

**LAND USE AMENDMENT  
SUNRIDGE (WARD 5)  
16 AVENUE NE AND 36 STREET NE  
BYLAW 208D2017**

**MAP 28E**

**EXECUTIVE SUMMARY**

The proposed Land Use Amendment seeks to redesignate a Commercial – Regional 3 f0.2h18 (C-R3 f0.2h18) District parcel in the community of Sunridge to Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District. The proposed redesignation retains the base C-R3 district and existing 18 metre height modifier, while increasing the Floor Area Ratio (FAR) modifier from 0.2 to 0.3. The existing FAR of 0.2 is currently maximized by existing development, consisting of several commercial buildings. A Development Permit application is currently under review on the subject parcel. The application proposes three additional buildings (Medical Clinic, Outdoor Café, Restaurant: Licensed – Small, Restaurant: Food Service Only – Small, Fitness Centre, Retail and Consumer Service), FAR of 0.3, and improvements to the pedestrian realm.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2017 May 04

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

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

That Council hold a Public Hearing on Bylaw 208D2017; and

1. **ADOPT** the proposed redesignation of 7.01 hectares ± (17.32 acres ±) located at 3575 – 20 Avenue NE (Plan 8711325, Block 7, Lot 1) from Commercial – Regional 3 f0.2h18 (C-R3 f0.2h18) District to Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 208D2017.

**REASON(S) FOR RECOMMENDATION:**

The site is located in a popular commercial area and enjoys close proximity to the Rundle C-Train station (approximately 550 metres walking distance). The proposed modest increase in FAR will allow a better utilization of the site's location and infrastructure, in accordance with Transit Oriented Development principles (increases density and mix of uses). The Municipal Development Plan (MDP) prioritizes the redevelopment, improvement, and expansion of existing retail areas (4.1.2.a.). The proposed redesignation will advance the MDP goal of "Compact City" by enhancing density on an underdeveloped site within close proximity of a C-Train station.

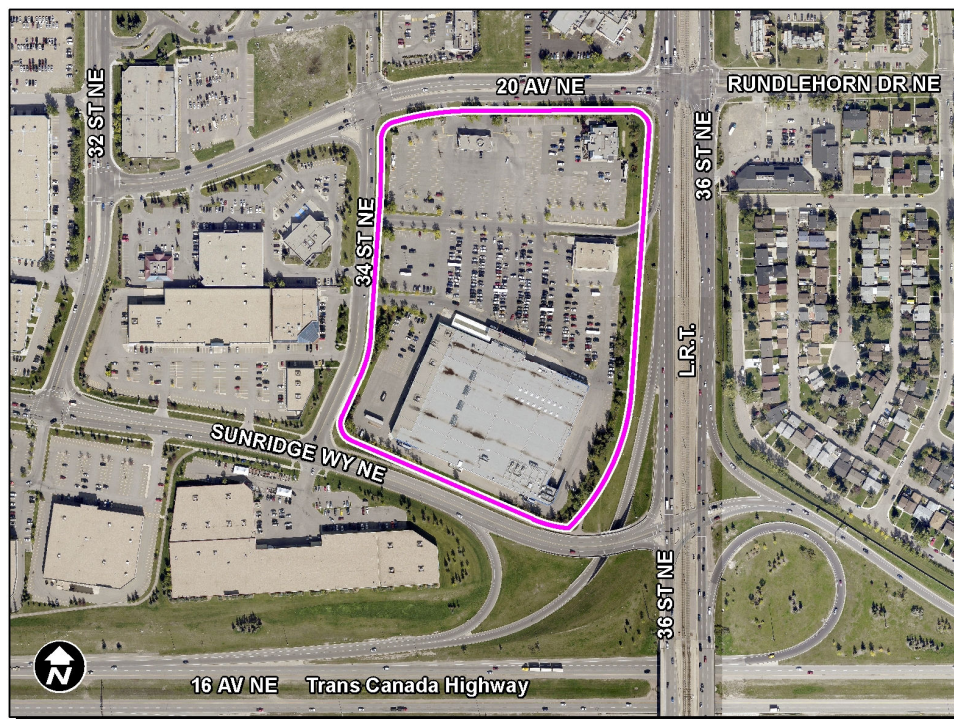
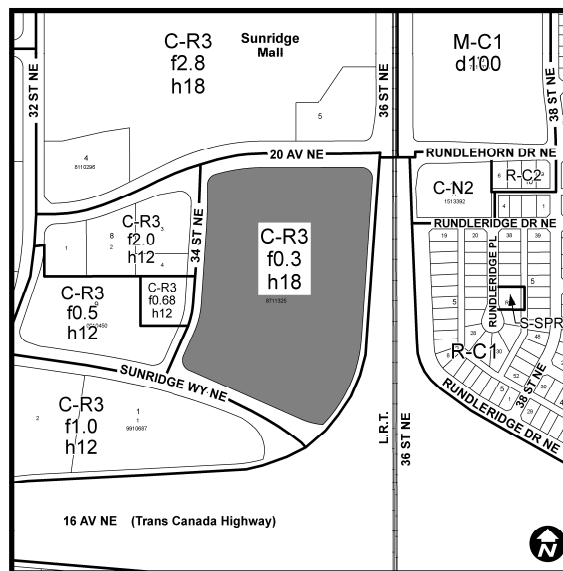
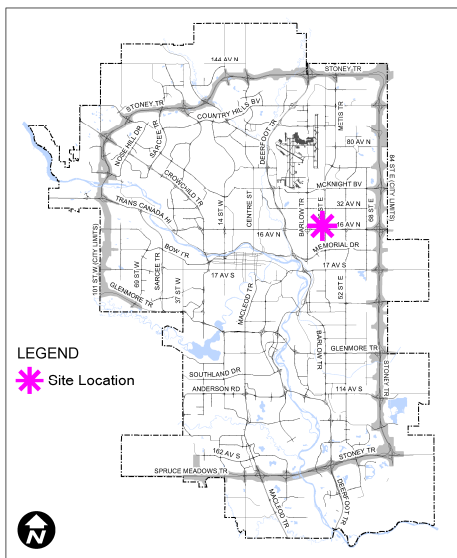
**ATTACHMENT**

