

Planning & Development Report to  
Calgary Planning Commission  
2020 March 19

ISC: UNRESTRICTED  
CPC2020-0208

**Land Use Amendment in Redstone (Ward 5) at 251 Red Embers Way NE,  
LOC2019-0114**

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**EXECUTIVE SUMMARY**

This land use redesignation application was submitted by IBI Group on 2019 July 19 on behalf of the developer Parminder Sandhu. The application proposes to redesignate a portion of 251 Red Embers Way NE from Multi-Residential – Medium Profile (M-2) District to a DC Direct Control District based on Commercial – Community 1 (C-C1) District and Special Purpose – City and Regional Infrastructure (S-CRI) District to allow for:

- an electrical substation required to service a future LRT expansion (S-CRI);
- a mixed-use commercial development (DC);
- a development intensity and range of uses that support transit-oriented development over time; and
- a maximum building height and floor area ratio consistent with the existing M-2 District.

The proposal is aligned with the applicable policies of the *Municipal Development Plan* (MDP) and the *North East Community 'A' Area Structure Plan* (ASP).

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 1.59 hectares ± (3.93 acres ±) located at 251 Red Embers Way NE (Plan 1710122, Block 24, portion of Lot 13) from Multi-Residential – Medium Profile (M-2) District to Special Purpose – City and Regional Infrastructure (S-CRI) District and DC Direct Control District to accommodate mixed-use development; and
2. Give three readings to the proposed bylaw.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2020 MARCH 19:**

That Council hold a Public Hearing; and

1. Adopt, by bylaw, the proposed redesignation of 1.59 hectares ± (3.93 acres ±) located at 251 Red Embers Way NE (Plan 1710122, Block 24, portion of Lot 13) from Multi-Residential – Medium Profile (M-2) District to Special Purpose – City and Regional Infrastructure (S-CRI) District and DC Direct Control District to accommodate mixed-use development; and
2. Give three readings to **Proposed Bylaw 59D2020**.

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**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

