

**POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017**

MAP 5C

EXECUTIVE SUMMARY

This land use amendment application proposes redesignation of two parcels of land from C-N2 and M-C1 to C-COR1 to allow for a mixed use development of up to six storeys in height (20 metres) with commercial uses on the ground floor. The proposed redesignation requires policy amendments to both the South Calgary/Altadore Area Redevelopment Plan (ARP) and the Marda Loop ARP.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2017 May 18

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

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 33P2017, 34P2017 and 229D2017; and

1. **ADOPT** the proposed amendments to the Marda Loop Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 33P2017.
3. **ADOPT** the proposed amendments to the South Calgary/Altadore Area Redevelopment Plan, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 34P2017.
5. **ADOPT** the proposed redesignation of 0.16 hectares ± (0.40 acres ±) located at 2101 and 2107 – 34 Avenue SW (Plan 2100AH, Block 1, Lots 1 to 4) from Multi-Residential – Contextual Low Profile (M-C1) District and Commercial – Neighbourhood 2 (C-N2) District **to** Commercial – Corridor 1 f3.5h20 (C-COR1f3.5h20) District, in accordance with Administration's recommendation; and
6. Give three readings to the proposed Bylaw 229D2017.

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REASON(S) FOR RECOMMENDATION:

This land use amendment allows for a more efficient use of a site identified in the Municipal Development Plan (MDP) as being within a Neighbourhood Corridor area. The site together with the proposed land use amendment has the ability to accommodate development that meets the intent of applicable policies identified in the MDP and the Marda Loop ARP as amended.

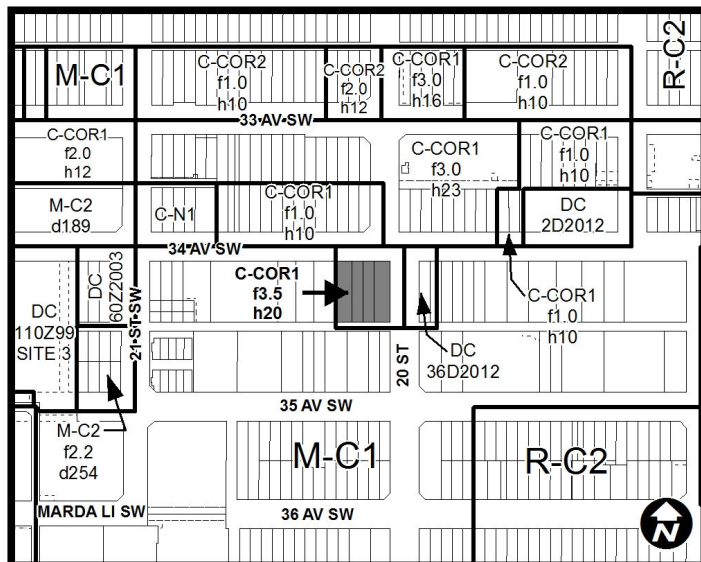
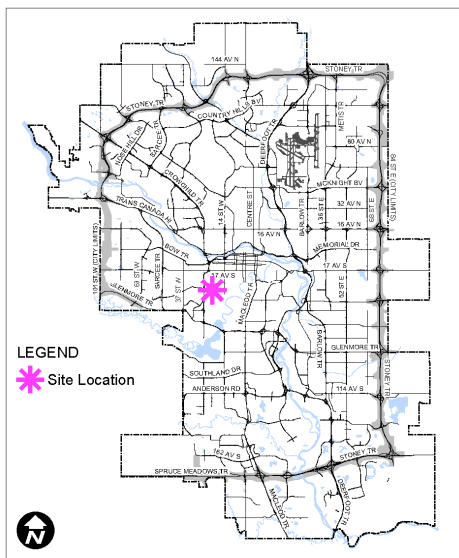
ATTACHMENTS

1. Proposed Bylaw 33P2017
2. Proposed Bylaw 34P2017
3. Proposed Bylaw 229D2017
4. Public Submissions

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

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

Moved by: C. Friesen **Carried: 9 – 0**
2. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the South Calgary/Altadore Area Redevelopment Plan (APPENDIX XI).

Moved by: C. Friesen **Carried: 9 – 0**
3. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.16 hectares ± (0.40 acres ±) located at 2101 and 2107 – 34 Avenue SW (Plan 2100AH, Block 1, Lots 1 to 4) from Multi-Residential – Contextual Low Profile (M-C1) District and Commercial – Neighbourhood 2 (C-N2) District **to** Commercial – Corridor 1 f3.5h20 (C-COR1f3.5h20) District.

Moved by: C. Friesen **Carried: 9 – 0**

Comments from Mr. Wright:
 - The changes to the Marda Loop ARP boundary are reasonable, but the boundary should not be just an ad hoc change. I would prefer to see the boundary extend to the south lane of 34 Avenue and include Original Joe's.
 - Secondly, I disagree with the City undertaking citizen engagement. Many land use items generate parallel ARP amendments but the City does not undertake such engagement.
 - Lastly, the project will be an asset to Marda Loop, in spite of some of my administrative concerns.

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Applicant:

NORR Architects Engineers Planners

Landowner:

34 Avenue Capital Corp

PLANNING EVALUATION

SITE CONTEXT

The site is located at the southwest corner of 34 Avenue SW and 20 Street SW and consists of two separate titled parcels with a combined size of approximately 1,600 square metres. The site has rear lane access and is approximately 38 metres in width by 43 metres in depth. The east parcel is designated as Commercial - Neighbourhood 2 (C-N2) District and is currently developed with a single storey artist's studio and instructional facility (formerly an auto repair shop). The west parcel is designated as Multi-Residential - Contextual Low Profile (M-C1) District and is currently developed with a one and a half storey semi-detached dwelling.

Lands to the north of the site form a part of a larger geographical area known as Marda Loop that consists of commercial and residential development of varied forms and intensities. The site across the street to the north consists of a single storey commercial development. The land use for the parcels across the street to the northeast allows for building heights up to 23 metres and the existing mixed use development at the southeast corner of 33 Avenue SW and 20 Street SW has a building height of six storeys in 23 metres.

Across the street to the east of the site is a two storey neighbourhood pub. The lands to the west and south are designated as M-C1 and allow for building heights up to 14 metres. The adjacent parcel to the west consists of a 12 metre high three storey apartment building with seven units and the parcels to the south across the lane consist of one to two storey four-plex buildings.

| Altadore | |
|------------------------------------|-------|
| Peak Population Year | 2015 |
| Peak Population | 9,867 |
| 2016 Current Population | 9,864 |
| Difference in Population (Number) | -3 |
| Difference in Population (Percent) | 0% |

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LAND USE DISTRICTS

The proposed land use is a Commercial – Corridor 1 f3.5h20 (C-COR1f3.5h20) District with a maximum building height of 20 metres and a maximum floor area ratio (FAR) of 3.5. The C-COR1 District requires commercial uses on the ground floor.

The applicant initially submitted an application for a Direct Control (DC) District based on C-COR1 with a maximum building height of 20 metres and an FAR of 3.6. However, through the review process between Administration and the applicant, the proposed land use was changed to a stock C-COR1 district and the FAR was lowered to 3.5 (reduction of approximately 1,700 square feet of gross floor 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).

The most relevant policy section of the SSRP to this item is:

- 8.14 Feature innovative housing designs, range of densities and housing types such as mixed-use, cluster developments, secondary suites, seniors' centres and affordable housing. Provide the opportunity for a variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation.

Municipal Development Plan (2009)

The subject site is located within the 33 Avenue SW *Neighbourhood Corridor* as identified on Map 1 of the Municipal Development Plan (MDP). As indicated on Map 2 of the MDP, 33 Avenue SW is also identified as part of the Primary Transit Network.

The Corridor policies of the MDP encourage residential and commercial intensification along these corridors with the highest densities and tallest buildings occurring at major intersections. The policies also require that an appropriate transition be provided that is sensitive to the scale, form and character of the surrounding area.

While the proposal aligns with the MDP's Neighbourhood Corridor policies in principal, detailed aspects such as suitable building transitions to the west and south have been considered as part of the concurrent development permit (see APPENDIX XVII) that is still under review by Administration. Notwithstanding this, the proposal allows for a development form and use mix that can meet the intent of the above identified *Neighbourhood Corridor* policies.

