- (a) may be located on the same floor as **Dwelling Units**; and
  - (b) must not share an internal hallway with **Dwelling Units**.

#### Setback Areas

- 13 There is no minimum requirement for a **front setback area**, **rear setback area**, and **side setback area**.

#### Landscaping in Setback Areas

- 14 (1) Unless otherwise referenced in subsection (2), where a **setback area** is provided the **setback area** may be **hard surfaced landscaped areas** or **soft surfaced landscaped areas**.
- (2) Where the **setback area** shares a **property line** with an “**internal street**”, the **setback area** may be asphalt, **hard surfaced landscaped area** or **soft surfaced landscaped area**.

## Proposed Direct Control District Guidelines

### Minimum Motor Vehicle Parking Stalls

- 15 (1) The minimum number of **motor vehicle parking stalls**:
- (a) is the requirement referenced in Part 4 of Bylaw 1P2007 for the following **uses**:
    - (i) **Hotel**;
    - (ii) **Library**;
    - (iii) **Medical Clinic**, where located above the ground floor; and
    - (iv) **Office**, where located above the ground floor;
  - (b) for each **Dwelling Unit** is:
    - (i) 0.75 stalls per **unit** for resident parking; and
    - (ii) 0.1 **visitor parking stalls** per **unit**;
  - (c) for each **Live Work Unit** is:
    - (i) 1.0 stall per **unit**, for resident parking; and
    - (ii) 0.5 **visitor parking stalls** per **unit**.
  - (d) for all other **uses** is 3.25 stalls per 93.0 square metres of **gross usable floor area**.
- (2) **Motor vehicle parking stalls, visitor parking stalls and loading stalls and bicycle parking stalls** required for **uses** in this Direct Control District may be:
- (a) located and supplied on any one **parcel** or combination of **parcels** within this Direct Control District and where the **parcels** are included on the same **development permit**; and
  - (b) shared by more than one **use**, subject to relaxations pursuant to subsection (3).
- (3) The **Development Authority** may consider a relaxation of the minimum required **motor vehicle parking stalls, visitor parking stalls and loading stalls** for a **development** where a parking study submitted as part of a **development permit** application demonstrates that the **motor vehicle parking stall, visitor parking stall or loading stall** requirements should vary from the requirements of this Direct Control District Bylaw

### Freestanding Signs

- 16 (1) The maximum **sign area** of a **Freestanding Sign** is 18.5 square metres.



### Proposed Direct Control District Guidelines

- (2) The maximum height of a **Freestanding Sign** is 12.2 metres.

#### Relaxations

- 17 The **Development Authority** may relax the rules contained in subsection 8(2) and Sections 11, 12, 13, 14 and 15 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

