

**POLICY AMENDMENT AND LAND USE AMENDMENT  
ROCKY RIDGE (WARD 1)  
EAMON ROAD NW AND ROCKY RIDGE ROAD NW  
BYLAWS 54P2017 AND 299D2017**

**MAP 17NW**

**EXECUTIVE SUMMARY**

This land use amendment application proposes to redesignate the subject parcel from Special Purpose – City and Regional Infrastructure (S-CRI) District to Multi-Residential – High Density Medium Rise (M-H2f4.0h36) District to allow for high density, medium rise multi-residential development, as well as a limited range of small scale, complementary retail and commercial uses on the lower floors of multi-residential buildings, adjacent to the Tuscany LRT station.

A mapping amendment to the Rocky Ridge Area Structure Plan (ASP) is required to accommodate this land use amendment application.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION'S RECOMMENDATIONS**

2017 July 27

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 54P2017 and 299D2017; and

1. **ADOPT** the proposed amendments to the Rocky Ridge Area Structure Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 54P2017.
3. **ADOPT** the proposed redesignation of 0.89 hectares ± (2.20 acres ±) located at 10310 Eamon Road NW (NE1/4 Section 17-25-2-5) from Special Purpose – City and Regional Infrastructure (S-CRI) District **to** Multi-Residential –High Density Medium Rise (M-H2f4.0h36) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 299D2017.

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**REASONS FOR RECOMMENDATION:**

The proposal is consistent with the applicable policies of the Municipal Development Plan (MDP), the Transit Oriented Development Policy Guidelines, and the Rocky Ridge Area Structure Plan (ASP), as amended. The site is well serviced by the Primary Transit Network, including the adjacent Tuscany Light Rail Transit (LRT). The site is well suited and well situated to contribute ridership to the LRT. Supportive public infrastructure is largely in place and the site is located nearby public parks and the regional pathway system. The proposed land use district allows for higher density residential development and small scale, local support commercial uses near transit stations that support the MDP's goals of complete communities and of compact urban form.

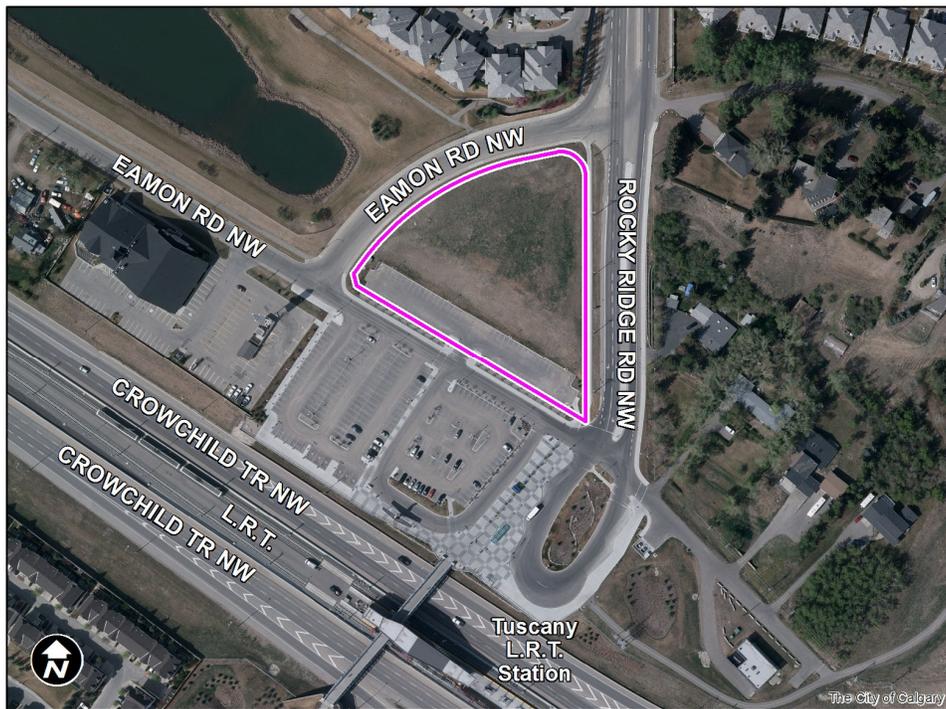
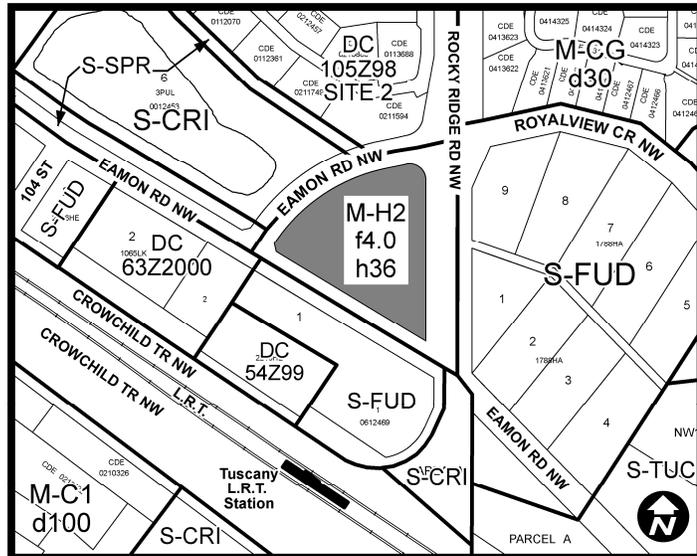
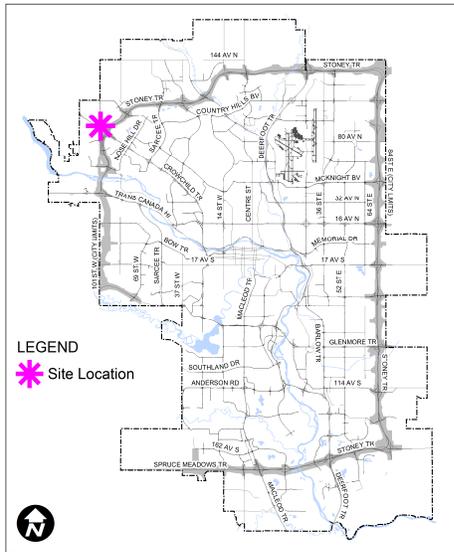
**ATTACHMENTS**