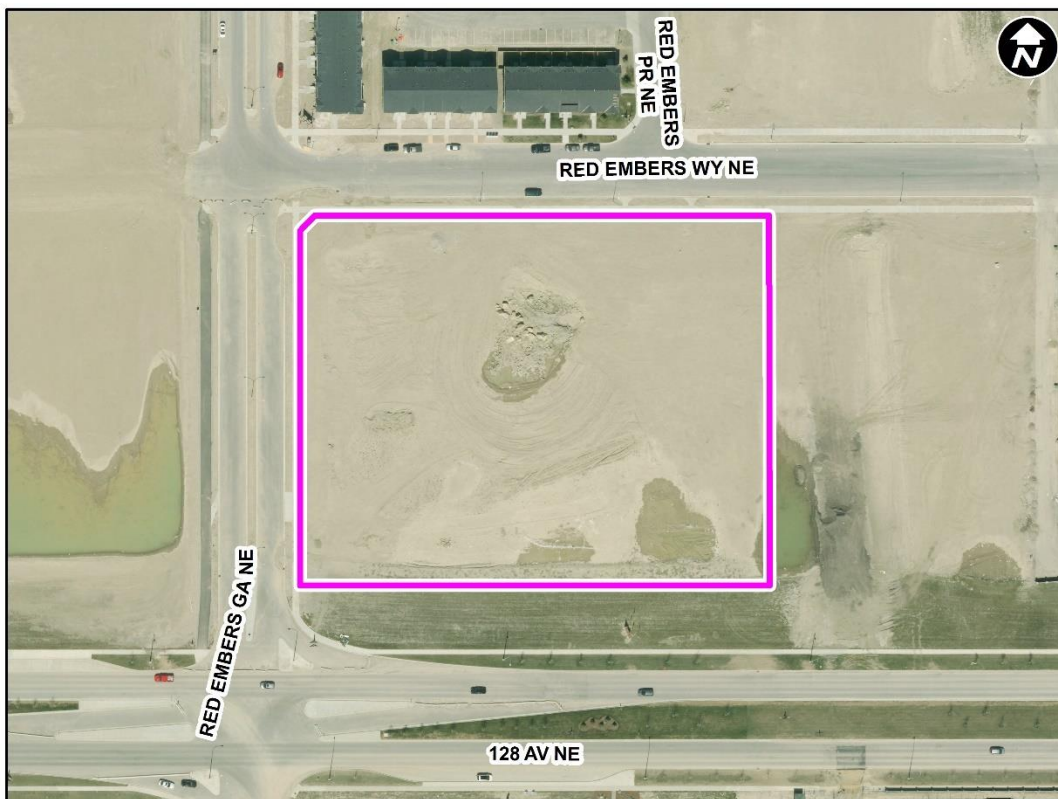
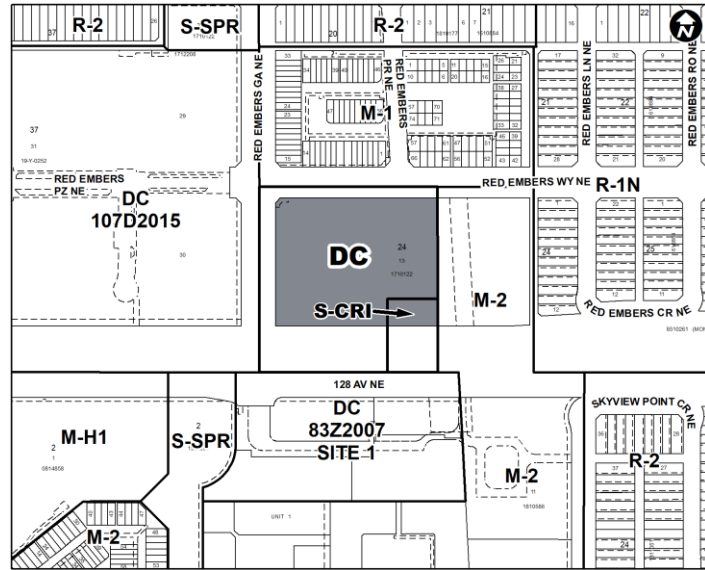
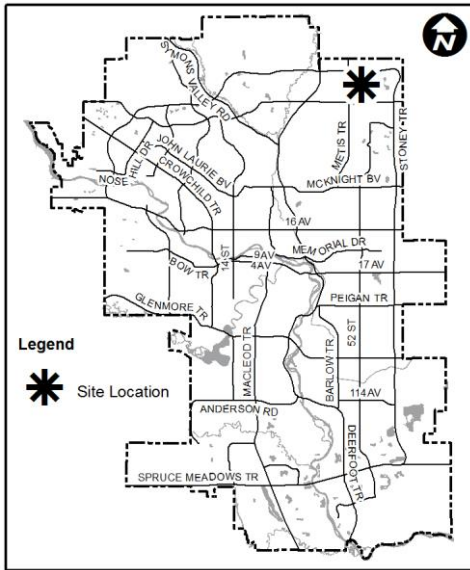
This land use amendment application was submitted by IBI Group on behalf of the developer, Parminder Sandhu, on 2019 July 19. No development permit has been submitted at this time. As noted in the Applicant Submission (Attachment 1), the applicant intends to redesignate a portion of the parcel to accommodate a community-scaled commercial development. A small portion is also being redesignated to S-CRI District and will be reserved for an electrical substation which is required for the future LRT Blue Line expansion to the area.

