

**POLICY AMENDMENT AND LAND USE AMENDMENT
BANKVIEW (WARD 8)
19 AVENUE AT 14A STREET SW
BYLAWS 40P2017 AND 256D2017**

MAP 8C

EXECUTIVE SUMMARY

This application proposes redesignating 0.18 hectares of land from M-C2 (one parcel) and R-C2 (five parcels) to a proposed DC Direct Control District based on the Multi-Residential – High Density Low Rise (M-H1) District.

The proposed redesignation is intended to allow for 78 dwelling units with customized height limits (up to 22.0 metres or six storeys) and stepbacks that transition to a lower height from the east towards the northwest corner of 19 Avenue and 14A Street SW. The intent is to facilitate mid-rise redevelopment while securing sunlight penetration into the park located at the northwest corner of the intersection and provide a more appropriate transition to nearby low-rise development.

The application aligns with the Municipal Development Plan (MDP), but does not conform with the Bankview Area Redevelopment Plan (ARP) and requires text and map amendments.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2017 June 15

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 40P2017 and 256D2017; and

1. **ADOPT** the proposed amendments to the Bankview Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 40P2017.
3. **ADOPT** the proposed redesignation of 0.18 hectares ± (0.44 acres ±) located at 1444, 1448, 1450, 1502, 1506, and 1508 – 19 Avenue SW (Plan 260L, Block 1, Lots 19 to 21; Plan 261L, Block 2, Lots 1 to 4; Plan 9211646, Block 1 Lot 22A) from Residential – Contextual One / Two Dwelling (R-C2) District and Multi-Residential – Contextual Medium Profile (M-C2) District to DC Direct Control District to accommodate multi-residential uses, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 256D2017.

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REASON(S) FOR RECOMMENDATION:

Administration recommends approval of this application as it has the potential to enable development in accordance with Municipal Development Plan policies for a location close to the corner of two Neighbourhood Corridors identified in the Municipal Development Plan (MDP).

Development following from 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 and employment.

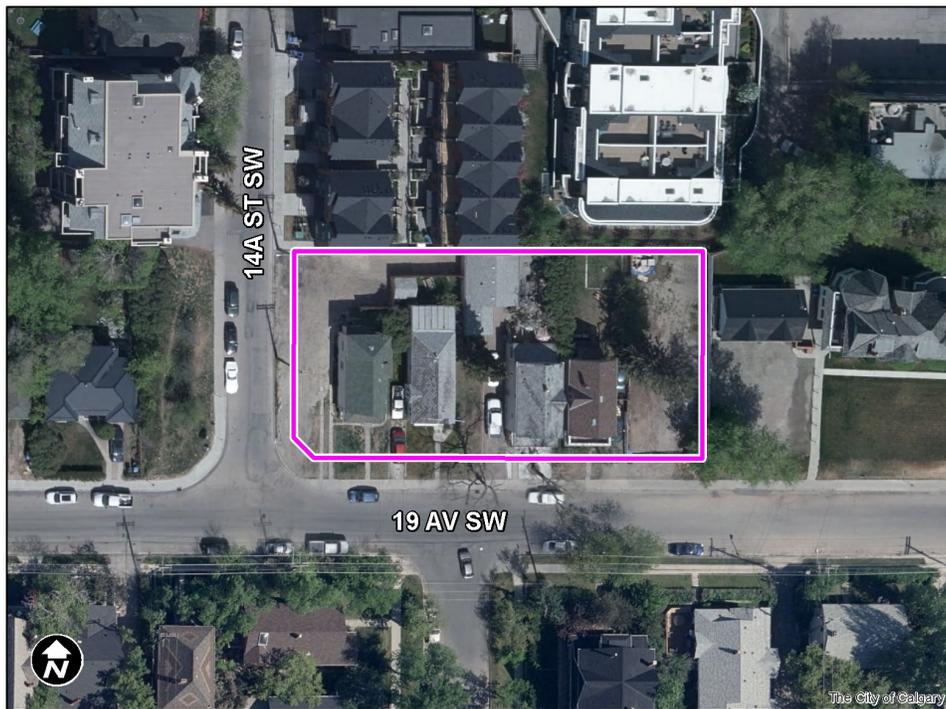
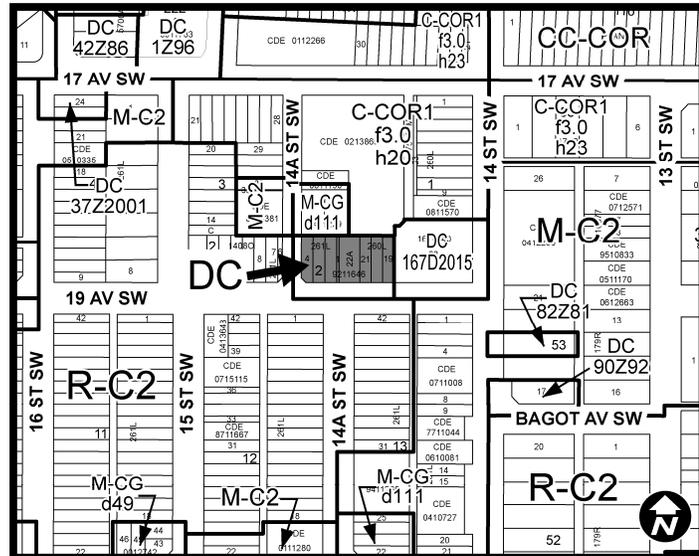
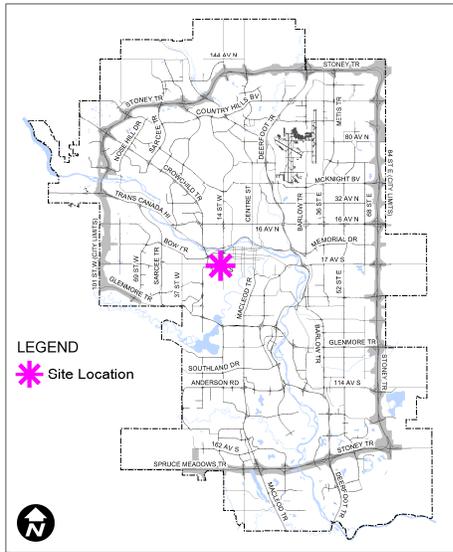
ATTACHMENTS

