

## SHAWNEE SLOPES, FISH CREEK EXCHANGE - Land Use Amendment



DC(MX-2) to DC(M-C2) & DC(C-N2) LOC 2019-0170 May 7, 2020 CPC ITEM # 7.2.2

The City Administration is supportive of the proposed Amendment but is recommending C-N1 land use over C-N2 due to location of the site within 600m radius of the LRT Station.

Graywood is respectful of the City's policies and has worked with the Administration. However, we request CPC recommend Council give three readings to the Bylaw for C-N2 land use as proposed, in light of the current market, independent retail study and site attributes highlighted in this package by:

Deleting Items 3 to 6 in ADMINISTRATION'S RECOMMENDATION and replacing with:

3. ADOPT by bylaw the proposed redesignation of 0.81 hectares  $\pm$  (2.00 acres  $\pm$ ) located at 88 Shawnee Street SW (Portion of Plan 1611940, Block 21, Lot 1) from DC Direct Control District to DC Direct Control District to accommodate neighbourhood commercial development; and
4. Give three readings to the proposed bylaw.

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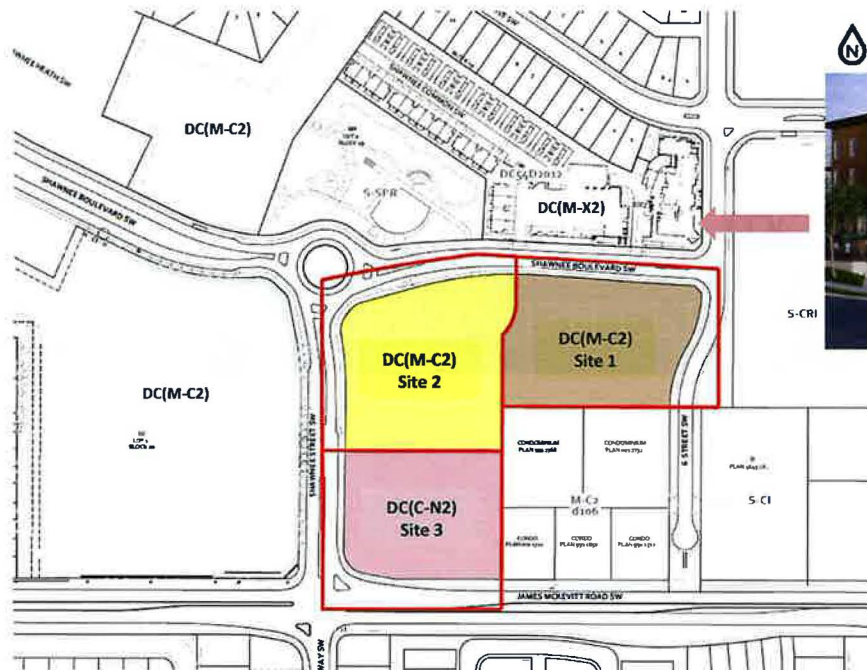


Existing Land Use	Proposed Land Use	
DC (MX-2)	Sites 1 DC(M-C2) Site 2 DC(M-C2)	Site 3 DC(C-N2)
2.82 hectares	2.01 hectares	0.81 hectares
Height 26m	Height 26m	Height 10m
FAR 3.0	FAR 3.0	FAR 1.0
Max Units 451	Max Units 600	
Max Commercial No Cap	No Commercial	Max Commercial 810 sqm

Graywood is proposing a land use amendment to 2.82 hectare site from existing DC(MX-2) - Bylaw 54D2012 to DC(M-C2) and DC(C-N2)

to create a horizontal mixed-use development on smaller parcels that allows for purpose-built rentals, seniors / mid-market housing in affordable categories and neighbourhood commercial

The proposed amendment is intended to facilitate the current slow pace of absorption and advance construction completion of the project in these unprecedented times which have further exacerbated an already challenged Calgary market.



Currently vacant Commercial Space

## Residential Sites 1 & 2 DC(M-C2)

- ❖ Redistributes density to locate higher density close to the LRT Station
- ❖ Maximum number of units on the site increase from 451 to 600 units however NO CHANGE TO THE HEIGHT & FAR
- ❖ Overall maximum units for Fish Creek Exchange decrease from 1415 to 1310 due to build-out of existing sites at a lower density

## Commercial Sites 3 DC(C-N2)

- ❖ CN-2 on Site 3 locates commercial uses along James McKeivitt, a major road, to ensure viability of the commercial site and provide neighbourhood commercial uses including a potential gas station and convenience store
- ❖ Commercial development will adhere to high quality architecture and landscaping guidelines to create an enhanced public realm
- ❖ Intensity is reduced from 26m Height and 3.0 FAR to 10m Height and 1.0 FAR

SITUATED



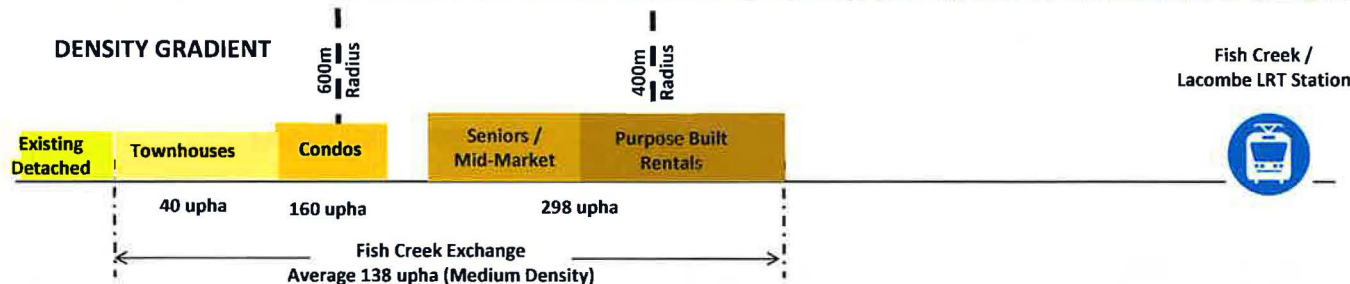
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## Context