1. Proposed Bylaw 208D2017

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 7.01 hectares  $\pm$  (17.32 acres  $\pm$ ) located at 3575 – 20 Avenue NE (Plan 8711325, Block 7, Lot 1) from Commercial – Regional 3 f0.2h18 (C-R3 f0.2h18) District to Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District.

**Moved by: M. Tita**

**Carried: 4 – 3**

Opposed: A. Palmiere, D. Leighton  
and R. Wright

Reasons for Approval from Ms. Juan:

- Generally, this proposal's density is too modest, especially where there is a comprehensive plan being prepared. However, I can understand and appreciate market concerns that do not allow for development on the site at this time.

Reasons for Opposition from Mr. Leighton:

- I did not support this land use amendment because:
  - a) It represents piecemeal, ad-hoc planning. The additional minor development of this site.
  - b) There is a current LRT station area plan underway; and this application is premature.

Reasons for Opposition from Mr. Wright:

- This is incremental planning at its worst. These one off buildings may thwart any comprehensive master planning process by limiting road infrastructure and creating an inhospitable pedestrian environment, and not being able to achieve a reasonable build out. While market conditions may not support development to higher densities, that should not be a reason to not to plan for that eventuality.

Reasons for Opposition from Mr. Palmiere:

- The land use amendment is inconsistent with the intent of the City's TOD guidelines.
- The land use amendment is premature as a Rundle Station TOD master plan is currently being developed by the City.

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**Applicant:**

Gibbs Gage Architects

**Landowner:**

CP Reit Alberta Properties Limited

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is located in a predominantly commercial area in the inner city community of Sunridge, located at the intersection of Sunridge Way NE and 36 Street NE. The site is surrounded to the north, west, and east by C-R3 districts with various modifiers, which are developed with predominantly retail and restaurant uses. Commercial – Neighbourhood 2 (C-N2) District and Residential – Contextual One Dwelling (R-C1) District uses are located to the east across 36 Street NE. A Major Activity Centre (MAC), including Sunridge Mall, is located directly to the north. The site is irregular in shape and is approximately 240 metres wide by 350 metres deep, with an area of approximately 17.3 acres. The site is currently developed with a Superstore, liquor store, gas bar, and restaurant.

**LAND USE DISTRICTS**

The C-R3 district is characterized by the orderly and comprehensive development of large tracts of land, creating opportunities for a variety of building sizes and use areas. The proposed 0.1 FAR increase would allow an addition of approximately 1500 square metres of new building area.

**LEGISLATION & POLICY**

**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).

**Municipal Development Plan (MDP)**

The subject site is located within the *Industrial – Standard Industrial* land use area as identified under Map 1: Urban Structure of the MDP; however, the subject parcel and surrounding parcels are commercial in nature and are connected to the MAC located to the north. The intent of the MDP's industrial policies is to protect industrial lands, and approval of this application would not undermine this intent. An MDP amendment is not required.