1. Proposed Bylaw 40P2017
2. Proposed Bylaw 256D2017
3. Public Submissions

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LOCATION MAPS



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ADMINISTRATION'S RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Bankview Area Redevelopment Plan (APPENDIX III).

Moved by: L. Juan

Carried: 7 – 0

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.18 hectares \pm (0.44 acres \pm) located at 1444, 1448, 1450, 1502, 1506, and 1508 – 19 Avenue SW (Plan 260L, Block 1, Lots 19 to 21; Plan 261L, Block 2, Lots 1 to 4; Plan 9211646, Block 1 Lot 22A) from Residential – Contextual One / Two Dwelling (R-C2) District and Multi-Residential – Contextual Medium Profile (M-C2) District **to** DC Direct Control District to accommodate multi-residential uses, with guidelines (APPENDIX II).

Moved by: L. Juan

Carried: 7 – 0

Reasons for Approval from Ms. Juan:

- This application should be celebrated. I commend the Applicant on the comprehensive documents and commend Administration for a well written and well presented to Planning Commission. Specifically the work around “What We Heard” and the responses to the community on the land use redesignation. From the commitment to funding of park upgrades to the presented materials and innovative design, the application has many merits.

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Applicant:

CivicWorks Planning + Design

Landowner:

The Manor At Bankview Inc

PLANNING EVALUATION

SITE CONTEXT

Surroundings

The subject site is at the northeast corner of 19 Avenue and 14A Street SW.

To the east is the Nimmons Building, a heritage resource which is covered by a DC Direct Control District based on the Multi-Residential – High Density Low Rise (M-H1) District intended to support adaptive reuse and conservation of the historic residence supported by development of up to six storeys on the remainder of the site, including the portion adjacent to the subject site.

To the west, across 14A Street SW, is a small park that includes three trees and otherwise minimal landscaping, with single-detached dwellings designated R-C2 beyond.

To the south, across 19 Avenue SW, are single-detached dwellings designated R-C2.

To the north are two developments, a three-storey nine-unit townhouse complex completed in 2016 and a five storey mixed-use building (Bella Vista) with retail at street level along 17 Avenue SW and dwelling units above, constructed in 2002. The topography to the north slopes downward from the subject site toward 17 Avenue SW.

Current use

The subject site is currently home to four older homes and a vacant lot. The City's heritage planning group has visually evaluated the homes on the subject site and concluded that they suffer from poor integrity and that the current application does not incentivize the destruction of any identified or potential heritage resources.

Density

The application proposes to increase density to allow for approximately 78 dwelling units in a three to six storey building, as proposed in a concurrent Development Permit (DP) application (DP2016-5233). The current land use allows for approximately five or six dwelling units (plus potential secondary suites) in single- or semi-detached dwellings and an additional four or five dwelling units on the M-C2 portion of the site.

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Site History and Recent Activity

The Nimmons block (bounded by 17 and 19 Avenues and 14A and 14 Streets SW) has seen significant change and redevelopment throughout history as it has responded to the growth of the city. Anchored by a long-standing commercial building at the SW corner of 17 Avenue and 14 Street SW and by the Nimmons residence at the NW corner of 19 Avenue and 14 Street SW, the block had mostly built out with single-detached homes by 1948. Throughout most of the twentieth century, the block was home to a car dealership, first on an open lot and later in a structure.

The dealership was replaced by the Bella Vista apartments in 2002 and the single-detached homes to its west (along 14A Street SW) were replaced by nine townhomes in three buildings in 2016. The alignment of 14A Street SW changed in 1979 to eliminate the curve on the slope, resulting in the later creation of the park at the NW corner of 19 Avenue and 14A Street SW.

The six images below show development on the block in 1924, 1948, 1962, 1979, 1999, and 2017.