1. Bylaw 54P2017
2. Bylaw 299D2017
3. Public Submissions

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LOCATION MAPS



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**ADMINISTRATION'S RECOMMENDATIONS TO CALGARY PLANNING COMMISSION**

- |    |  |                       |
|----|--|-----------------------|
| 1. | Recommend that Council <b>ADOPT</b> , by bylaw, the proposed amendment to the Rocky Ridge Area Structure Plan (APPENDIX II).   |                       |
|    | <b>Moved by: A. Palmiere</b>   | <b>Carried: 8 – 0</b> |
| 2. | Recommend that Council <b>ADOPT</b> , by bylaw, the proposed redesignation of 0.89 hectares ± (2.20 acres ±) located at 10310 Eamon Road NW (NE1/4 Section 17-25-2-5) from Special Purpose – City and Regional Infrastructure (S-CRI) District <b>to</b> Multi-Residential –High Density Medium Rise (M-H2f4.0h36) District. |                       |
|    | <b>Moved by: A. Palmiere</b>   | <b>Carried: 8 – 0</b> |

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**Applicant:**

CivicWorks Planning + Design

**Landowner:**

Telsec Property Corporation.

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is a triangular parcel located at the southeast edge of the community of Rocky Ridge, immediately adjacent to the Tuscany LRT station. The site is bound by two streets, Rocky Ridge Road NW, an arterial road, and Eamon Road NW, a collector road. The site has an approximate 25 percent slope from south to north.

Multi-residential development, with a height of two storeys, exists directly northwest of the parcel on land designated DC (Bylaw 105Z98). Lands to the west, across Rocky Ridge Road NW, are designated S-FUD and consists of low density residential acreage development. Also to the west is a large storm water pond, with the Tuscany LRT Park and Ride located to the south. The subject site has an 18.14 metre easement along the southern edge to the benefit of The City of Calgary for a Park and Ride facility, constructed, operated and maintained by the City. The easement area contains a surface Park and Ride lot with approximately 75 parking stalls.