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South Calgary/Altadore Area Redevelopment Plan (ARP) (1986) & Marda Loop ARP (2014)

The site is subject to policies of the South Calgary/Altadore ARP. The ARP identifies half the site as appropriate for medium density residential uses and building forms and the other half as appropriate for local commercial uses. As such, an amendment to the South Calgary/Altadore ARP is required.

Lands located directly to the north of the subject site fall within a boundary of the Marda Loop ARP. The main elements that the Marda Loop ARP addresses are:

- establishes a coherent and consistent vision for the area to guide its development and improvement;
- translates strategic policies from the Municipal Development Plan and Calgary Transportation Plan to the local area level;
- establishes a design and land use framework to achieve the vision;
- provides a clear design approach for new development, which will guide decision makers including Council, Calgary Planning Commission, Administration and the Subdivision & Development Appeal Board on Outline Plan/Land Use Amendment and Development Permit applications; and
- provides the basis on which development proposals will be evaluated.

The Marda Loop ARP identifies the land directly north of the subject site as a *Commercial Mixed Use Area* with a maximum building height of four storeys in 16 metres, however, policy 4.2.1.4 indicates that “the Development Authority may consider an increase in the maximum height.”

Proposed Policy Amendments to the South Calgary/Altadore ARP & Marda Loop ARP

In order to accommodate the proposal, Administration recommends the adjustment of the Marda Loop ARP boundary to include the subject lands (see APPENDIX III). As a result, it is recommended that the subject lands be excluded from the boundary of the South Calgary/Altadore ARP (see APPENDIX XI).

While Administration considered amending only the South Calgary/Altadore ARP, the expansion of the Marda Loop ARP’s boundary is viewed as the most logical solution to accommodate this application. This is because the Marda Loop ARP, unlike the South Calgary/Altadore ARP which currently does not have policies that allow mixed use development, includes current and comprehensive policies intended to guide future mixed use redevelopment in the area. As a result, the Marda Loop ARP supports this proposed development and does not require a comprehensive set of new policies. Other than a boundary change to each of the maps, only one additional policy is needed for the Marda Loop ARP in section 4.2.1 to accommodate a maximum building height of 20 metres for the subject parcel (see APPENDIX III).

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TRANSPORTATION NETWORKS

A combined Transportation Impact Assessment (TIA) and Parking Study was prepared for this application and the concurrent development permit. The intersection adjacent the site at 20 Street SW and 34 Avenue SW is currently a four-way stop. The results of the TIA suggest a minor increase in delay between one and four seconds per movement may be incurred at the intersection.

Vehicular access to the site is available from the rear lane. The site is served by bus routes 7 and 107 with stops across the street a block to the north. The inbound station for the planned SW BRT is located within a 700 metre walk of the site to the west on Crowchild Trail SW. The City has recently implemented bicycle lanes along the 20 Street Corridor.

The DP provides parking supply which meets the minimum requirements based on the proposed land-use. The Parking Study also reviewed the surrounding network and concluded that there is additional parking availability on the neighbouring streets. Finally, the Parking Study provided some recommendations regarding measures that can be implemented by the City in the future should parking in the community become more constricted.

UTILITIES & SERVICING

Water, sanitary and storm services are available to service the site. A Sanitary Servicing Study was required for the concurrent development permit and was approved by Administration with no upgrade requirements for sanitary sewer mains.

ENVIRONMENTAL ISSUES

As part of the concurrent development permit, the applicant must submit a revised and updated copy of a 2013 Risk Management Plan for the west half of the site (2101 34 Avenue SW) that addresses comments provided by Alberta Environment in January 2014. The applicant must also provide an assessment demonstrating the lifetime and integrity of the liner and how the liner has prevented and will continue to prevent migration of hydrocarbons back onto the site. In addition, the applicant must submit:

- a detailed site plan indicating the exact location of the ORPE liner installed along the east property boundary and all utilities to service the site; and
- a schematic drawing showing the details of all utility conduits through the liner.

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ENVIRONMENTAL SUSTAINABILITY

An analysis of site specific measures that would contribute toward an environment friendly development will be conducted at the development permit stage.

GROWTH MANAGEMENT

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

PUBLIC ENGAGEMENT

Community Association Comments

Administration received letters from the Marda Loop Communities Association (MLCA), which represents the communities of South Calgary and Altadore (see APPENDIX II), and the Marda Loop Business Improvement Area (BIA). Both organizations support the ARP boundary changes to bring the site within the Marda Loop ARP. The MLCA has concerns with regard to:

- the proposed height of six storeys in 20 metres, with a suggestion that the height should reflect the current ARP on the north side of 34 Avenue SW at four storeys in 16 metres; and
- the large parking relaxation proposed as part of the initial concurrent development permit application.

Similar to the MLCA, the Marda Loop BIA initially did not support the proposed height and parking relaxation. However, the applicant has since amended the development permit application and the proposed parking now exceeds The City's minimum requirements. As a result, the Marda Loop BIA now supports the application and proposed height of 20 metres (see APPENDIX II).

Citizen Comments

Administration received five letters of objection from area residents as part of the initial application circulation. Following the initial circulation, Administration received six letters of objection and three letters of support as a result of the promotion of the public open house in April. A summary of the feedback received includes the following:

- Six storeys is too high and will be out of context with the character of the area.
- The proposed height of six storeys will cast large shadows.

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- Traffic and parking is already a major problem in the area and the proposed height and density will only make the situation worse.

Public Meetings

City-led Engagement

City Administration held a public open house on April 19, 2017 and conducted an online survey from April 19 to 23 for this land use and ARP amendment application. To be respectful of the public's time, Administration combined the open houses for this application and another application at the 1600 block of 33 Avenue SW. To reach a wide range of people who could be impacted by this application, Administration promoted the online survey and the open house in a few different ways. These included the following:

- Social Media (Facebook) First campaign (event promotion): April 12 – 19
Second campaign (survey promotion): April 19 – 23
- Social Media (Twitter) First campaign (event promotion): April 5 – 19
Second campaign (survey promotion): April 20 – 23
- Mail drop (post cards) In market week of April 10 (7,671 delivered to surrounding area)
In market week of April 10 (1, 295 delivered to other landowners)
- 4 Bold Signs April 5 – 19

The main objective for the engagement for this application was to understand how an increase in allowable building height from 14 metres (4 storeys) to 20 metres (6 storeys) for the subject site would impact residents and business owners in the area. The top seven themes that arose out of the feedback, in no particular order, includes the following:

- Traffic congestion was identified as a significant concern for those who live in and visit the area.
- Safety for pedestrians, cyclists and drivers is a concern for the area.
- The Area Redevelopment Plan should be amended holistically and development applications should be measured against it rather than making amendments for isolated applications.
- The proposed height does not fit within the context of the community.
- Current road design is a concern and the impact to existing infrastructure could be strained by this development application.
- Parking is a significant concern for the area and more attention should be given to mitigating parking concerns for residents and visitors to the area.
- A small portion of respondents support this application and identified that this particular location is a reasonable site for increased density and height.

Administration considered the comments and feedback and has the following response:

B. Seymour

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- According to the Traffic Impact Assessment submitted by the applicant, traffic movements at the four-way stop adjacent the site will have next to no change at one to four seconds of additional delay per vehicular movement.
- The Marda Loop ARP cannot be amended holistically unless directed by City Council. Since this is an individual application and the proposal meets the vision and policy intent of the ARP, Administration supports the ARP amendment.
- The proposed height is 3 metres shorter than the six storey building that is 50 metres to the north at the corner of 33 Avenue SW and 20 Street SW. The proposed height of 20 metres is not out of line with existing ARP policy for the surrounding area to the north as the Development Authority may consider increases in maximum building heights beyond 16 metres.
- The initial concurrent development permit application had a large parking relaxation. However, the applicant has addressed the community's initial feedback regarding parking concerns by amending the plans to provide parking over and above the City's minimum parking requirements.