1924



1948

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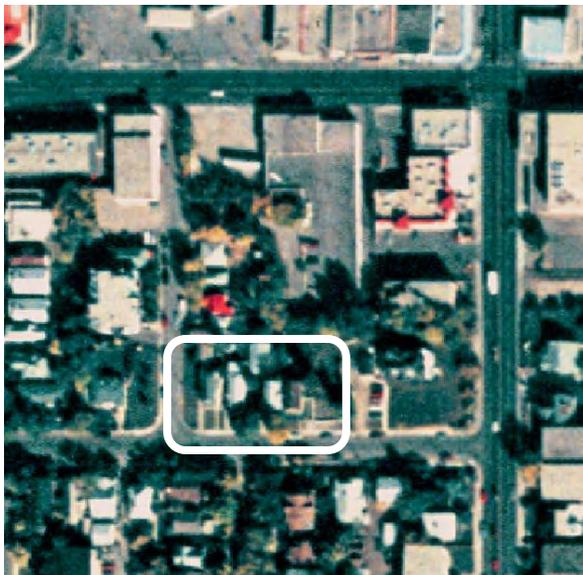
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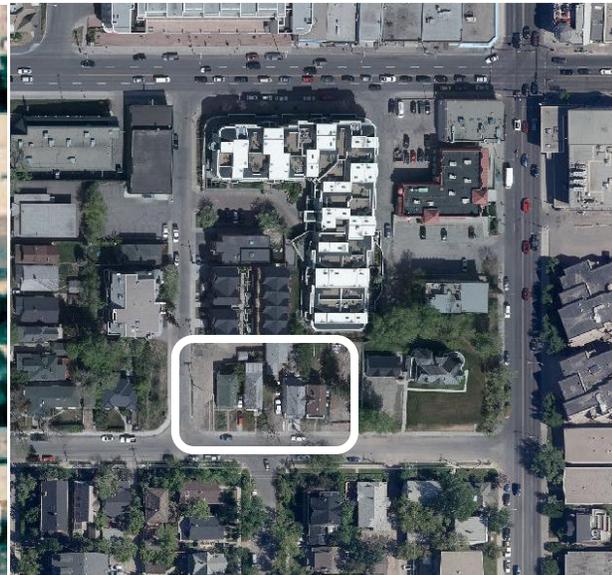
1962



1979



1999



2017

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Bankview	
Peak Population Year	1981
Peak Population	5,590
2016 Current Population	5,158
Difference in Population (Number)	-432
Difference in Population (Percent)	-7.7%

LAND USE DISTRICTS

The proposed land use district is a DC Direct Control District based on the Multi-Residential – High Density Low Rise (M-H1) District. The proposed DC district allows for a floor area ratio (FAR) of up to 3.5 and up to 22 metres height (six storeys) on the eastern half of the site, with a variably reduced height limit on the western half of the site.

The use of a DC district in this case is recommended in order to:

- provide greater assurance of height and massing that is context sensitive to the transition from mid-rise (six storeys) to ground-oriented forms along 19 Avenue SW in Bankview;
- ensure greater certainty around sunlight and shadow protection to the nearby park space at the NW corner of 14A Street and 19 Avenue SW; and
- facilitate the provision of a more generous front yard setback along 19 Avenue SW in order to provide a more context-appropriate public realm at a similar scale to nearby front yards.

The proposed DC guidelines are in APPENDIX II.

LEGISLATION & POLICY

Municipal Development Plan (MDP)

The proposed redesignation enables development in alignment with the following MDP policies:

- 2.1.1a, b, c relating to housing choice and community diversity, overall housing affordability (supply), and housing choice in relation to the primary transit network.
- 2.1.4a and d relating to optimal use of existing infrastructure.
- 2.2.1a and c relating to directing a greater share of growth and medium/higher density housing forms into identified corridor/Main Street areas.
- 2.2.2a and b relating to transit-supportive density and use.
- 2.2.4 relating to complete communities.
- 2.2.5b and c relating to housing choice and higher densities in proximity to primary transit.
- 2.3.1a relating to housing diversity and choice.
- 3.4.1b relating to concentrating the highest densities and tallest buildings into nodes where two or more corridors/Main Streets intersect.

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- 3.4.2e relating to encouragement of a mix of apartments, mixed-use developments and ground oriented housing.
- 3.5.2a and b, relating to intensification of inner city sites in transition zones adjacent to a corridor/Main Street.

Bankview Area Redevelopment Plan (ARP)

This application:

- is contrary to the Bankview ARP’s stated goal of stabilizing land use and density within the community;
- is contrary to policy 3.1.2, which encourages preservation and enhancement of existing buildings and limits redevelopment to single- and semi-detached dwellings as well as limited low-profile redevelopment at densities of up to 75 units per hectare, which relate to surrounding dwellings and enhance the character of the street;
- would enable a proposal more in keeping with the Bankview ARP’s intent for medium density residential areas where apartment redevelopment at densities of up to 210 units per hectare is encouraged provided that it relate to topography and respect adjacent residential development.

The proposal will require amendments to the Bankview ARP, as set out in APPENDIX III:

- Insertion of a new policy area entitled “Neighbourhood Mid-Rise” with the intent of enabling a transition between existing low-rise residential and more intense residential or mixed-use areas along Neighbourhood Corridors, as well as to accommodate increased density through mid-rise residential buildings four to six storeys in height that provide a sensitive interface between higher and lower intensity areas.
- Revision of Map 2 (Figure 2, page 4) to change the designation of the subject parcels (outlined in purple below) from “Conservation” to the proposed new category of “Neighbourhood Mid-Rise;”



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- Revision of Map 6 (Figure 6, page 25) to remove the designation of the site (highlighted below) as a proposed park space and to recognize the existing park at the northwest corner of 19 Avenue and 14A Street SW.