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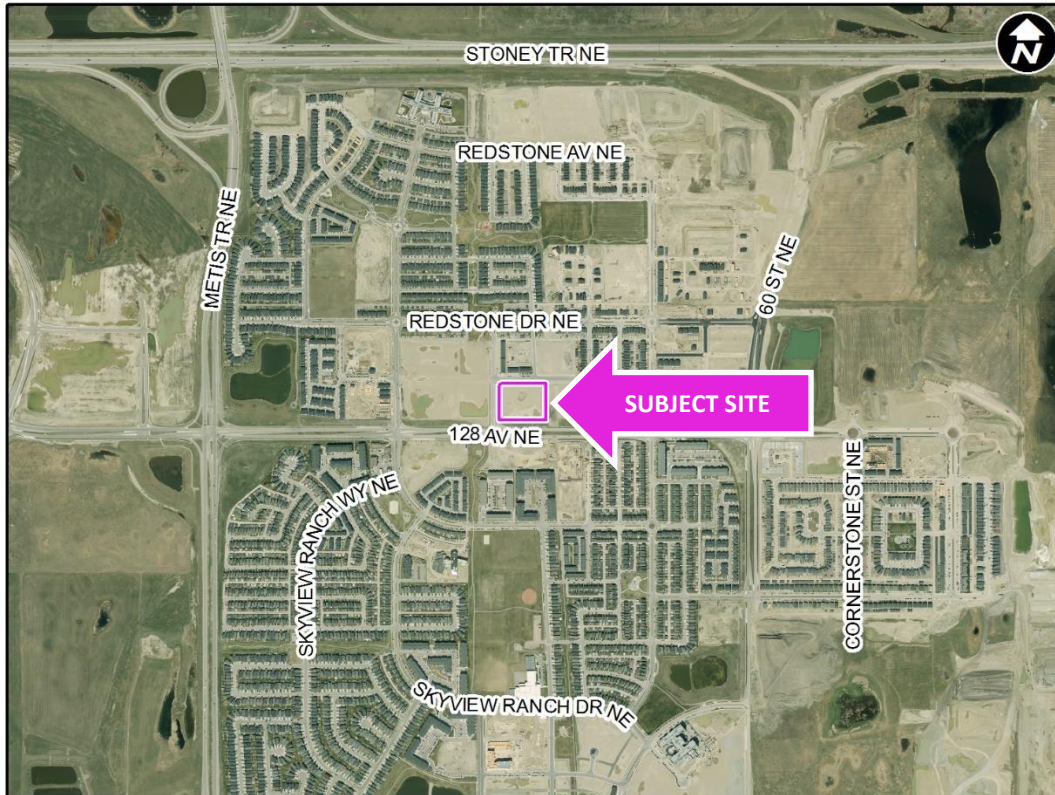
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Location Maps



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### Site Context

The subject site is in the developing community of Redstone at the northeast corner of 128 Avenue NE and Red Embers Gate NE. The total parcel area is approximately 2.44 hectares (6.02 acres) and the portion proposed for redesignation is approximately 1.59 hectares (3.93 acres). The site is north of the future alignment of the northeast leg of the LRT Blue Line and approximately 200 metres east of a future station. There is no funding or timelines for the construction of the extension of the Blue Line or these stations at this time.

The land use pattern in this area of Redstone is a mix of residential and commercial uses. Multi-residential development in the form of townhouses exists to the north, designated Multi-Residential – Low Profile (M-1) District. The parcel to the south, across 128 Avenue NE, is also developed with a multi-residential development but in a six-storey built form. The site to the west is designated DC Direct Control District ([Bylaw 107D2015](#)) and has been approved for a commercial and multi-residential development and includes a transit plaza adjacent to the future LRT station.

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The community of Redstone is not completely built out and is still growing. Based on the 2019 City of Calgary Civic Census the population of Redstone is 5,848 people. At full build out, the ASP anticipates that Redstone will accommodate a projected peak population of 7,247.

*Figure 1: Community Peak Population*

<b>Redstone</b>	
Peak Population Year	2019
Peak Population	5,848
2019 Current Population	5,848
Difference in Population (Number)	0
Difference in Population (Percent)	0%

*Source: The City of Calgary 2019 Civic Census*

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

If approved, this proposal intends to allow for the future development of a community scaled commercial development with the potential for mixed-use. A portion of the subject site will remain Multi-Residential – Medium Profile (M-2) District and will allow for multi-residential development. The application also includes the redesignation for a future LRT substation. The proposed land use amendment supports the applicable policies for this area 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 subject site is currently designated Multi-Residential – Medium Profile (M-2) District. The existing land use district provides for multi-residential development in a variety of forms with a maximum building height of 16 metres.