A summary of the current 2016 and peak population for the Rocky Ridge community is provided in the table below:

<b>Rocky Ridge</b>	
Peak Population Year	2015
Peak Population	8,229
2016 Current Population	8,268
Difference in Population (Number)	39
Difference in Population (Percent)	0.5%

**LAND USE DISTRICTS**

This application proposes to redesignate the site from Special Purpose – City and Regional Infrastructure (S-CRI) District to Multi-Residential – High Density Medium Rise (M-H2f4.0h36) District. The M-H2 District with a specific height and floor area ratio modifier is to be located on strategic parcels, including landmark locations, transit and transportation corridors and nodes and employment concentrations. The M-H2f4.0h36 District allows for high density, medium rise multi-residential development in a variety of forms, with the opportunity for small-scale,

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complementary retail and commercial uses on the ground floors of multi-residential buildings. The district allows for a maximum floor area ratio (FAR) of 4.0 with a minimum density of 150 dwelling units per hectare and a maximum building height of 36.0 metres (approximately 11 storeys). The maximum building height of 36.0 metres is reduced to 10.0 metres within 4.0 metres of the property line.

## **LEGISLATION & POLICY**

### South Saskatchewan Regional Plan (2014)

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

### Municipal Development Plan (2009)

The subject site is located within the “Developing – Planned Greenfield with Area Structure Plan area” on the Urban Structure Map (Map 1) in the Municipal Development Plan (MDP). The land use policy for Planned Greenfield with Area Structure Plan states the ASPs for Planned Greenfield Areas, in existence prior to adoption of the MDP, are recognized as appropriate policies to provide specific direction for development of the local community. The Rocky Ridge ASP was adopted in 1992 and last amended in July 2008, and has not been updated to reflect the current MDP policies.

The MDP’s City-wide policies (Section 2) and specifically Section 2.2 Shaping a More Compact Urban Form provides directions to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities. The goals of these policies is to direct future growth of the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.

The relevant policies within Section 2.2.2 are:

- “a. Locate transit-supportive land uses, including higher density residential and employment developments, within Activity Centres and Corridors supported by Primary Transit Network.”
- “b. Increase development densities in proximity of the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stops, in areas deemed appropriate through the Local Area Planning process and in accordance with the Typology thresholds identified in Part 3.”
- “c. Locate land uses that will generate counter-flow transit ridership during peak-hour commuting times and support non-peak hour ridership.”

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The subject site is well located to contribute ridership to the LRT. The proposed land use amendment application is to allow for the site to develop with higher intensity mixed-use development that is transit-oriented and is in keeping with the above MDP policies.

Rocky Ridge Area Structure Plan (ASP) (updated July 2008)

The ASP's transportation and land use map (Map 2), identifies the subject site within the "Future LRT Park n' Ride/Transit" area. This proposal is not consistent with the current land use map of the ASP; therefore, a minor map amendment is required (see APPENDIX II). This proposed map amendment would identify the site as "Residential & Related Uses". The ASP, in section 3.0 defines the term "Residential & Related Uses" to mean:

- Single detached, semi-detached, duplex and multi-family dwellings; and
- Such related uses as local commercial areas, neighbourhood shopping centres, churches, child care facilities, police and fire stations, libraries and neighbourhood parks.

Other than the required map amendment, the proposal is consistent with the policies of the ASP. Section 3.2 (b) of the plan states that "the predominant form of housing in Rocky Ridge is expected to be single family. However, in order to achieve a mix of housing types throughout the area, multi-residential housing should be encouraged in appropriate locations such as in proximity to the possible future LRT station."

Transit Oriented Development Policy Guidelines (updated 2005)

The subject site is located immediately adjacent to the Tuscany LRT station and is considered a Transit Oriented Development (TOD). The TOD Policy Guidelines contain six key policy objectives that apply to sites in close proximity to transit:

1. Ensure transit supportive land uses.
2. Increase density around Transit Stations.
3. Create pedestrian-oriented design.
4. Make each station area a 'place'.
5. Manage parking, bus, and vehicle traffic.
6. Plan in context with the local communities.

This land use amendment was reviewed against the TOD Policy Guidelines in order to determine if the proposed land use district, the list of uses and the rules (such as height, density, and FAR) are appropriate. Some of the TOD Guideline objectives that address site and building design, parking, edge conditions, access and circulation will require further consideration at the development permit stage.

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### **TRANSPORTATION NETWORKS**

As an arterial standard roadway, direct vehicular access to Rocky Ridge Road NW from the site will not be permitted. Vehicular access to Eamon Road NW can be considered at the forthcoming development permit stage.