In 1981, the Bankview ARP identified the subject site as a proposed park space (Map/Figure 6, page 25). In the 35 years since the ARP was adopted by Council, The City has implemented many of the other proposed park improvements or new park spaces but has not acquired this site, which is not identified in the ARP text (4.1.2). A small park space was created at the NW corner of 14A Street and 19 Avenue SW (across the street from the subject site, as called for in the text of the ARP (4.1.2).

Location Criteria for Multi-Residential Infill

The proposed application fulfils six of the eight location criteria for multi-residential infill. The site is:

1. a corner parcel;
2. within 400 metres of a transit stop;
3. within 600 metres of a transit stop on the Primary Transit Network;
4. **NOT** on a collector or higher standard roadway on at least one frontage (however the site is in close proximity to both 17 Avenue and 14 Street SW and the transportation impact statement shows minimal impact in terms of additional traffic volume);
5. adjacent to existing or planned non-residential development or multi-unit development;
6. adjacent to or across from an existing or planned open space, park or community amenity;
7. along or in close proximity to an existing or planned corridor or activity centre; and
8. **NOT** served by direct lane access (however the proposed land use would allow for underground parking with a single access, reducing impact on sidewalk continuity and providing additional on-street parking).

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South Saskatchewan Regional Plan (SSRP)

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

TRANSPORTATION NETWORKS

As part of the review process, the applicant was requested to provide a Transportation Impact Statement (TIS). The scope of the TIS was informed by City guidelines and by stakeholder input collected during Fall of 2016. In general, the impact of the development was not found to be substantial in terms of volumes, speeds, or safety issues. Key findings are described below:

Walking and Cycling

The site's Walk Score (a quantitative measure of proximity to services and amenities) is 93, with schools, commercial corridors, and parks within walking distance. One missing sidewalk link (adjacent to the subject site on the east side of 14A Street SW) has been identified and construction of this link will be required through the DP process.

The entirety of the Centre City, as well as Mount-Royal University, Hillhurst-Sunnyside, Bridgeland, Inglewood, and the Manchester employment area are accessible from the site within a 20 minute bike ride. Signed on-street cycling routes in proximity to the site are located on 15 Street SW and 21 Avenue/Cameron Avenue SW.

Transit

Both 14 Street and 17 Avenue SW are part of the Primary Transit Network, and are currently served by transit routes 2, 6, 7/107, and 414. The Sunalta LRT station is a 15 minute walk to the north.

Vehicle access, volumes, and speed

The site is in close proximity to 14 Street and 17 Avenue SW, with signalized access to 14 Street SW via 14A Street and 21 Avenue SW. The proposed development (78 dwelling units) is anticipated to add approximately 20 new peak hour trips to the local network.

Consultants' observations of the local network revealed that approximately 97 percent of vehicles currently travel below the posted speed limit (50kph) and that 85 percentile speeds are in the range of 38-45 kilometres / hour.

Although most of the local network sees volumes well below recommended capacity, 21 Avenue SW currently sees higher than recommended volumes, as the primary signalized access to 14 Street SW. The additional traffic generated by this development was not determined to be a significant change to that situation.

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Parking

Almost the entirety of the local street network in the vicinity of the subject site is covered by permit-only, time restricted, or fully-restricted (no parking) zones, which limits the potential for spillover parking. As a multi-residential project, it is anticipated that residents will not be eligible for on-street parking permits.

Recognizing the high degree of accessibility by walking, cycling, and transit and the regulated nature of local on-street parking, the proposed DC district provides for a reduced supply of off-street parking in order to lower the site's vehicle trip generation and meet market demand for lower-cost and vehicle-optional housing choices.

UTILITIES & SERVICING

LOC2016-0135 is a concurrent file with DP2016-5233. The following conditions have been outlined on the LOC (advisory) and Development Permit (prior to decision) and will be the obligations and expense of the applicant:

- Conduct a fire flow test and calculation, which is required to be scheduled and funded by the developer. Depending on the results, public mains may be required to be upgraded to provide the required fire protection to the site.
- Submit a Sanitary Servicing Study, for review and acceptance. The report shall identify potential impact and/or "pinch points" within the public sanitary sewer system caused by the ultimate flows generated by the proposed development and must be to the satisfaction of Water Resources.
- Upgrade water main from an existing 150 millimetre to 250 millimetre, along 14A Street from 17 Avenue to 19 Avenue SW and install a new hydrant at the northeast corner of 19 Avenue and 14A Street SW. The hydrant is required to be installed prior to commencing any combustible construction. This upgrade is to provide fire flow coverage for the proposed development.

ENVIRONMENTAL ISSUES

No environmental issues were identified through the proposed application. An Environmental Site Assessment may be required through the Development Permit process.

ENVIRONMENTAL SUSTAINABILITY

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, and transit. Increased development of the subject site, coupled with reduced on-

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site parking provision, has the potential to allow for population growth with comparatively lower vehicle use relative to other sites. Further analysis of any on-site sustainability initiatives proposed in conjunction with this project will be undertaken as part of the Development Permit process.