Applicant-led Engagement

Based on information provided by the applicant, the applicant conducted their own public consultation. The meetings the applicant held or attended are listed below:

- | | |
|--|---------------------|
| • Michelle Rhode, BIA, Executive Director | Thurs, 2016 June 16 |
| • Bob van Wegan, BIA, Executive Director | Tues, 2016 Sept 20 |
| • Bob van Wegan, BIA, Executive Director | Wed, 2016 Oct 26 |
| • Marda Loop BIA | Thurs, 2016 June 16 |
| • Marda Loop BIA | Fri, 2017 Jan 13 |
| • MLCA Planning Committee | Mon, 2016 Oct 24 |
| • MLCA Planning Committee | Mon, 2017 Jan 9 |
| • Roy Lee, MLCA Planning Committee | Fri, 2016 Nov 25 |
| • MLCA Board Meeting | Mon, 2017 Jan 18 |
| • Meeting with MLCA Development | Mon, 2017 Jan 9 |
| • Meeting with MLCA Development | Mon, 2017 April 17 |
| • Meeting with neighbors, Councillor Pincott | Tues, 2017 April 18 |
| • Community Open House (City-led event) | Wed, 2017 April 19 |

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APPENDIX I

APPLICANT'S SUBMISSION

Reasons for Redesignation & C-COR1 District

- Permitted 6 storey combustible construction classifications within ABC 2014
- Increasing density within Marda Loop
- Promoting local, boutique-style commercial/retail businesses.
- Within ARP Guidelines

The subject parcels are located in the community of Altadore and consist of 0.16 ha (0.40 ac) of land. The site currently contains an abandoned mechanic building and existing single family house. The sites are currently designated as Commercial – Neighbourhood 2 (C-N2) District and Multi-Residential – Contextual Low Profile (M-C1) District. The high profile site requires a strong architectural response to engage commercial vibrancy along 33rd and provide a positive addition to the community.

The proposed land use amendment to C-COR1 will facilitate the development vision which is to create a compact, pedestrian-oriented development that includes quality apartment housing, while supporting small-scale commercial uses, within an interactive public realm. C-COR1 zoning will allow the development to respond to the goals listed in the Marda Loop ARP, such as mixed use and increases in density.

The proposed land use amendment is consistent with the intent of the C-COR1 land use designation. It also offers housing diversity at densities that will contribute to a vibrant community. The proposed development averages 419 units per hectare (170 units per acre) thereby meeting the overall density targets of the C-COR1 land use designation. The site is within easy walking distance of public transit along 33rd Avenue and the commercial corridor of Marda Loop which make it ideal for mixed-use development. In addition, it is situated adjacent to the bike lane along 20th Street, which will offer residents ample opportunities for alternate methods of transportation.

The development proposes a maximum height of 20m and an FAR of 3.50. This is consistent with nearby buildings, as well as the requirements outlined in the ARP. To accomplish the development goals, a C-COR1 district is requested.

The applicant team has worked closely with the Marda Loop Community Association, local BRZ, Councillor Pincott, and the Planning Department at the City of Calgary throughout the schematic design process and will continue to engage important stakeholders moving forward. Although not currently within the Marda Loop ARP, the applicant team is requesting a major policy amendment to include this parcel due to its proximity and relevance to the area. We believe this project will be a meaningful contribution to the vibrant community. For these reasons we respectfully request Calgary Planning Commission and City Council's support of this application.

B. Seymour

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APPENDIX II

LETTERS SUBMITTED



Marda Loop Communities Association

3130 16 Street SW
Calgary, AB, T2T 4G7

January 9, 2017

Development Circulation Controller & Circulation Control
Planning, Development & Assessment #8201
PO Box 2100 Station M
Calgary, AB, T2P 2M5
Emails: DP.Circ@calgary.ca, CPAG.Circ@calgary.ca

Attn: Brendyn Seymour brendyn.seymour@calgary.ca
SENT BY EMAIL

Dear Mr. Seymour;

RE: DP2016-4464 & LOC2016-0290

The following are the Marda Loop Communities Association's comments on the proposed development at 2101 & 2107 34th Avenue SW by NORR Architect Planners.

LOC2016-0290:

The MLCA does not support Direct Control land use designations in our communities.

DP2016-4464:

The MLCA supports the applicant's position that this development should be included in the Marda Loop ARP. As such, the MLCA feels that the development should meet the requirements as set out in the Marda Loop ARP. Specific concerns that the MLCA has where this development is not in-line with the Marda Loop ARP include:

1. Height - The maximum height of 4 storeys in 16 metres should apply. Shadowing is a concern as is the transition to adjacent properties.
2. Parking - The MLCA supports the parking requirements as per the Marda Loop ARP and is not supportive of any reduction of these requirements.

The applicant presented their proposed project to the MLCA Planning & Development Committee twice and presented to the MLCA Board once. The MLCA is not aware of any community consultation carried

B. Seymour

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out by the applicant. The MLCA has not been provided with comments from any members of the community at the time this letter was prepared.

If you have any questions regarding these comments, please contact me.

Regards,

Lauren Makar
Director - Planning & Development
Marda Loop Communities Association
development@mardaloop.com

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May 1, 2017

TO:

CPAG Circulation Controller – CPAG.Circ@calgary.ca
Development Circulation Controller - DP.Circ@calgary.ca

File Manager Brendyn Seymour Brendyn.Seymour@calgary.ca

RE: DP2016-4464 & LOC 2016-0290 (2101-2107 34th Avenue SW)

The Marda Loop Business Improvement Area board is supportive of the amended application (the Strategic project), with the changes recently put forward that increase the parking on the site to allow .75 residential parking plus some commercial parking. While we have previously expressed concerns about height and potential shadowing, there are mitigating factors in that regard. We also contend that on balance the development benefits the Marda Loop area by:

- Providing a strong terminus to the south end of the Marda Loop business district on 20th Street, particularly as it is situated on an off-set intersection.
- Providing a strong link in the middle of the fragmented 34th Avenue commercial corridor.
- Providing needed high-quality rental housing in the area.

Further comments:

Land Use and Policy

- It is appropriate that the site be included in the Marda Loop ARP because of the location, which is part of the Marda Loop business district, and the nature of the development.
- C-COR1 is the appropriate land use for this site.
- In interpreting the ARP, the development authority should be mindful of the transitional location on the edge of the business district.

Height

Marda Loop ARP (section 4.2.1 – 3) recommends 16 metre height for a south-side of the avenue location, with potential for increase to 23 metres if conditions are met around shadowing. The project in the amended application is for 19.5 m, or 20 m per proposed land use/ARP amendment. Comments:

- We urge the Development Authority to be very mindful of sidewalk shadow impacts for all applications in the Marda Loop business district.
- In this case, shadow impact may be mitigated by the unusual off-set corner location, compared to a mid-block building, for example.

B. Seymour

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- The offset intersection means that this building will terminate the view coming south on 20th Street; it is appropriate to have a prominent structure to mark the corner.
- This is the first site on this intersection to redevelop. To the north, the Marda Loop Village site does not presently have business entrances fronting onto 34th Avenue. It is a large site, the full depth of the block between 34th and 33rd Avenues, and when it eventually redevelops it will have the flexibility to respond to area conditions, including any shadow from this project.
- A building height between 16-20 metres seems a reasonable transition from the higher Marda Loop business district to the 14 metre maximum of adjacent M-C1 residential land use district.

Parking

- The residential parking rules of C-COR1 are appropriate for this site; the amended project provides the required parking.
- The public parking will help to mitigate parking pressures in the immediate area.
- In support of the on-site parking provided by the applicant:
 - The location lacks primary transit service.
 - The Marda Loop ARP [section 5.2.5], regarding on-street parking, prioritizes visitors and customers with short-term parking needs over long-term parking.
 - On-street parking on 20th Street has recently been removed for a bike lane. We note the existing parking relaxation previously provided to Original Joe's across the street.
 - In view of the above, reasonable residential parking ratios are required, and on-site commercial parking is welcome.

Mobility issues:

- 34th Avenue is a busy corridor that many drivers use to avoid 33rd Avenue, and for local access. As 34th Avenue redevelops (there is another mixed-use project underway one block west) we urge the City to address mobility issues with the safety and comfort of pedestrians in mind.
- We also encourage the City to look at improved public transit in the Marda Loop area. For example, even though 33rd Avenue is designated a Primary Transit Corridor in the Calgary Transportation Plan, there is no transit on the avenue west of 20th Street.

Thank you for the opportunity to comment.