Neither a Transportation Impact Assessment (TIA) nor a Parking Study was required in support of the land use redesignation. A TIA may be required at the forthcoming development permit stage to determine offsite improvement requirements as necessitated by the impacts of the development.

Calgary Transit currently benefits from an easement on this site allowing for Park and Ride parking stalls for the Tuscany LRT station. The developer will continue to work with Calgary Transit to maintain these stalls or provide an alternative but equivalent supply post development.

### **UTILITIES & SERVICING**

Water, Storm and Sanitary services are available to the site. A Sanitary Servicing Report is required at the development permit stage.

### **ENVIRONMENTAL ISSUES**

An Environmental Site Assessment was submitted with this application. No concerns were raised as part of the review.

### **ENVIRONMENTAL SUSTAINABILITY**

Environmental sustainability issues will be further evaluated at the development permit stage. The proposed land use amendment includes merit from an environmental perspective, as it proposes increase in density in an area with existing primary transit services.

### **GROWTH MANAGEMENT**

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

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**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Rocky Ridge/Royal Oak Community Association was circulated as part of this application. A letter indicating general support of the proposed land use redesignation was received on 2015 June 19 (APPENDIX III). Other comments from the Community Association include:

- Support of community-oriented commercial uses on this site;
- Interest in seeing active frontages along the street;
- Raised concerns from nearby residents on building height; and
- Expressed interest in seeing the development permit application for this site.

Administration also contacted the Community Association on 2017 July 10 to confirm if they had further comments on this application prior to CPC. The Community Association commented they have not received any updated comments from the residents on this application.

**Citizen Comments**

In response to the notice posting and circulation, eight letters of objection and one joint letter from The Lake at Rocky Ridge Homeowners Condo Association, representing 600 home owners was received.

The following concerns were noted:

Theme	Feedback	Response
<p><b>Building height</b></p>	<p>Height of the building at 12 storeys is too tall; suggestions of appropriate height ranging from three storey town homes to eight storeys maximum</p>	<p>In the original submission in 2015 May, the proposal was for a maximum 40 metre height with 5.0 FAR. The application has been revised to the current 36 metres maximum height with 4.0 FAR.</p> <p>The proposed building height is contextually appropriate for this site. The site is located immediately next to the Tuscany LRT station and surrounded by a collector and arterial road. There is significant slope across the site and the existing low density developments are located at a higher elevation, which provides for opportunity to minimum shadow, and privacy impacts.</p> <p>Arrangement of building mass, setbacks/step backs, building design, street interface will be review in detail at the DP stage to address concerns with massing, shadowing, and quality urban design.</p>

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<b>Building height (cont.)</b>	The proposed development does not provide appropriate transition to the adjacent low density developments.	The subject site is immediately adjacent to the Tuscany LRT station. The proposed height and density is contextually appropriate. There will also be opportunity at the DP stage to evaluate the building design, massing, orientation, height, and street edge.
<b>Views</b>	Diminishing views for nearby residents; residents paid a premium for the property with the view; decrease quality of life and property value	Access to view is not regulated in the Bylaw and generally not a planning matter that can be considered.
<b>Shadowing</b>	Potential significant shadowing on adjacent developments;	Sun shadow studies have been provided by the applicant The potential locations of shadows are acceptable.  Please note the significant slope makes it a bit of a challenge to accurately model shadowing, the applicant has tried to account for the grades in their models.
<b>Property value</b>	Decrease quality of life and property value	Communities can change over time; Administration sees merits in the proposal suggesting it can contribute to quality of life. The proposal will add new people for transit ridership, new retail shops, services, community energy and vitality.
<b>Parking</b>	Parking concern given the spill over traffic from the LRT	Administration has no transportation concerns at this time. All required parking must be provided on site. Additional parking studies may be required at the DP review stage.  A TIA may be required at the forthcoming DP stage to determine offsite improvement requirements as necessitated by the impacts of the development.
	Installing on-street paid parking would not resolve parking issues	On-street parking is now being managed using Park Plus. Residents are concerned that on-street paid parking is not enforced during off peak hours (after work and weekend).  A comprehensive parking analysis of this area and proposed impacts from the development will be reviewed at the DP stage.
<b>Traffic</b>	Increase traffic in the area (even those who supported less vehicle use believe Rocky Ridge is a vehicle intense community);	A TIA may be required at the forthcoming DP stage to determine offsite improvement requirements as necessitated by the impacts of the development.