GROWTH MANAGEMENT

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

PUBLIC ENGAGEMENT

Community Association Comments

Administration met with the Bankview Community Association (BCA) on multiple occasions and received written feedback (available in APPENDIX VI) in February 2017. The comments provided by the BCA expressed opposition and indicated that the BCA sees the project as grossly out of scale and context with the Bankview community, poses unacceptable impacts on neighbouring properties, and raises major traffic safety and parking concerns.

The comments from the BCA informed the CPAG review of the application. In particular, the comments resulted in additional internal analysis of shadow impacts, recommendation of the use of modifiers and/or a DC district to obtain greater certainty with respect to impacts on the public open space to the west. Furthermore, the BCA comments (in addition to those from the public) had a direct influence on the scope of the TIS discussed above, which examined all identified safety and parking concerns.

The 17 Avenue Business Improvement Association was circulated on the application but did not provide comment.

Citizen Comments

Administration received numerous comments about this application from citizens, in person, by email, by phone, and online via the applicant's website. These comments were focused on the following themes:

Vehicle traffic volume, speed, and pedestrian safety

Concerns were expressed about increased traffic volume generated by the development that would use local streets (19 Avenue, 21 Avenue SW, and 14A Street in particular) to access 17 Avenue and 14 Street SW.

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Administration ensured that the scope of the TIS included specific locations identified by residents so that these concerns were appropriately evaluated.

Parking

Concerns were expressed about increased competition for public on-street parking, particularly on 19 Avenue and 14A Street SW, where many residents indicated that they may have more vehicles than off-street parking spaces, or older garage structures that may no longer be adequate or prove difficult to access with contemporary vehicles.

Through the TIS, administration reviewed current resident permit and other curbside parking restrictions.

Parks and open space

Concerns were expressed about the lack of public open space in Bankview and the current identification of the subject site as a proposed open space in the Bankview ARP.

Administration worked with senior leadership in Parks to understand the implications of this application and to identify alternative strategies for improving nearby park space through a voluntary contribution from the applicant.

Building height and shadow impacts

Concerns were expressed about the size and height of the building and impacts on solar exposure to the public open space at the northwest corner of 19 Avenue and 14A Street SW, as well as the private dwellings and outdoor amenity spaces included in the developments to the north of the site.

Administration reviewed applicant-provided shadow studies and conducted internal comparators to identify the extent of these impacts and concluded that reducing the height of the proposed land use would have a marginal, time-limited impact on a very small number of private outdoor amenity spaces that are also significantly impacted by existing development.

Although there are no site-specific solar access policies in the Bankview ARP that require such measures, the proposed DC district reduces shadow impacts on the existing public space (at the northwest corner of 19 Avenue and 14A Street SW) during the mid-morning.

Neighbourhood character and building design

Concerns were expressed about the compatibility of multi-residential development, in particular of buildings in excess of three storeys with the context of surrounding homes and buildings. In addition, many comments were received regarding the architecture (in particular massing, configuration of window and roof elements, and materials) in relation to

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the concurrent DP for the site.

Administration considered these concerns within the context of MDP policy calling for a diversity of housing options as well as a long-established pattern in Bankview of mixing different forms and heights of buildings in close proximity, including a six storey apartment building at the south end of 14A Street (roughly 200 metres south of the subject site), built in 1972.

Administration sees the proposed six storey development as compatible with the context of the area given this established pattern and context offering the choice of a range of housing forms within walking distance to services and amenities. The proposed DC district further ensures an appropriate transition of scale and reduced impact on nearby public space.

Public Meetings

A public meeting was held 2016 September 21, including a comprehensive presentation by the applicant's architects (MODA) and a question-and-answer period during which both the applicant (RNDSQR) and The City's File Manager were present and responded to stakeholder questions.

As a result of this meeting, the applicant committed to additional communications and engagement including mail drops, on-site signage, and online input. The public meeting and subsequent engagement helped to inform the scope of the Transportation Impact Statement, inform the applicant's proposed voluntary park investment, and ensure that Administration had a clear picture of community concerns and could evaluate this application with an appropriate understanding of stakeholder views.

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APPENDIX I

APPLICANT'S SUBMISSION

This Land Use Redesignation is submitted on behalf of RDNSQR and Renata Developments to change the land use on the subject site at 1444, 1448, 1450, 1502, 1506 and 1508 19 Avenue SW. The site is currently zoned as RC-2 and MC-2. We are requesting that the site be redesignated as a Direct Control (DC) district based on M-H1.

The subject parcel is 0.182 hectares (19,600 sq) on the corner of 19 Avenue and 14A Street SW in the community of Bankview. There are four existing detached homes and a detached garage on the site as well as two parcels that are vacant. The site is part of the block fronting onto 17 Avenue and 14 Street SW and site is adjacent to the historical homestead of William Nimmons.

We are proposing the site be re-designated as a Direct Control (DC) district based on M-H1 to allow for a six storey multi-family residential building with 78 units. Densification of this kind in the inner city area and in close proximity to Neighbourhood Corridors and Primary Transit Networks is a goal of the MDP. This will also be in line with the adjacent Nimmons site, which has also been re-designated as a Direct Control (DC) district based on M-H1 with heights of up to 28 metres.

We respectfully request approval from CPAG, Calgary Planning Commission and City Council.