Sincerely,

Bob van Wegen
Executive Director
Marda Loop Business Improvement Area (BIA)

Cc: The Applicant - Strategic and NORR
Councilor Ward 8, Evan Woolley
Councilor Ward 11, Brian Pincott
Marda Loop CA
Richmond-Knob Hill CA

B. Seymour

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APPENDIX III

**PROPOSED AMENDMENTS TO THE MARDA LOOP
AREA REDEVELOPMENT PLAN**

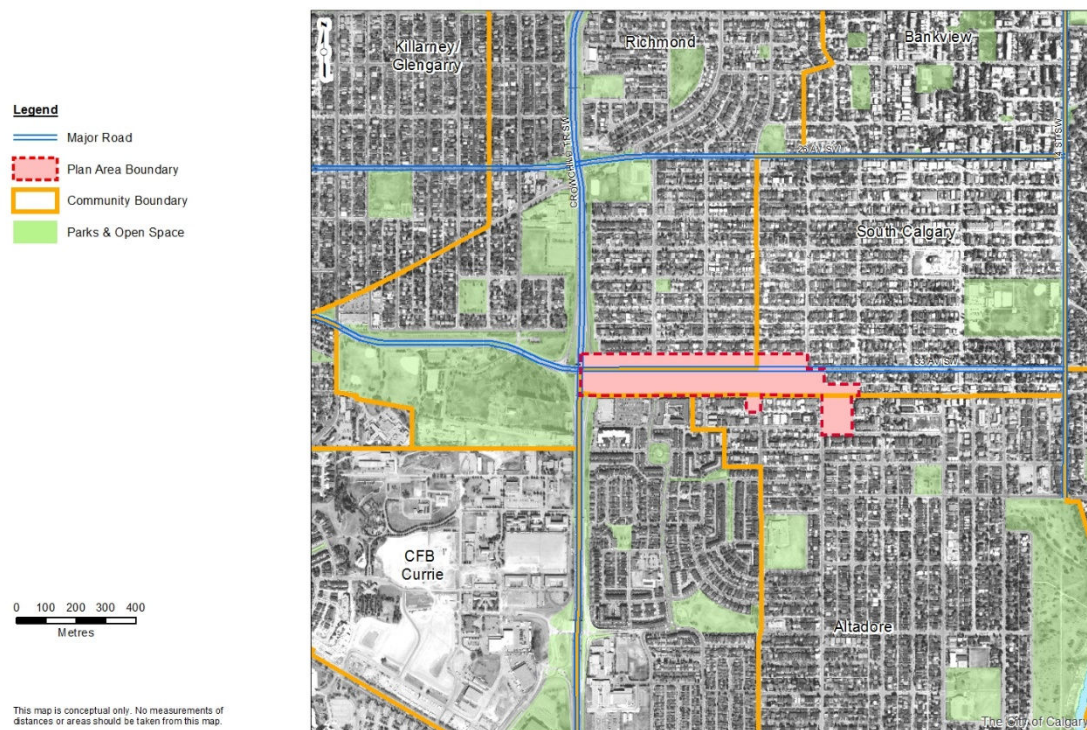
- (a) Delete the existing Map 1.1 entitled “Plan Area Location and Boundary” and replace with the revised Map 1.1 entitled “Plan Area Location and Boundary” (APPENDIX IV).
- (b) Delete the existing Figure 1.1 entitled “Air Photo” and replace with the revised Figure 1.1 entitled “Air Photo” (APPENDIX V).
- (c) Delete the existing Map 1.2 entitled “Existing Land Use” and replace with the revised Map 1.2 entitled “Existing Land Use” (APPENDIX VI).
- (d) Delete the existing Map 3.1 entitled “Land Use Policy Areas” and replace with the revised Map 3.1 entitled “Land Use Policy Areas” (APPENDIX VII).
- (e) Delete the existing Map 4.1 entitled “Public Realm” and replace with the revised Map 4.1 entitled “Public Realm” (APPENDIX VIII).
- (f) Delete the existing Map 4.2 entitled “Maximum Building Heights” and replace with the revised Map 4.2 entitled “Maximum Building Heights” (APPENDIX IX).
- (g) Insert the following text as Policy 7 under Section 4.2.1 Building Height:
 - “• *For corner sites on the south side of 34 Avenue SW and adjacent 20 Street SW, the Development Authority may consider an increase in the maximum building height to a maximum height of 20 metres.*”
- (h) Delete the existing Map 5.1 entitled “Mobility” and replace with the revised Map 5.1 entitled “Mobility” (APPENDIX X).

POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX IV

Map 1.1 Plan Area Location and Boundary

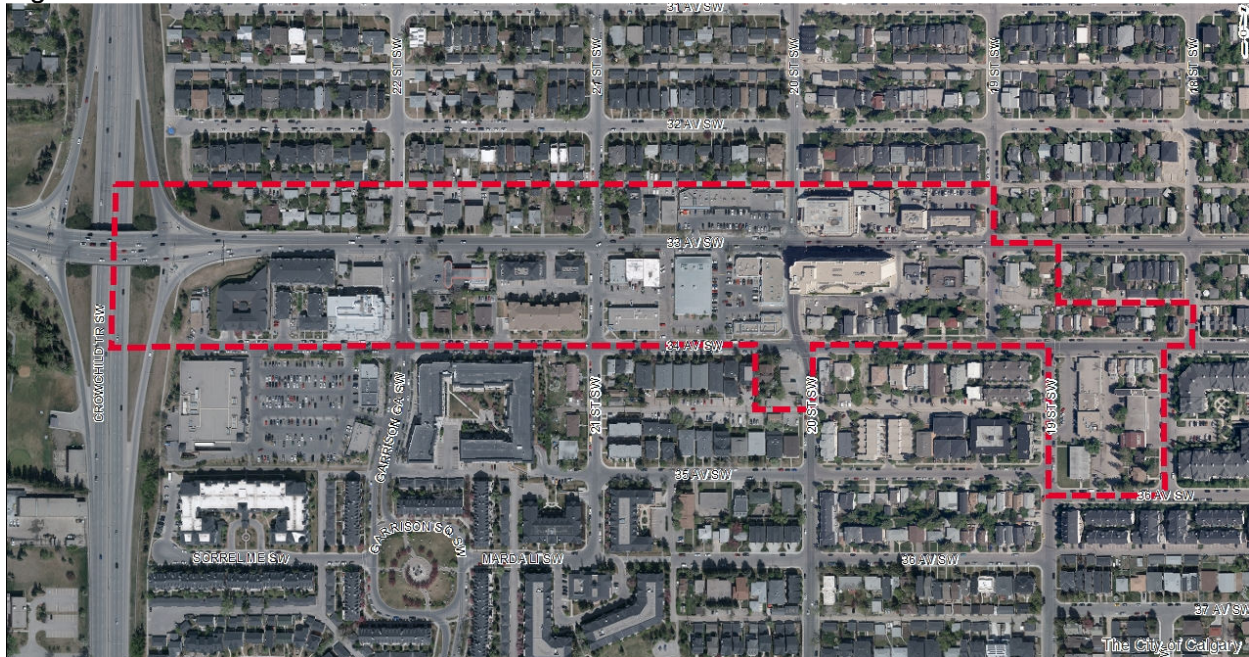


POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX V

Figure 1.1 Air Photo



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX VI

Map 1.2 Existing Land Use

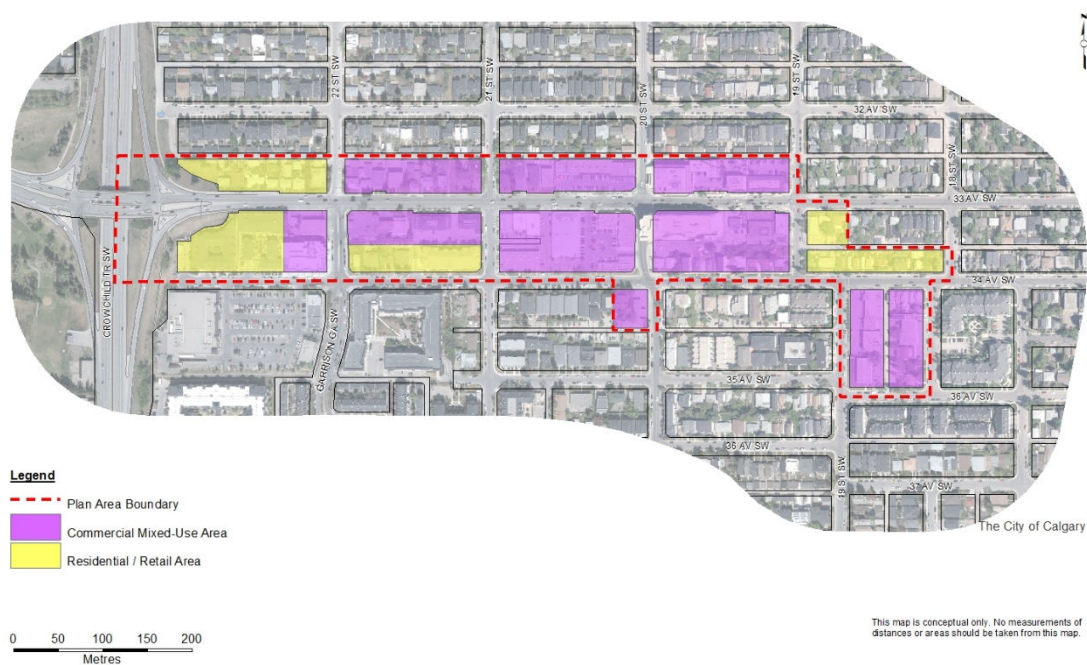


POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX VII

Map 3.1 Land Use Policy Areas

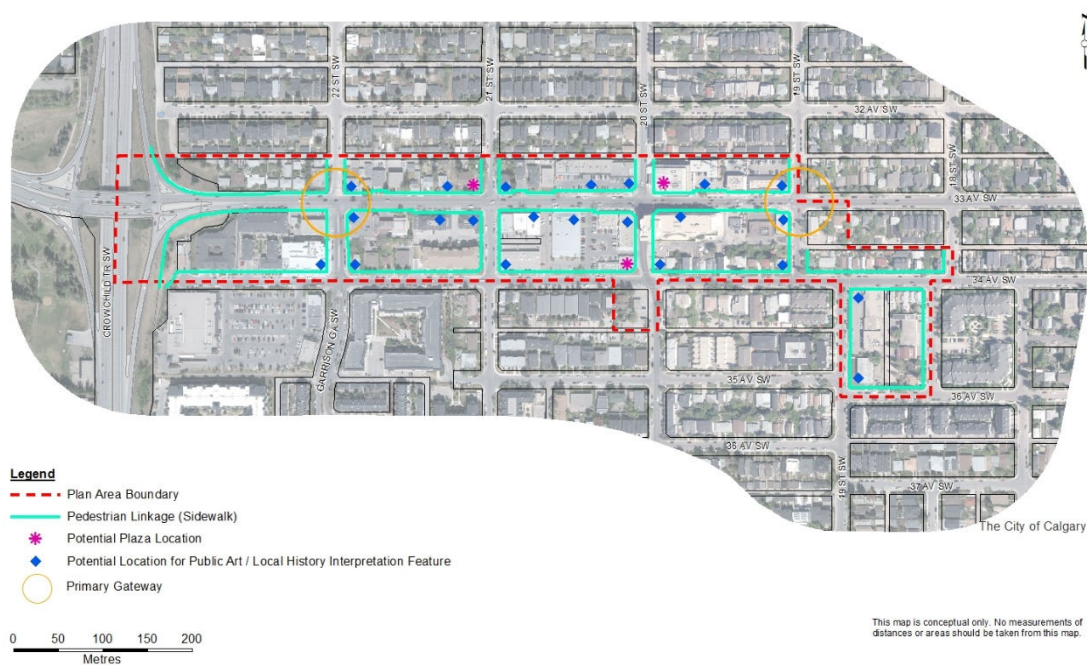


POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX VIII

Map 4.1 Public Realm

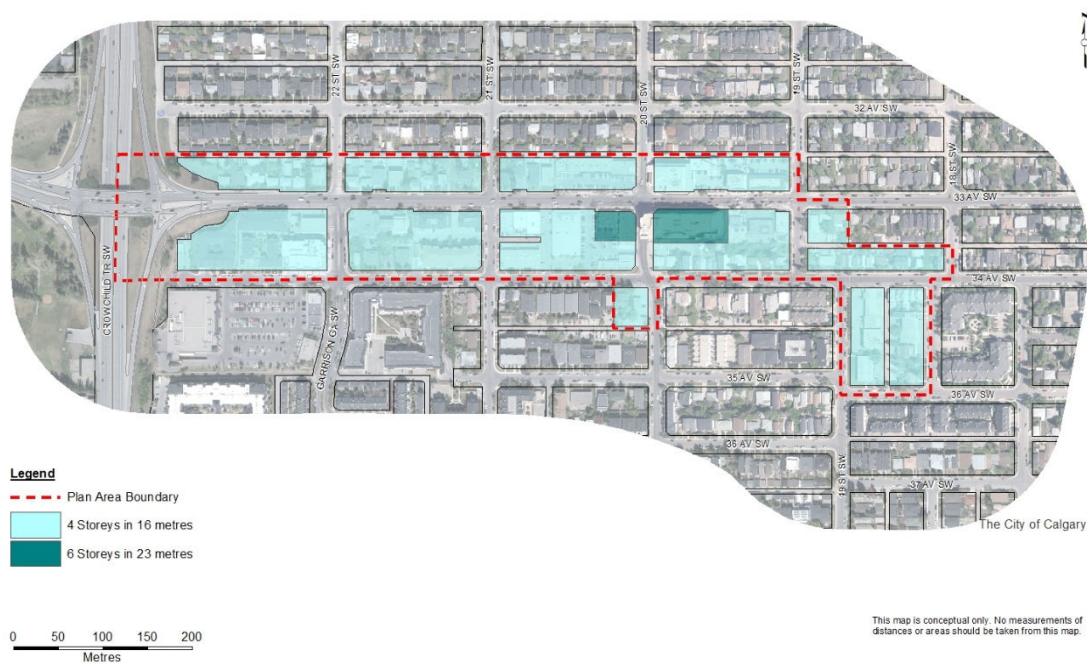


POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX IX

Map 4.2 Maximum Building Heights

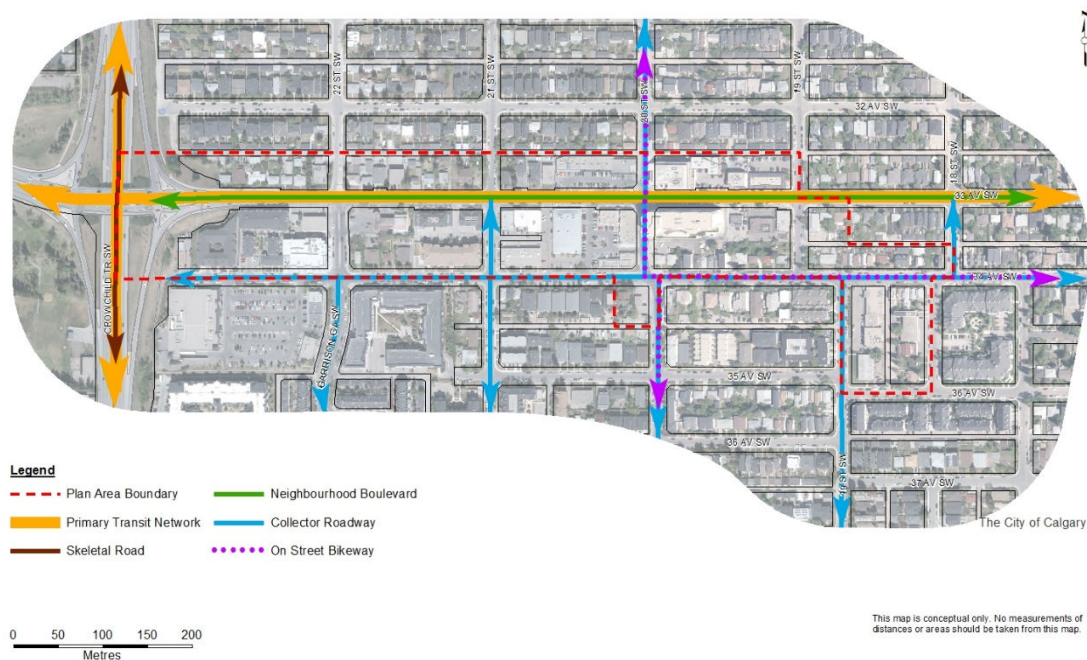


POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX X

Map 5.1 Mobility



**POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017**

MAP 5C

APPENDIX XI

**PROPOSED AMENDMENTS TO THE SOUTH CALGARY/ALTADORE
AREA REDEVELOPMENT PLAN**

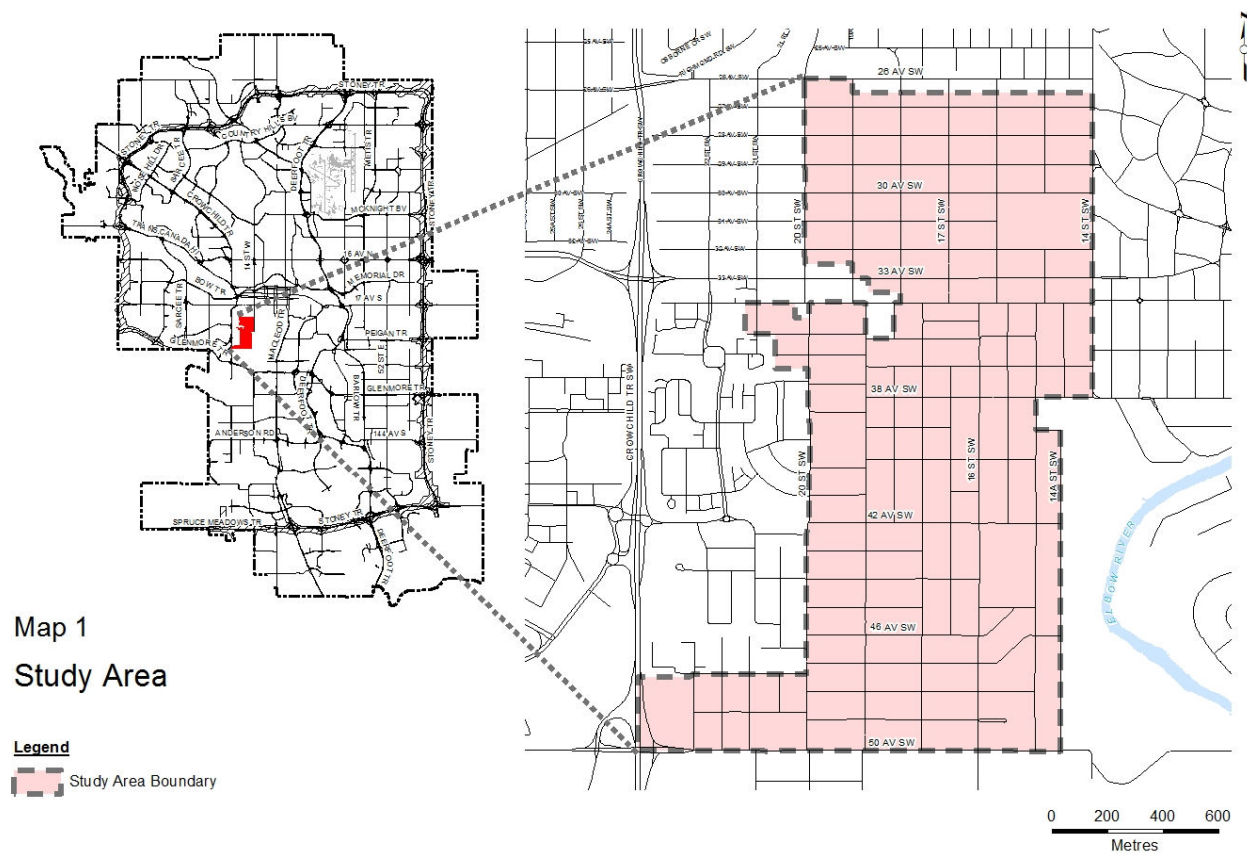
- (a) Delete the existing Map 1 entitled “Study Area” and replace with the revised Map 1 entitled “Study Area” (APPENDIX XII).
- (b) Delete the existing Map 2 entitled “Land Use Policy” and replace with the revised Map 2 entitled “Land Use Policy” (APPENDIX XIII).