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<b>TOD Guidelines</b>	The proposed development does not conform to the TOD Guidelines; contrary to the TOD Guidelines, the proposed multi-level parkade for the development will overwhelm the station area and does not encourage transit use;	The TOD Guidelines were use in the review of this application and will be applied at the DP stage. The applicant has indicated they will be providing parking via a multi level parkade to accommodate on-site parking requirements. Parking rate shall be limited to the Bylaw required minimum.  The site also has excellent bicycle pathway infrastructure. At the DP stage, bicycle parking exceeding requirements of the Bylaw will be requested.
<b>Other comments</b>	Does not agree with comparison to other station areas along the northwest leg of the LRT, the Tuscany station is predominately town homes and single family dwellings;	
	Site may have been better utilized as parking or public space	

**Public Meetings**

There were no public meetings held by Administration for this land use proposal.

**Pre-Application Engagement Summary**

Prior to making the formal land use redesignation application, the applicant and developer undertook the following pre-application engagement activities:

- Advertorial in the Rocky Ridge/Royal Oak Community Newsletter (2015 February)
- Public Open House (2015 March 31 at Rocky Ridge Ranch Centre): 250 information and Open House notices were hand-delivered to surrounding residents. Bold sign on-site advertising. Approximately 50 attendees. Feedback through both one-on-one discussion and feedback forms.
- Meetings (2015 February 06 and 2015 April 19) and correspondence with Rocky Ridge Community Association.
- One-on-one dialogue with neighbours that directly contacted the applicant team.

Comments through the engagement are as follows:

- Support for redevelopment of the vacant lot, however, some residents expressed that the site would be better utilized for additional parking or park space;
- Concern over the type of future redevelopment; building heights and density (six-storeys recommended as the maximum height);

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- Concerns regarding diminished views for nearby residents (decreased quality of life and property value);
  - Given that the Park n' Ride was described as oversubscribed; there were concerns around added on-street parking burden and additional traffic congestion during peak hours (specifically on Rocky Ridge Road NW);
  - Some concerns regarding crime/safety and a desire to limit future renters or lower income residents; and
  - Some feedback that architectural controls should be used to ensure context fit with existing community (no bright colours like University City development in Brentwood).

The current proposal is the result of the above engagement activities, careful consideration of the unique site characteristics and constraints, and a detailed review by Administration. The proposed land use district and the proposed limiting modifiers shape an envelope that informs a general building form and determines the appropriate uses for this site. A subsequent development permit application and comprehensive review process, inclusive of additional engagement activities, will be required to realize a detailed design and 'bricks & mortar' development outcome.

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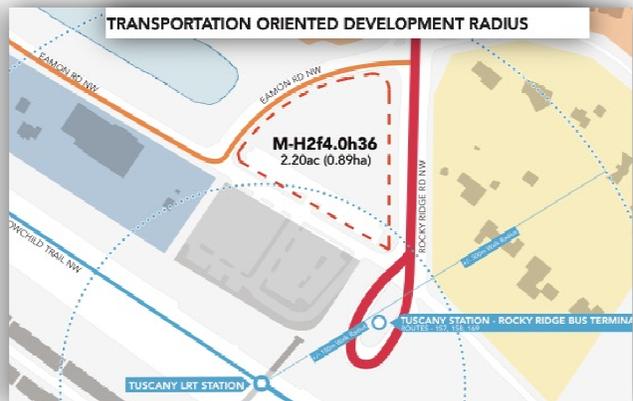
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**APPENDIX I**

**APPLICANT'S SUBMISSION**

**Location and Context**

The subject site is located at 10310 Eamon Road NW and is approximately 2.20 acres (0.89 hectares) in size. It is located within the community of Rocky Ridge and situated immediately adjacent to Tuscany LRT station, the current northwestern terminus of the LRT Red Line. Rocky Ridge Area Structure Plan describes the site as a "Future LRT Park n' Ride/Transit" policy area. With the Tuscany LRT Station and Park n' Ride surface parking area now developed, the subject site represents the privately-owned balance of lands within this policy area that has yet to develop to an urban standard. The subject site is also bounded and separated from the Developed Greenfield context by higher-order street types – Rocky Ridge Road NW (Arterial) and Eamon Road NW (Collector).