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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to:
- (a) form a positive contribution through architecture and urban design to the vibrancy and activity of the pedestrian environment and the **building's** interfaces with the public realm at **grade**;
 - (b) produce a built form in alignment with a **building** proposal as designed through the concurrent **development permit** process;
 - (c) create a built form where **building height** transitions from high to low in a manner that reduces the shadow impact on adjacent **park** spaces;
 - (d) encourage a **street-oriented multi-residential building** form;
 - (e) establish a contextually-sensitive front yard along 19 Avenue SW; and
 - (f) enable landscaping to complement the design of the **development** and to help screen and buffer elements of the **development** that may have impacts on residents or nearby **parcels**.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

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

Discretionary Uses

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

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Floor Area Ratio

7 The maximum *floor area ratio* is 3.5.

Density

8 (1) The minimum *density* is 150 *units* per hectare.

(2) The maximum *density* is 450 *units* per hectare.

Setback Area

9 The depth of all *setback areas* must be equal to the minimum *building setback* required in section 10.

Building Setbacks

10 (1) Unless otherwise referenced in subsections (2) and (3), the minimum *building setback* from a *property line* shared with a *street* is 6.0 metres.

(2) There is no minimum *building setback* from a *property line* shared with 14A Street SW for a *street-oriented multi-residential building*.

(3) The minimum *building setback* from the *property line* shared with 19 Avenue SW for a *street-oriented multi-residential building* is 3.5 metres.

(4) Unless otherwise referenced in subsection (5), the minimum *building setback* from a *property line* shared with another *parcel* is 3.0 metres, excluding parking access structures.

(5) The minimum *building setback* from a *property line* shared with another *parcel* is zero metres when the adjoining *parcel* is designated as a:

(a) *commercial district*; or

(b) M-H1, M-H2, M-H3, or M-X2 District.

Building Height

11 (1) Unless otherwise referenced in subsections (2) and (3), the maximum *building height* is 22.0 metres.

(2) Where a *parcel* shares a *property line* with a *parcel* designated as a M-CG, M-C2, M-2, M-H1, M-H2, M-H3, or M-X2 District, the maximum *building height* referenced in subsection (1) is reduced to 15.0 metres, measured from *grade* within 4.0 metres, of that shared *property line*.

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- (3) Measured a minimum of 20.0 metres east of the **property line** shared with 14A Street SW, the maximum **building height** is reduced by two planes each defined by three points (see figure 1). “Plane 1” is defined by points (a), (b), and (c); and “Plane 2” is defined by points (b), (c), and (d); where these points are defined by the following:
- (a) Point (a): the maximum **building height** is reduced to 7.5 metres at the southwest corner of the allowable **building envelope**;
 - (b) Point (b): measured a minimum of 20.0 metres east of the **property line** shared with 14A Street SW, the maximum **building height** is 22.0 metres on the south edge of the allowable **building envelope**;
 - (c) Point (c): the maximum **building height** is 14.0 metres at the northwest corner of the allowable **building envelope**; and
 - (d) Point (d): measured a minimum of 20.0 metres east of the **property line** shared with 14A Street SW, the maximum **building height** is 22.0 metres on the north edge of the allowable **building envelope**.

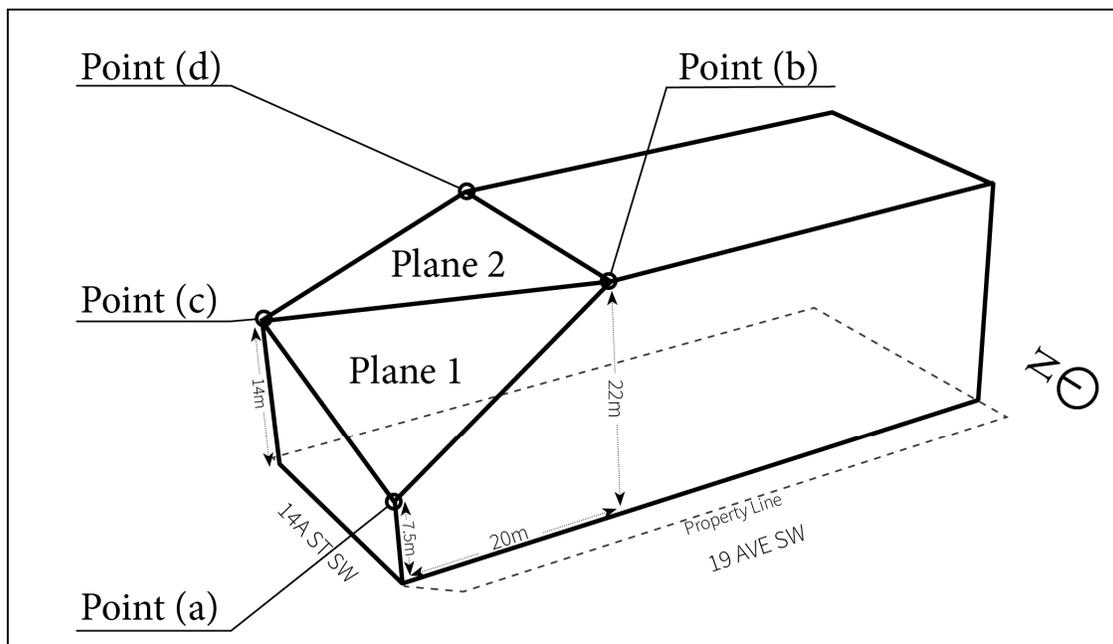


Figure 1. Site specific building height reduction

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MAP 8C

Rules for Commercial Multi-Residential Uses

- 12 (1) The *use area* of any *commercial multi-residential uses* must not exceed 150.0 square metres.
- (2) The total *use area* of all *commercial multi-residential uses* on the site must not exceed 300.0 square metres.