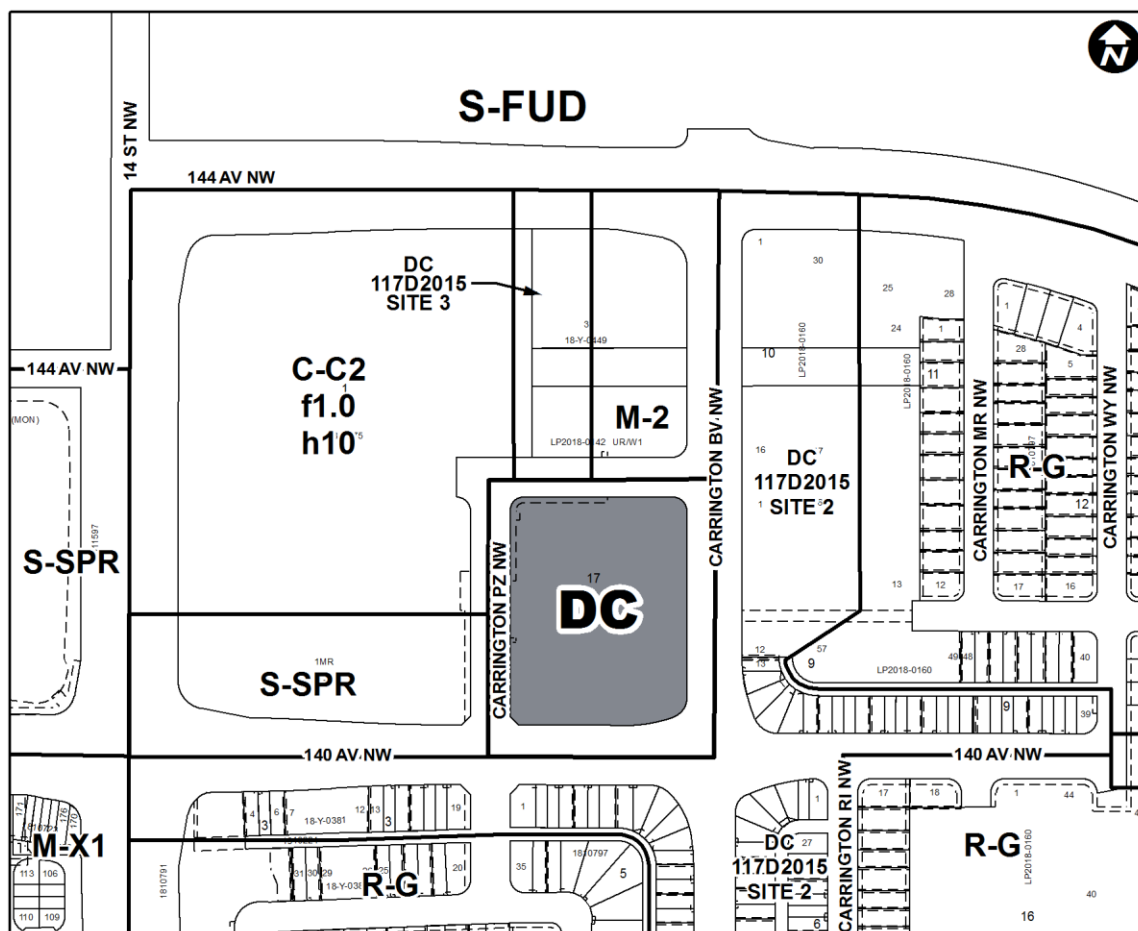
TEXT FOR DISCUSSION  
ONLY



## Proposed Direct Control District Guidelines

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

### SCHEDULE A



### DIRECT CONTROL DISTRICT

#### Purpose

- This Direct Control District is intended to:
  - allow for additional building height to accommodate six-storey multi-residential building.

#### Compliance with Bylaw 1P2007

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

#### Reference to Bylaw 1P2007

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

## Proposed Direct Control District Guidelines

### Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – Medium Profile (M-2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

### Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – Medium Profile (M-2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

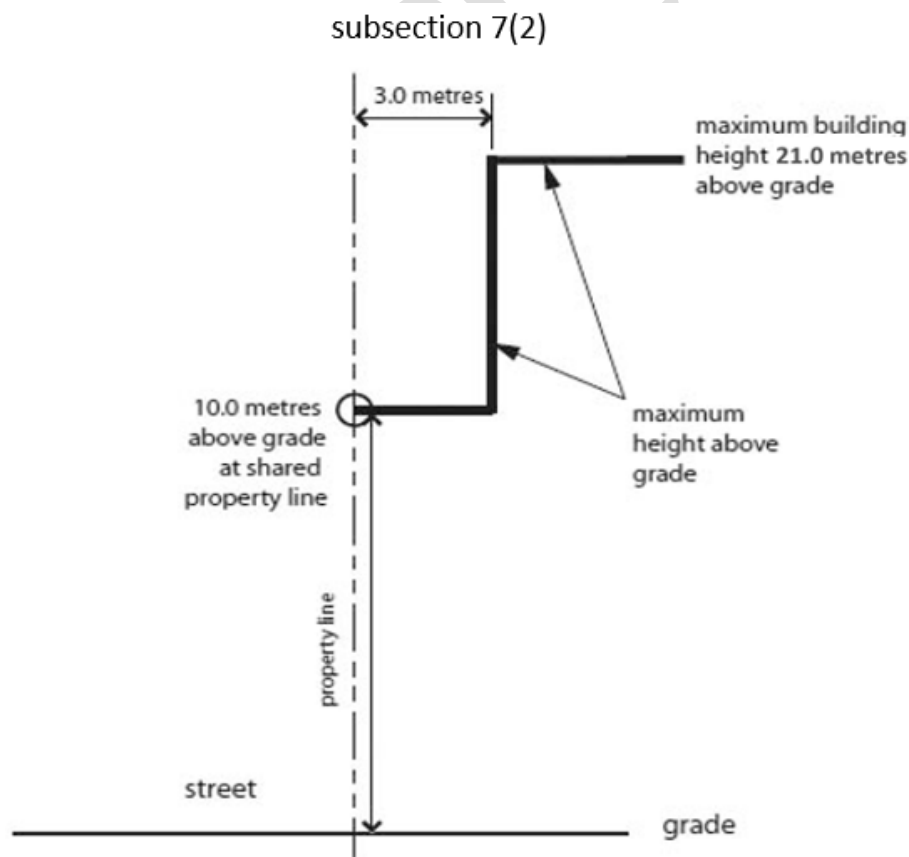
### Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – Medium Profile (M-2) District of Bylaw 1P2007 apply in this Direct Control District.