The subject site represents a unique opportunity for higher-density, compact building forms, and increased housing choice that aligns with the City's Transit Oriented Development (TOD) Guidelines and the Municipal Development Plan's strategic growth goals. This proposal is aligned with approved building forms that have been developed and that are in the process of being developed at TOD nodes along the Red Line in the northwest and southwest of Calgary. A high-quality Red Line TOD Developed Greenfield precedent, in terms of adjoined transitional mid-rise to lower-rise building forms, is the Highbury Residences at Fish Creek/Lacombe LRT Station (see image).

**Proposed Land Use Resignation**

The proposed modified M-H2(f4.0h36) District is intended to optimize the TOD context while being responsive to the neighbouring Developed Greenfield context of lower-density lower-profile buildings. The base M-H2 District allows for a maximum building height of 50 meters; however, the proposed modifiers limit the maximum allowable building height to 36 meters (approximately 10 storeys or within the midrise family of building types) and with an additional mass limiting maximum FAR modifier of 4.0 (otherwise a maximum of 5.0 under the base M-H2 District). Through a subsequent Development Permit

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process, the goal is to achieve a contextually sensitive transition in building height and mass where the greatest midrise building height and intensity will be nearest the edges shared with the Park & Ride and Tuscany LRT Station, and with a transition and lower height and intensity shared with the neighbouring lower-density lower-profile building context. Based on preliminary site testing (primarily focused on achievable on-site structured parking), the anticipated number of dwelling units is approximately two-hundred seventy-five (275).

**Reasons for Redesignation**

- A first-tier TOD site, located within a 150 meter walk radius of the Red Line’s Tuscany LRT Station.
- An opportunity to achieve TOD on one of the few remaining undeveloped parcels within a relatively low-density Developed Greenfield context that is served by and benefits from LRT Primary Transit.
- The proposed change represents a similar pattern of TOD and building types found along the Red Line, and is generally described as contextually appropriate and graduated intensity from those TODs along the Red Line which are more intense and closer to City Centre and higher-intensity developed areas.
- The M-H2 District is an approximate land use, which is to be located on strategic parcels, including landmark locations, transit and transportation corridors and nodes and employment concentrations.
- The M-H2 District allows for limited range of commercial multi-residential uses that provide for a contextually appropriate mixed-use TOD opportunity.

**SITE CONTEXT**



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- The proposed limiting and maximum building height and FAR modifiers are contextually appropriate.
- The unique site characteristics that limit impact on the neighbouring Developed Greenfield context of lower-density lower-profile buildings, include:
  - Relatively large parcel where there is opportunity for building height and mass to be shaped and distributed in response to important edges and sensitive transitions.
  - A site that is bounded and separated from the developed context by higher-order street types.
  - Significant slope across the site; the slope transitions and is lower farther from the developed context, which provides for opportunity to minimize shadow, view, and privacy impacts.
  - Triangular shaped site where majority of the development potential (building height and mass) is farthest removed from the developed context.

**Land Ownership, Swap, Park n' Ride History**

In 2012, this subject site was acquired by Telsec Property Corporation (Telsec) through a neighbouring land swap (lands of approximately the same size) with The City of Calgary (The City). The swap enabled The City to complete the Tuscany LRT Station and the fulsome functional infrastructure required (inclusive of street right-of-way and public realm modifications, a Park & Ride, and bus timing stop & loop). The swap enabled Telsec to retain a similar-sized TOD site to be redesignated and developed a future date.

With no immediate redevelopment intent, an addition to the land swap was Telsec's agreement that the subject site could include an easement to the benefit of The City for an expanded Park n' Ride facility. That expanded facility (on the subject site) is inclusive of a surface parking supporting approximately seventy-five (75) stalls.

In 2015-16, with the Tuscany LRT Station fully-operational and because Telsec filed an LOC application for TOD land use redesignation, there was subsequent discussion between The City (Transit & Planning) and Telsec to consider another swap that could realize an optimal TOD outcome. The land swap concept primarily considered the merits of reorganizing the overall existing Park n' Ride surface parking (both on The City owned land and the subject site) to find a better location for TOD intensification; a location less encumbered by slope, site access constraints, irregular-shaped boundaries, and farther removed from the adjacent Developed Greenfield context. Because of the relatively recent investment in Park n' Ride infrastructure, it was ultimately decided that redevelopment through a land swap would be both financially challenging and create a significant disruption for current active users of the parking facility.