Required Motor Vehicle Parking Stalls

- 13 The minimum number of *motor vehicle parking stalls*:
- (a) for each **Dwelling Unit** is:
- (i) 0.75 stalls per *unit* for residential parking; and
- (ii) 0.077 *visitor parking stalls*;
- (b) for all other *uses* the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Required Bicycle Parking Stalls

- 14 (1) The minimum number of *bicycle parking stalls* for each **Dwelling Unit** and **Live Work Unit** is:
- (a) 0.6 stalls – class 1 per *unit*; and
- (b) 0.2 stalls – class 2 per *unit*.
- (2) The minimum number of *bicycle parking stalls* for all other *uses* is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Rules for Street Oriented Multi-Residential Buildings

- 15 (1) 85.0 per cent of *units* and *commercial multi-residential uses* located at **grade** with an exterior wall facing a **street** must provide the following:
- (a) an individual exterior access within 6.0 metres of a *property line* shared with a **street**; and
- (b) sidewalks that provide direct exterior access to the *unit* or *commercial multi-residential use*.

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APPENDIX III

PROPOSED BANKVIEW AREA REDEVELOPMENT PLAN AMENDMENTS

- (a) In Part 3.0, Section 3.1, Subsection 3.1.2, insert new policy area entitled “5) Neighbourhood Mid-Rise”
- (b) In Part 3.0, Section 3.1, Subsection 3.1.2, delete the existing Figure 2 entitled “Land Use Policy” and replace with new Figure 2 entitled “Land Use Policy” (APPENDIX IV).
- (c) In Part 3.0, Section 3.1, Subsection 3.1.2, insert:

“Neighbourhood Mid-Rise

The intent with Neighbourhood Mid-Rise areas is to provide a transition between existing low-rise residential and more intense residential or mixed-use areas along Neighbourhood Corridors, as well as to accommodate increased density through mid-rise residential buildings four to six storeys in height that provide a sensitive interface between higher and lower intensity areas.

Where such redevelopment occurs on identified sites, application of a Direct Control land use district is encouraged to ensure appropriate transition and form.”

- (d) In Part 3.0, Section 3.1, Subsection 3.1.2, amend the title of paragraph 3 from “Maximum Density Redevelopment (RM-4, RM-5)” to “Medium Density Redevelopment (RM-4, RM-5)”
- (e) In Part 3.0, Section 3.1, Subsection 3.1.3, amend the table to include an additional row at the bottom:

Neighbourhood Mid-Rise	M-C1, M-C2, M-H1, M-X1, DC
------------------------	----------------------------

- (f) In Part 4.0, Section 4.1, delete the existing Figure 6 entitled “Proposed Open Space” and replace with new Figure 6 entitled “Proposed Open Space” (APPENDIX V).

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APPENDIX IV

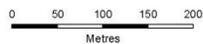
**Bankview
 Area Redevelopment Plan**

Fig. 2

Land Use Policy

Legend

- Study Area Boundary
- Conservation
- Conservation and Infill
- Medium Low Density
- Medium Density
- Neighbourhood Mid-Rise
- Nimmons Residence Site
- Medium Density Residential With Office Use
- Local Commercial
- General Commercial
- Institutional
- Park School and Recreation