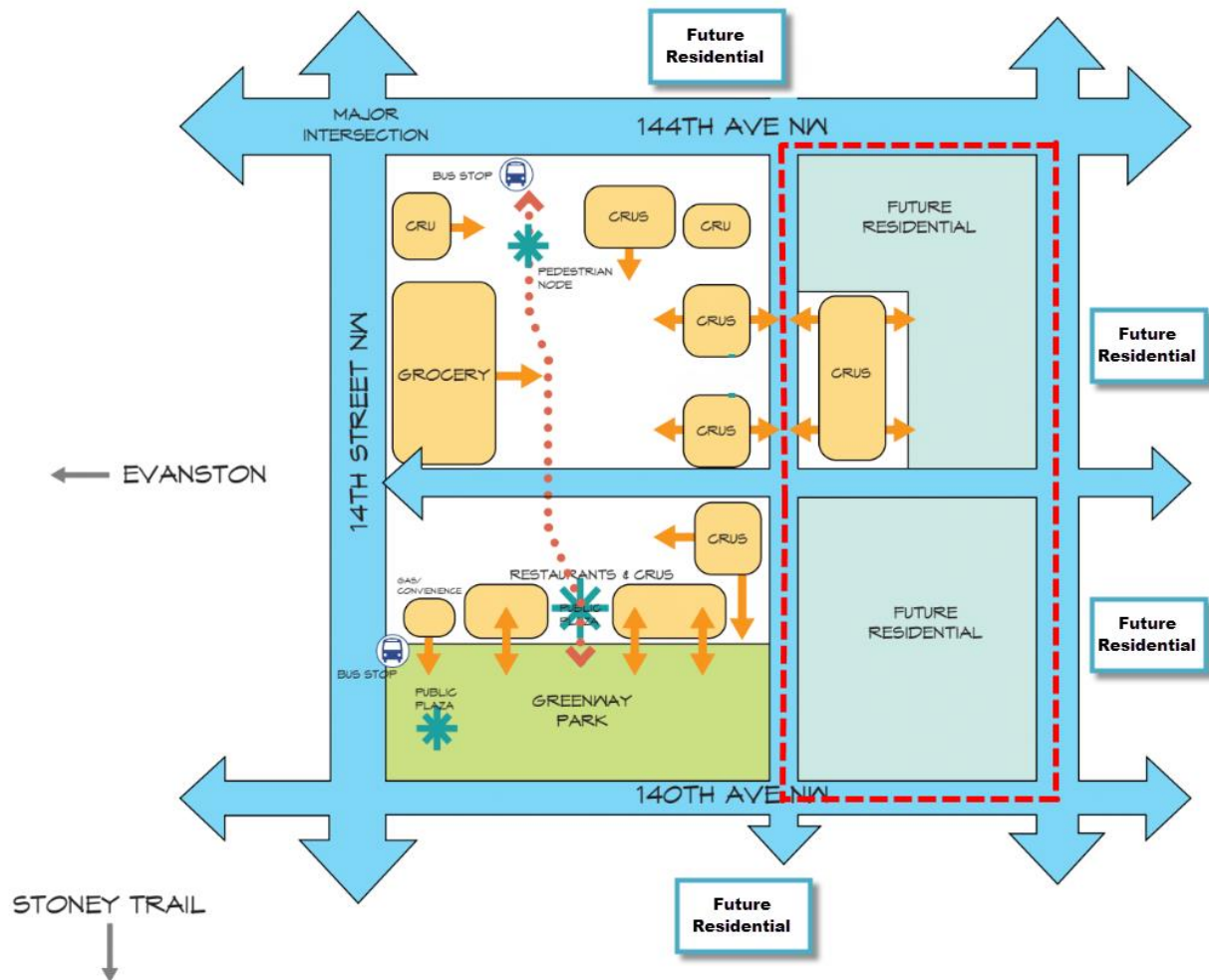
### Building Height

- 7 (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 21.0 metres.
- (2) Where a **parcel** shares a **property line** with a **street**, the maximum **building height** is 10.0 metres measured from **grade** within 3.0 metres of that shared **property line**; and
- (3) The following diagram illustrates the rules of subsection (2):

Illustration 1: Building Height in the Multi-Residential Medium Profile (M-2) District



## Concept Plan



### Subject Lands

\*This illustration is conceptual only