The benefit of these discussions was an openness by both parties to achieve a better TOD outcome on the subject site at the future Development Permit stage through exploring the need and potential redesign (sub-grade, structured, reduced size, etc.) of the surface parking encumbrance on the subject site today.

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**Engagement Summary and Application Outcome**

Prior to making formal LOC submission (May 2015), Telsec and their planning & engagement team (CivicWorks Planning + Design) undertook the following pre-application engagement activities:

- Advertorial in the Rocky Ridge/ Royal Oak Community Newsletter (February 2015).
- Public Open House (31 March 2015 @ Rocky Ridge Ranch Centre): Two-hundred and fifty (250) information and Open House notices hand-delivered to surrounding residents. Bold sign on-site advertising. Approximately 50 attendees. Feedback through both one-on-one discussion and feedback forms.
- Meetings (6 February 2015 and 19 April 2015) and correspondence with Rocky Ridge Community Association.
- One-on-one dialogue with neighbours that directly contacted Telsec's planning & engagement team.

**What we heard:**

- Support for redevelopment of the vacant lot, however, some residents expressed that the site would be better utilized for additional parking or park space.
- Concern over the type of future redevelopment; building heights and density (six-storeys recommended as the maximum height).
- Concerns regarding diminished views for nearby residents (decreased quality of life and property value).
- Given that the Park n' Ride was described as oversubscribed, there were concerns around added on-street parking burden and additional traffic congestion during peak hours (specifically on Rocky Ridge Road NW). On-street parking is now managed using Park Plus.
- Some concerns regarding crime/safety and a desire to limit future renters or lower income residents.
- Some feedback that architectural controls should be used to ensure context fit with existing community (no bright colours like University City development in Brentwood TOD).

The ultimate LOC proposal under consideration is the result of the above engagement activities, careful consideration of the unique site characteristics and constraints, and a rigorous application review by CPAG. The land use choice and the proposed limiting modifiers shape an envelope that informs a general building form, but the land use change is the first of a two-step approval process. A subsequent Development Permit application and comprehensive review process, inclusive of additional engagement activities, will be required to realize a detailed design and 'bricks & mortar' development outcome.

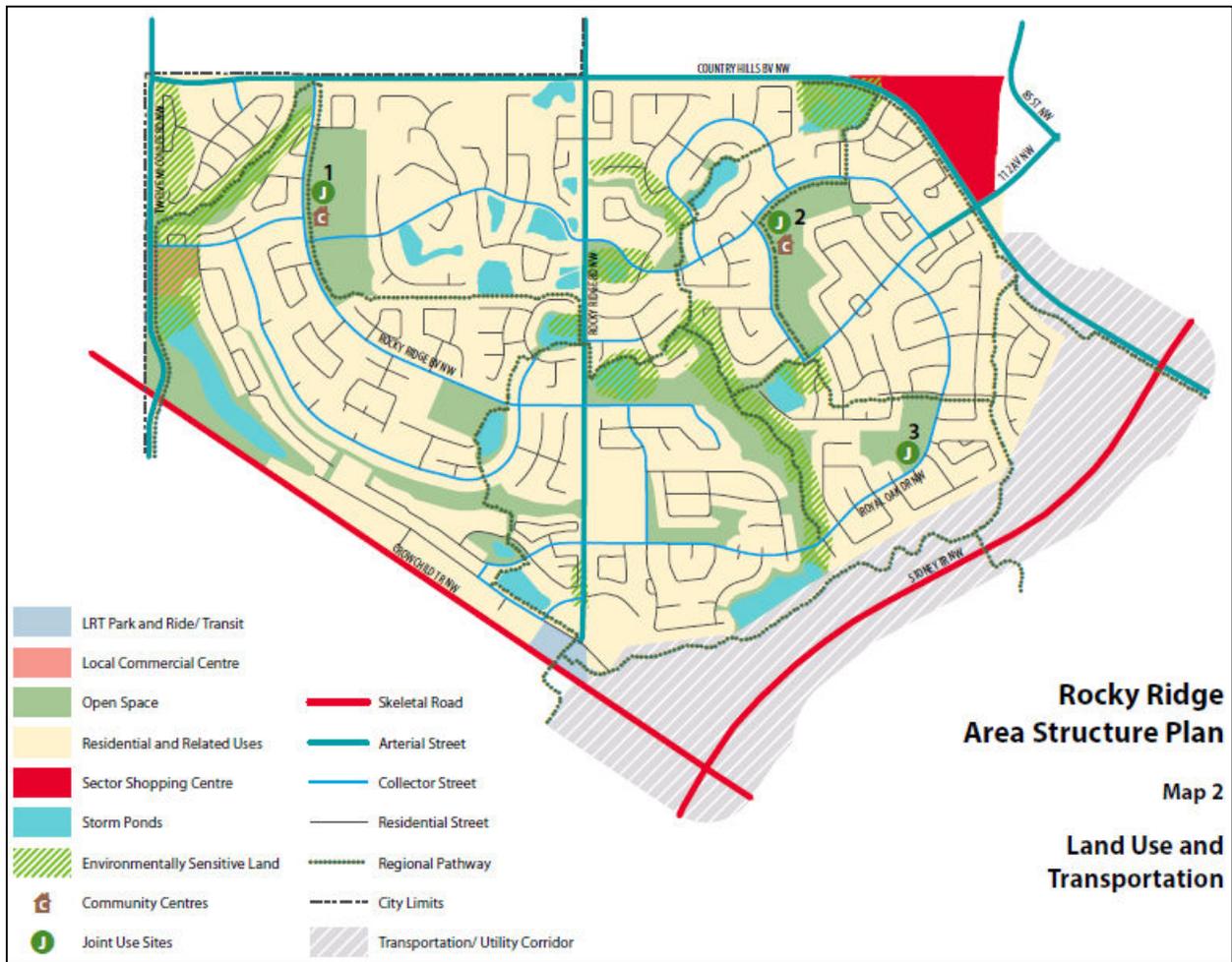
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**APPENDIX II**