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Transit Oriented Development Policy (TOD) Guidelines

This application will support TOD policy objectives by increasing density around the Rundle C-Train Station and increasing the mix of uses in the area. The associated development permit application includes upgrades to the pedestrian realm.

**TRANSPORTATION NETWORKS**

The site is located 550 metres from Rundle C-Train Station. The site is bounded by 20 Avenue NE to the north, 34 Street NE to the west, Sunridge Way NE to the south, and 36 Street NE to the east. Vehicular access to the site is from 34 Street NE, 36 Street NE, and 20 Avenue NE.

Thirty Fourth Street NE is a two-lane divided roadway classified as a collector with a 50 km/h speed limit. It runs in the north-south direction from Sunridge Way to 20 Avenue NE. On-street parking is not permitted along this road. Twentieth Avenue NE is a four-lane divided roadway classified as an Arterial Street with a 50 km/h speed limit. On-street parking is not permitted. Bus stops for route numbers 19, 32 and 33 are located along westbound 20 Avenue NE. A future bus stop is planned on eastbound 20 Avenue NE adjacent to the site.

A Traffic Impact Assessment (TIA) was requested for the proposed redesignation. The TIA indicates that the adjacent intersection of 20 Avenue NE and 34 Street NE will operate within acceptable level of service and no intersection improvements are required. Through future development the developer will be obligated to construct sidewalks along 20 Avenue NE and 24 Street NE adjacent to the site. These public sidewalks will be connected to the site through internal sidewalks. Further intensification of the site will require an updated TIA.

<b>Street</b>	<b>Classification</b>	<b>Speed</b>	<b>On Street Parking</b>	<b>Bus Routes</b>
34 Street NE	Collector	50 km/h	Not permitted	N/A
20 Avenue NE	Arterial	50 km/h	Not permitted	19, 32, 33
36 Street NE	Arterial	60 km/h	Not Permitted	34, 57
Sunridge Way NE	Collector	50 km/h	Not Permitted	19

**UTILITIES & SERVICING**

The existing development on the subject site is serviced from 20 Avenue NE and 34 Street NE. Future development will be serviced from existing on-site utilities. No reports were required to support the minor increase in FAR. The site is encumbered by a 600 millimetre public water main that runs through the site and is protected by a 12.19 metre wide utility right-of-way. No encroachments into the utility right-of-way will be permitted. Stormwater management is reviewed through the Development Permit process.

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**ENVIRONMENTAL ISSUES**

An Environmental Site Assessment was not required.

**ENVIRONMENTAL SUSTAINABILITY**

The subject site benefits from an inner city location and close proximity to Primary Transit. Intensification of the site would allow better use of the existing infrastructure and location. The associated Development Permit applicant includes measures to improve the pedestrian realm and increase connectivity to transit and neighbouring uses.

**GROWTH MANAGEMENT**

This Land Use Amendment proposal does not require additional capital infrastructure investment at this time and therefore no growth management concerns have been identified.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Rundle Community Association has no objections to the proposed redesignation.

**Citizen Comments**

No comments received by CPC Report submission date.

**Public Meetings**

No public meetings were held by the applicant or administration during review of this application.

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## **APPENDIX I**

### **APPLICANT'S SUBMISSION**

Gibbs Gage Architects is pleased to provide a Land Use Application for Sunridge Choice Properties, on behalf of Choice Properties Real Estate Investment Trust. The project is located at 3575 20 Avenue NE and is situated in a Commercial – Regional 3 Land Use District (C-R3 f0.2h18).

The vision for the proposal is to increase the allowed floor area ratio (F.A.R) from 0.2 to 0.3. This adjustment would act to both accommodate the existing built F.A.R of 0.22 while allowing for additional future development. Support by the City of Calgary for this vision has already been expressed and is outlined in the attached letter.

The site, situated amidst a variety of commercial and industrial uses, currently includes a grocery and liquor store, a restaurant, and a gas bar, all of which serve a number of northeast Calgary residential communities. An increase in F.A.R., and therefore the possibility for future development, will provide greater variety and accessibility of amenities while also improving the pedestrian connectivity within the site and extending beyond to neighbouring parcels. It is important to note that the site in question sits within a transit oriented development zone, as the Rundle C-Train station is located a short walk away on 36 Street NE.

We are very excited by the prospect that this parcel of land may allow for future development that would act to enrich the experience of surrounding neighbourhoods.