- (c) Delete the existing Map 3 entitled “Sites Requiring Implementation Action” and replace with the revised Map 3 entitled “Sites Requiring Implementation Action” (APPENDIX XIV).
- (d) Delete the existing Map 4 entitled “Area School Facilities & Park / Open Space” and replace with the revised Map 4 entitled “Area School Facilities & Park / Open Space” (APPENDIX XV).
- (e) Delete the existing Map 5 entitled “Transportation System” and replace with the revised Map 5 entitled “Transportation System” (APPENDIX XVI).

POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX XII

Map 1 Study Area



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX XIII

Map 2 Land Use Policy

Map 2

Land Use Policy

Legend

- ■ — Study Area Boundary
- King Edward School Site
- Residential Conservation
- Residential Low Density
- Residential Medium Density
- Local Commercial
- General Commercial
- Open Space

0 200 400 600 800
Metres

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



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX XIV

Map 3 Sites Requiring Implementation Action

Map 3

Sites Requiring
Implementation Action

Legend

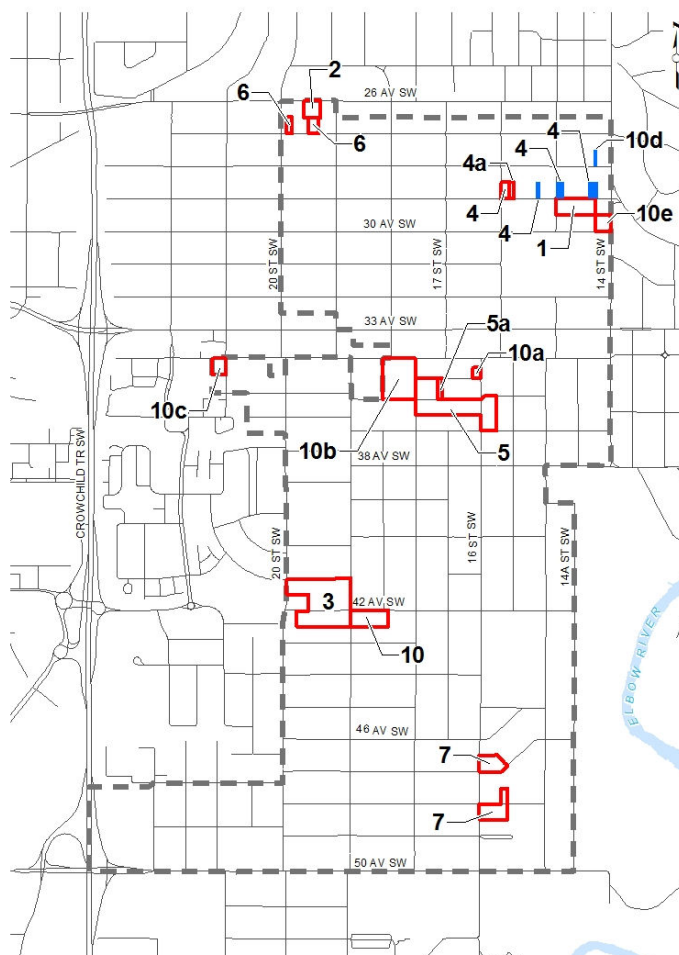
--- Study Area Boundary

Site Number (See Action Required
Sections 2.4.2 & 3.4.2)