The proposed DC Direct Control District (Attachment 2) is based on the Commercial – Community 1 (C-C1) District and will allow for a community scaled commercial development that can change and evolve over time as LRT transit service is extended to the area. The purpose of using a DC District is to exclude auto-oriented uses included in the base C-C1 District and to provide greater flexibility by allowing residential units with direct access at grade. The rules of the DC District will allow for development intensity and uses that support transit-oriented development.

The maximum floor area ratio of the proposed DC District is 3.0 and the maximum building height is 16.0 metres. These maximums are equivalent to the existing M-2 land use district. As mentioned above, the proposed DC excludes the auto-oriented uses included in the base C-C1

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District and includes language which would allow residential units on the ground floor of buildings.

The proposed Special Purpose – City and Regional Infrastructure (S-CRI) District will be reserved for an electrical substation which is required for the future LRT expansion to the area. Access to this parcel will be provided through the future commercial development.

***Development and Site Design***

A development permit application has not been submitted at this time. The rules of the proposed DC and S-CRI Districts and local policy will regulate development on the site including appropriate uses, building mass, building height, landscaping, and parking. At the development permit stage, key factors will be considered, including but not limited to:

- building interface and orientation;
- pedestrian connections through the development;
- interface treatment with adjacent development;
- public realm design; and
- vehicle access and parking.

***Environmental***

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

***Transportation***

The subject site is bordered by Red Embers Gate NE, Red Embers Way NE, and 128 Avenue NE. The LRT Blue Line right-of-way runs along the north side of 128 Avenue NE, separating the subject parcel from 128 Avenue NE.

There is currently no primary vehicular access to the subject site. Future access is proposed from Red Embers Way NE, along the northern edge of the site. Exact location of vehicular access will be confirmed at the development permit stage.

Pedestrian access to the site is available from Red Embers Gate NE and Red Embers Way NE. A pedestrian connection to 128 Avenue NE is not available due to the right-of-way required for the Blue Line extension of the LRT network.

The future LRT station is planned to be located approximately 200 metres from the subject site. The Blue Line extension is currently in The City of Calgary's 10-year unfunded capital plan. Thus, there is no timeline of construction of the station at this time. The future development of the subject site will consider pedestrian connectivity to the future station in the site design.



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

Water, sanitary sewer and storm sewer mains are available to service the subject site. Any potential upgrades, and appropriate stormwater management will be determined at the development permit stage.

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

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

Administration did not receive any responses related to this application from the community association and adjacent landowners.

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 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 (2019)***

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 Planned Greenfield with Area Structure Plan (ASP) area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). Planned Greenfield areas include those communities that have an ASP completed and are in the process of developing. The MDP outlines policies and objectives that are to be applied to a community through the ASP process.

#### ***Northeast Community 'A' Area Structure Plan (Statutory – 2007)***

The subject site is in the Predominately Residential Area of the [Northeast Community 'A' ASP](#). The composition of this area is intended to be predominately dwelling units however

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neighbourhood commercial uses are also allowed where determined to be compatible and appropriate.

In addition to the policies of the Predominately Residential Area, the subject site must also comply with the policies identified in the Transit Planning Area section of the ASP. The Transit Planning Area policy applies to a 600-metre radius from the future station and land uses within this area should include multi-residential development, office uses, commercial, and consumer service. Additionally, pedestrian and bicycle connections should be provided to both the regional pathway and to the surrounding community. Development within this area should be designed to integrate into the surrounding community, orient buildings towards the street, provide strong pedestrian connections and contribute to an active public realm.

The design guidelines of the ASP will be applied at time of development permit.

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

The land use amendment will allow for commercial and future residential development in close proximity to a future LRT station, which encourages the use of transit to utilize these services while attracting, retaining and nurturing business.

**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 amendments do not trigger capital infrastructure investment and there are no growth management concerns currently.

**Risk Assessment**

There are no significant risks associated with this proposal.

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

The proposed land use amendment aligns with the applicable policies of the *Northeast Community 'A' Area Structure Plan* and the *Municipal Development Plan*. The proposed DC District will allow for the development of a community scaled commercial and future residential development with development intensity and a range of uses that support transit-oriented development.

**ATTACHMENT(S)**

1. Applicant Submission
2. **Proposed Bylaw 59D2020**