**PROPOSED AMENDMENT TO THE ROCKY RIDGE  
 AREA STRUCTURE PLAN**

(a) Delete the existing Map 2 entitled “Land Use And Transportation” and replace with the revised Map 2 entitled “Land Use And Transportation”, as follows:



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APPENDIX III

COMMUNITY ASSOCIATION LETTER



June 19, 2015

Planning Development and Assessment #8201  
P.O. Box 2100 Station M  
Calgary AB T2P 2M5

**Attention:** Mr. Brad C. Bevill, File Manager

**Reference:** File Number LOC2015 – 0073  
Land Use Amendment 10310 Eamon Rd. NW  
Telsec Property Corporation

Dear Mr. Bevill:

On behalf of the Community Association I am writing in general support of the application, noting comments and resident concerns below.

We believe that the proposed uses are appropriate for the subject parcel, achieving the objectives of transit oriented residential development.

In regards to the applicant's submission statement, specifically the last paragraph where it is stated "the commercial use is not desired here by the Applicant or the community", the community is not opposed to commercial uses in spite of the new nearby plaza development and possibly weak retail demand. Without competing for retail/commercial tenants that could be accommodated in this plaza, we would encourage other commercial uses that could be more community-oriented. In the spirit of Transit Oriented Development to encourage a diverse street presence and the objective of public or semi-public ground level interfaces, it would be a missed opportunity to have only private residential access, no "front doors", impermeable building faces and sterile outdoor spaces.

There have been concerns expressed by nearby residents about the allowable heights of the buildings. The subject land is adjacent to low density residential, therefore integration with the community is an important consideration.

The Community Association will be very interested in reviewing the Development Permit application to ensure that the streetscapes and building facades are an interesting asset on this key site. The south elevation (the lowest in terms of building grade) could potentially become a blank parkade wall. The streetscapes around the perimeter of the site will see significant traffic by transit users and has the potential of improving the pedestrian realm. The treatment of the public realm will ultimately determine the success of the development in terms of positive value to the community.

**POLICY AMENDMENT AND LAND USE AMENDMENT  
ROCKY RIDGE (WARD 1)  
EAMON ROAD NW AND ROCKY RIDGE ROAD NW  
BYLAWS 54P2017 AND 299D2017**

**MAP 17NW**

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In the interest of full disclosure, one of the RRRO CA directors, Ms. Jenelle Wohlberg, has a consulting relationship with by Telsec Property Corporation. Jenelle has been excused from participating in any Board discussions of this proposed development, and has not influenced our response in any way. We believe we have performed due diligence in this regard but if there are any questions please contact the writer.

Sincerely,

RRRO CA  
Dave Spencer, Director Planning and Development  
403-629-7587

Cc: Ward Sutherland, Councilor. Tessa Sakamoto, Acting President RRROCA