RM-4/75

0 200 400 600 800
Metres

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



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX XV

Map 4 Area School Facilities & Park / Open Space

Map 4

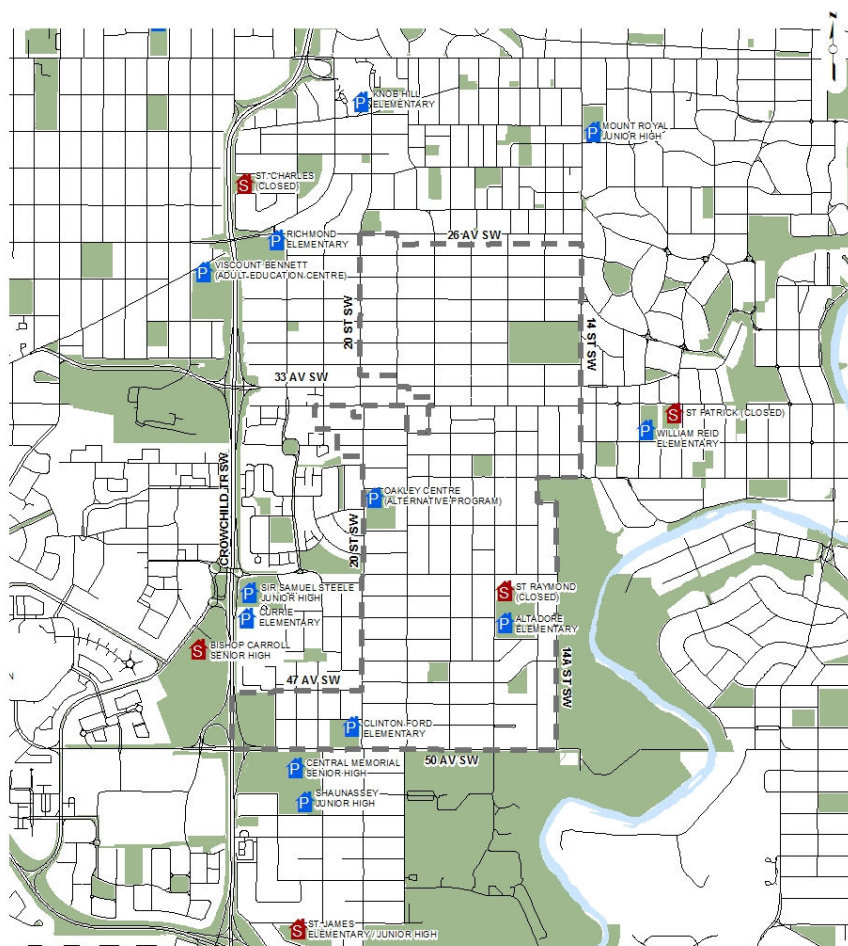
Area School Facilities
& Park / Open Space

Legend

- Study Area Boundary
-  Calgary Board of Education
-  Separate School
-  Parks & Open Space

0 200 400 600 800 1,000
Metres

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



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX XVI

Map 5 Transportation System

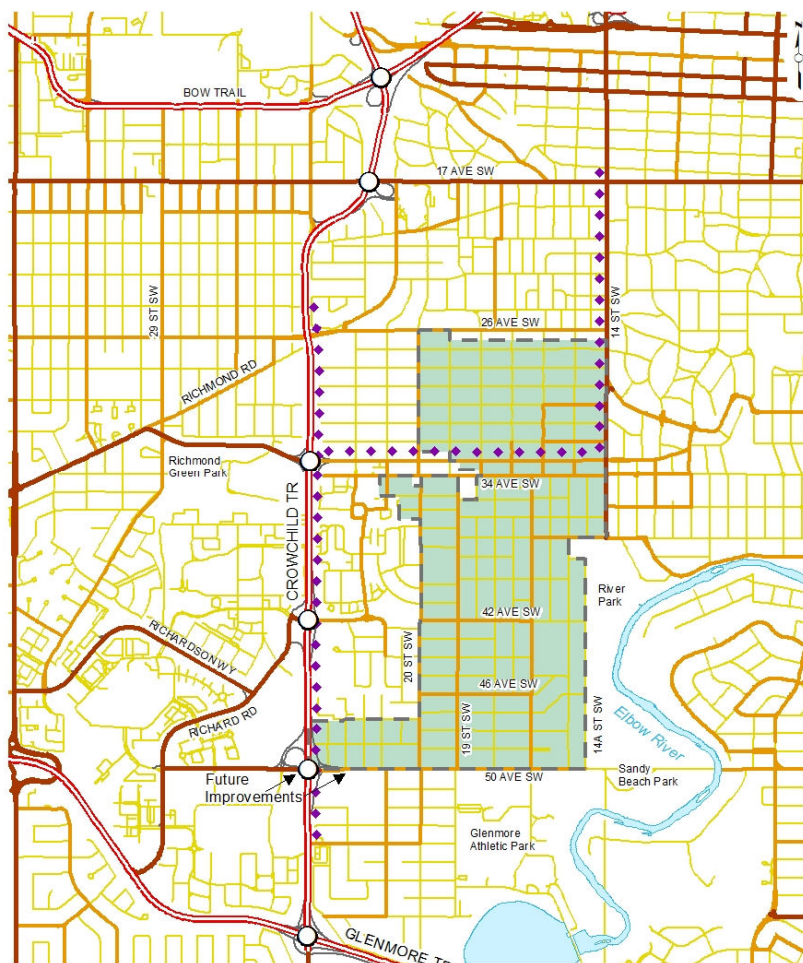
Map 5
Transportation System

Legend

-  Study Area Boundary
-  Expressway
-  Major Street
-  Collector Street
-  Local Road
-  Ramp
-  Truck Route
-  Interchange

0 200 400 600 800 1,000
Metres

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



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

APPENDIX XVII

Concurrent Development Permit Application Images (DP2016-4464)