 Over 700m actual walking distance to the LRT Station



- ❖ The C-N2 site is located at the periphery of the 600m radius
- ❖ Due to 32m grade difference between the LRT Station and Fish Creek Exchange, direct pedestrian linkages are not feasible;
- ❖ The actual walking distance of over 700m
- ❖ The walk is primarily through vast LRT parking lots, not a desirable pedestrian Environment





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## CN-1 vs CN-2 Land Use

### Policy Rationale

The City Administration is supportive of the Land Use but is requesting CPC recommend Council support C-N1 land use over C-N2 (which allows for a gas station) due to location of the site within 600m radius of the Fish Creek Lacombe LRT Station and Section 4.3 of TOD Guidelines which specifically limits auto-oriented uses.

TOD Guidelines are to be applied with discretion in consideration of specific site attributes. Note the following policies:

Section 4.3 of TOD Guidelines: *'Non transit-supportive land uses should not be located in the immediate station area where there is high pedestrian activity and bus traffic. These uses may be considered towards the edge of a station planning area where higher intensity uses may not be feasible, or as part of a larger comprehensive transit-supportive development.'*

Section 2.2 Defining Station Planning Area of TOD Guidelines: *'Re-align the edges of the circle to logical property lines that define major roadways, environmental or topographical features, or edges of commercial/industrial districts.'*

### Market Rationale

- ❖ Graywood is respectful of the City's policies and has given this much consideration. Graywood commissioned a Market Demand Study by Colliers, 2019, which indicated that, *'retail performance of the subject site relies on the inclusion of a gas station ....'*
- ❖ Graywood's recent discussions with commercial developers and brokers have indicated that gas station is essential for the viability of the commercial site in this location.

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## Housing Diversity



## Neighborhood Commercial



The intent is to balance Community + The City + Graywood interests to create WIN – WIN – WIN outcomes

### Community

- ❖ Vibrant Neighbourhood retail and convenience amenities to create larger community benefits
- ❖ Lower intensity uses located closer to existing lower density residential
- ❖ No change in height and massing for Residential Sites 1 & 2
- ❖ Significantly lower height and massing for Commercial Site
- ❖ Advancement of construction completion and opportunity for overall project success

### The City

- ❖ Location of higher density in proximity to LRT Station
- ❖ Increase in housing choice and diversity through provision of purpose-built rentals and seniors / mid-market housing
- ❖ Provision of housing in more affordable ranges
- ❖ Addition to the City's tax base and commercial site success

### Graywood

- ❖ Absorption advancement through an adjusted response to the changes in market conditions since the original designation in 2012
- ❖ Creation of smaller parcels to align with Graywood's internal investment funds
- ❖ Better risk management through diverse market segment offerings
- ❖ Overall project success



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## Engagement

In addition to a number of email messages and phone calls, Graywood held the following formal engagement sessions with the community representatives and residents:

- October 10, 2019 Shawnee Evergreen Community Association (SECA) Board Meeting
- October 22, 2019 Beacon Hill Condominium Board Meeting
- January 29, 2020 Open House (attended by City representatives and the Graywood Team)
- April 2020 Community Communication Plan

Based on the sign-in sheet and survey feedback collected by the Graywood team, January 29 Open House was attended by 81 residents. A total of 29 Survey responses were filled out, of which 17 were from Beacon Hill Condominiums. The following Table provides a list of key issues raised, in order of frequency and Graywood's responses.

Issue / Concern	Frequency	Graywood Response
<b>Density</b>	Total 19 (BH 12, others 7)	Graywood is proposing an increase in units from 451 to 600, however, the units will be smaller in size and are also intended to accommodate a seniors' facility. The increase in density will have no impact on maximum height and FAR (Floor Area Ratio or Intensity) over what is already approved.
<b>Traffic</b>	Total 19 (BH 12, others 7) SECA Request # 1	Graywood's agreement with Cardel allocates transportation capacity of 1150 residential units to Graywood for the entire project. Graywood's anticipated projection is 1015 units, well within the transportation cap. A traffic analysis was done at AM and PM peak times with the original land use and the site has already been approved for commercial uses. As per initial review by transportation engineers, the commercial traffic is not anticipated to be greater than what is already allowed under the existing land use as local commercial uses draw traffic from within the community and internalize trips.
<b>Parking</b>	Total 12 (BH 10, others 2) SECA Request # 2	Parking will be provided in accordance with the Bylaw requirements. Graywood is not asking for any parking relaxation. Parking concerns from Beacon Hills residents relate to on-street parking on 6 Street SW, a public road. Graywood is not responsible for enforcing parking on public roads.
<b>Building Height</b>	Total 11 (BH 11, others 0)	Graywood is not proposing any change in the maximum allowable Height (26.0 metres) and FAR (3.0) already approved for the existing DC(MX-2). The Development Permit for the site will comply with the approved Land Use on the site.
<b>Commercial Uses</b>	Total 11 (BH 6, others 5)	The mix of commercial uses will be determined at the development permit stage. Graywood is proposing neighbourhood commercial uses (such as convenience store and a potential gas station, restaurants, fitness facilities etc) at a reduced maximum height of 10m and 1.0 (FAR 87,120 square feet on a 2.0 acre site). The site has already been approved for commercial uses. The community is concerned about 24-hour uses, however, the existing and proposed land uses do not discriminate on operating hours for the retailers.

Note: BH - Beacon Hill Condominiums