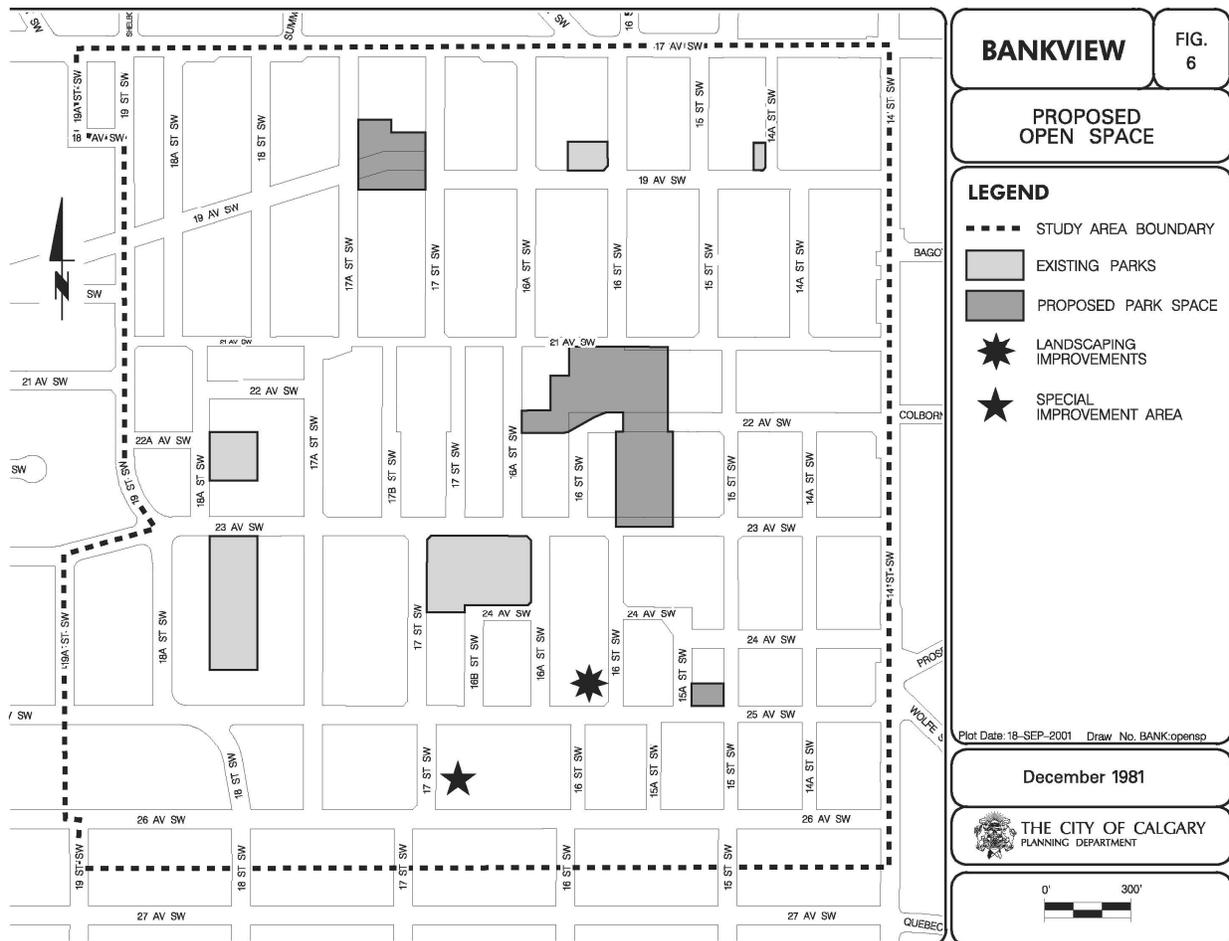
This map is conceptual only. No measurements of distances or areas should be taken from this map.



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APPENDIX V



POLICY AMENDMENT AND LAND USE AMENDMENT
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APPENDIX VI

LETTERS SUBMITTED



Bankview Community Association

2418 17th Street Southwest, Calgary, Alberta T2T 4M8 (403) 244-2544

Date: June 26, 2016

To: City of Calgary
Development & Building Approvals (Location #8201)
P.O. Box 2100 Station M
Calgary, Alberta T2P 2M5

Attention: Desmond Blied, File Manager
By email: desmond.blied@calgary.ca

cc: Coun. Evan Woolley, evan.Woolley@calgary.ca, evan.Galbraith@calgary.ca
President, Bankview CA, Kate Schutz kate.schutz@gmail.com,
Bankview Community Association Development Committee Members

RE: LOC2016-0135 | 1444 19 Ave SW | Land Use Amendment

Dear Mr. Blied,

The Bankview Community Association Development Committee met to review the above captioned application, and is pleased to respond with specific comments.

We have no issue in this specific site being redeveloped, however, the following outlines our concerns related to the density and height of the land designation to Multi-Residential - High Density Low Rise.

- With a minimum of 150 units per hectare the minimum number would be minimum of about 27 units. According to the applicant's submission they are proposing a multifamily building with 60-70 units. This would be the major increase in density next to and facing on to 14A Street, one of Bankview's core preservation streets that has mostly original heritage homes where many families with children reside. We love Bankviews Mid Rise residential apartments but we feel that this many units are too many next to this particular street. M-H1 designation is unprecedented in Bankview and is totally out of scale, height, density and context with the surrounding community.
- This development has the potential to be taller and denser than any other development in Bankview. We recognize that this is also next to the Nimmon's site which has also been re-designated at M-H1, however, in that case there were many conditions assigned to that re-designation completed. We feel that there hasn't been enough engagement with our community in regards to this land use amendment to support it.
- The site sits atop a steep grade change. A building up to 26 meters is much taller than anything else in neighbourhood. Even a 6 storey development could feel like a tower looking down due to its location being at the top corner of the block. The potential for major shadowing to all of the neighbouring sites.

D. Blied

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- For vehicular traffic, driving east on 19th Ave there is no left hand turn north on 14 St. We have a major concern for traffic then diverting up 14 A St which is a family oriented street with many children. Turning left off of 14 A St onto 17 Ave is also extremely challenging with site line issues, pedestrian crossing and major east west traffic flows.
- The access to the site is also questionable, with only minor laneway access from 14 A St.
- In regards to parking, this area has already has parking issues due to the retail corridors along 17 Avenue. The increase from 4 units to the possibility to 60-70 units would put a major increase parking demand on in this area. What we see from the plans that have been submitting is a potential parking garage for up to 44 stalls, that is much less that 1/unit. And requires

Thank you in advance for working with the community and the applicant to provide for the best possible outcome for this development. We appreciate your ongoing work on this file.

Sincerely yours,



Megan Mucignat, M.Ed.

Bankview Community Association
Director, Development Committee Intern Chair