Marda

PROJECT NO. NCCA14-0294 | DATE 2017-05-01 |

NORR

POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

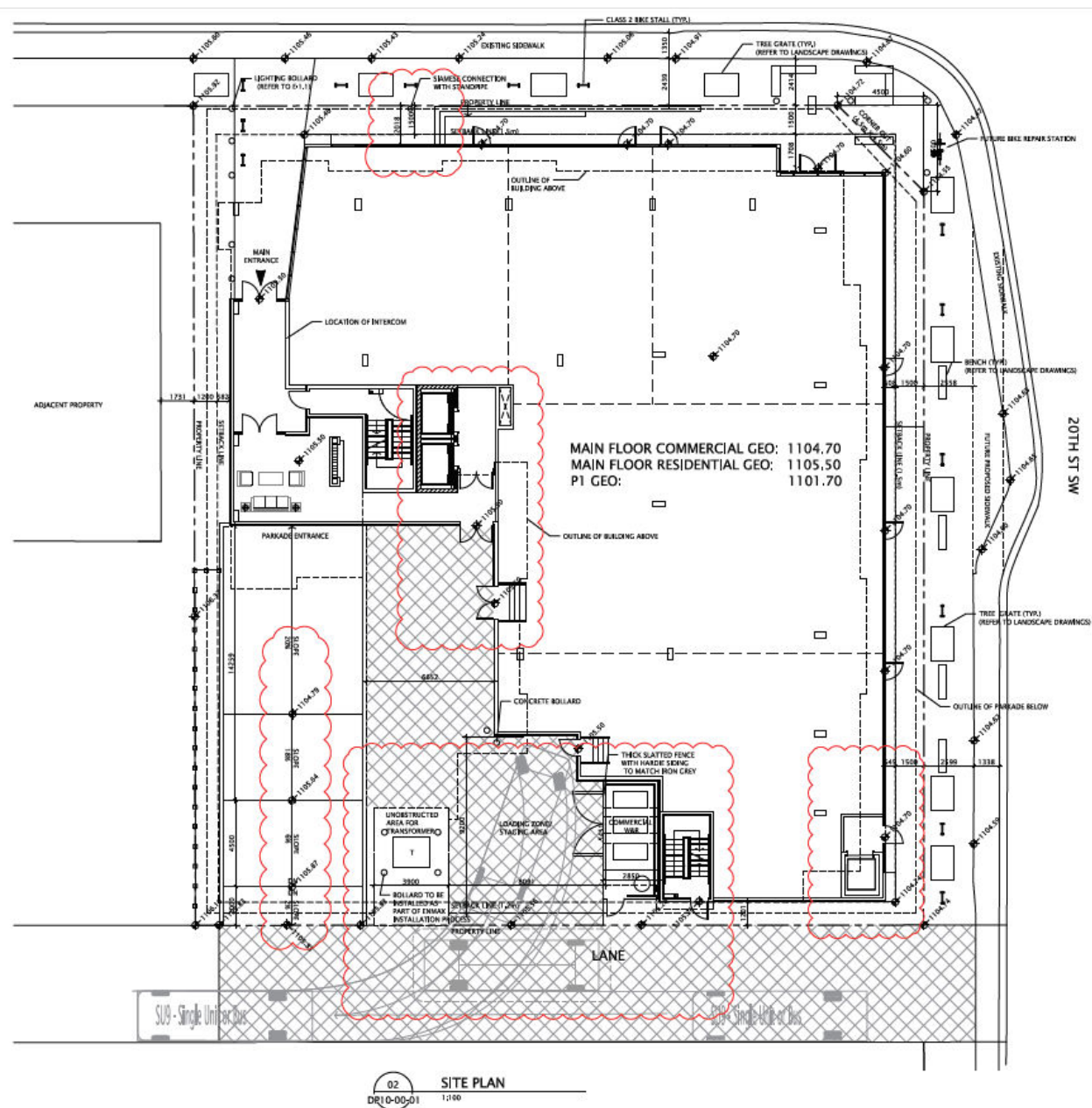
MAP 5C



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

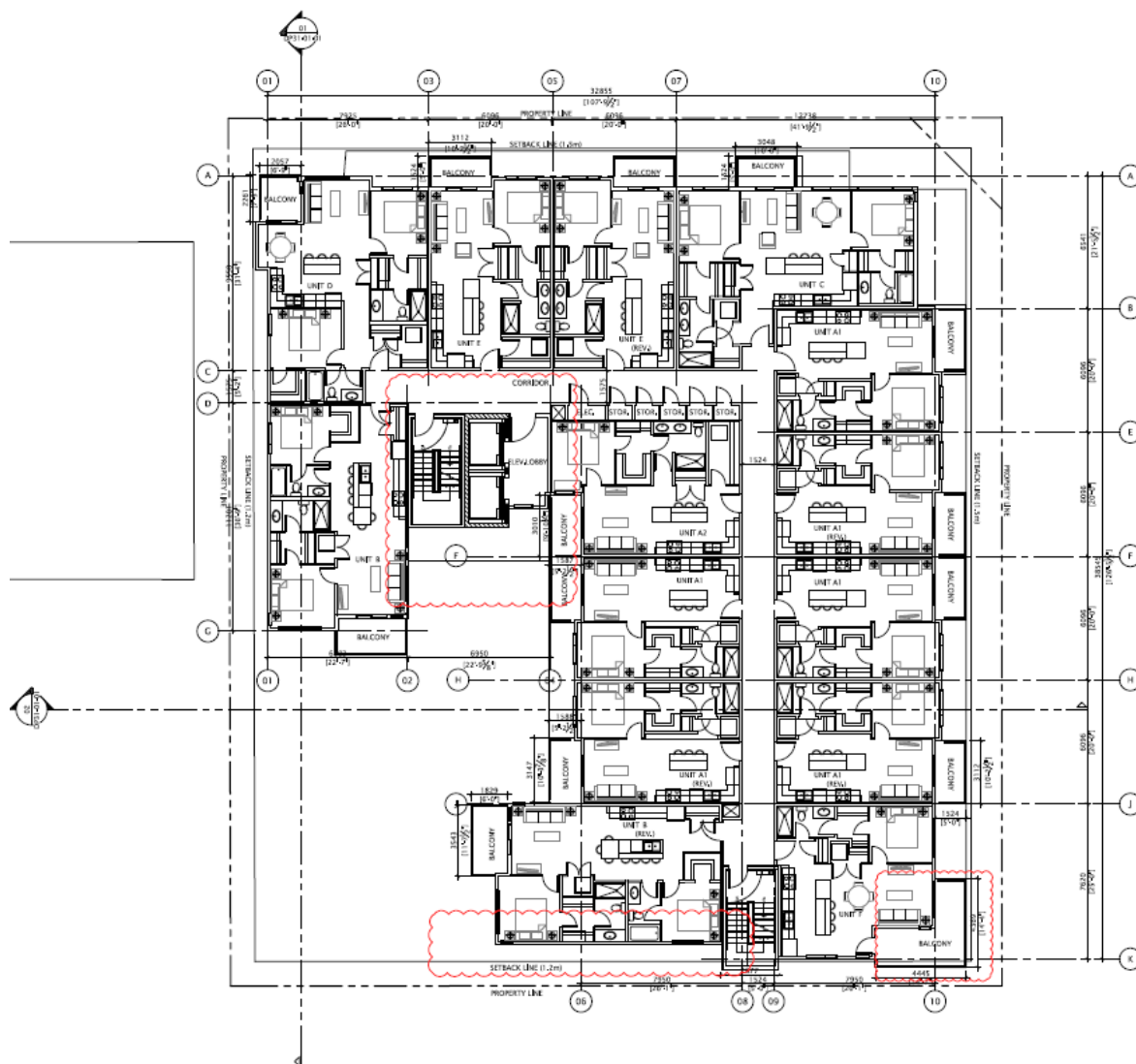
Site Plan



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

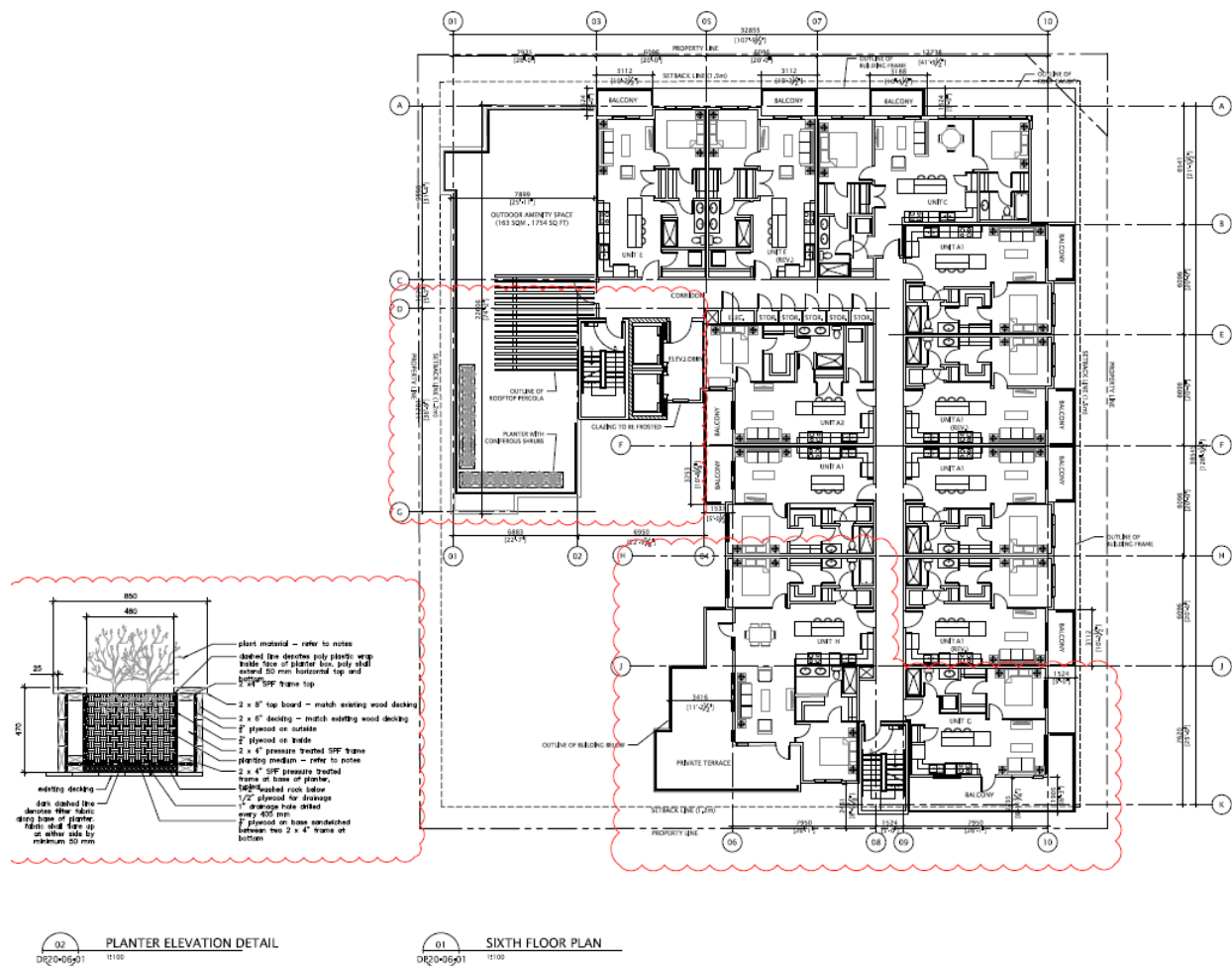
Floor Plan: Levels 2-5



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

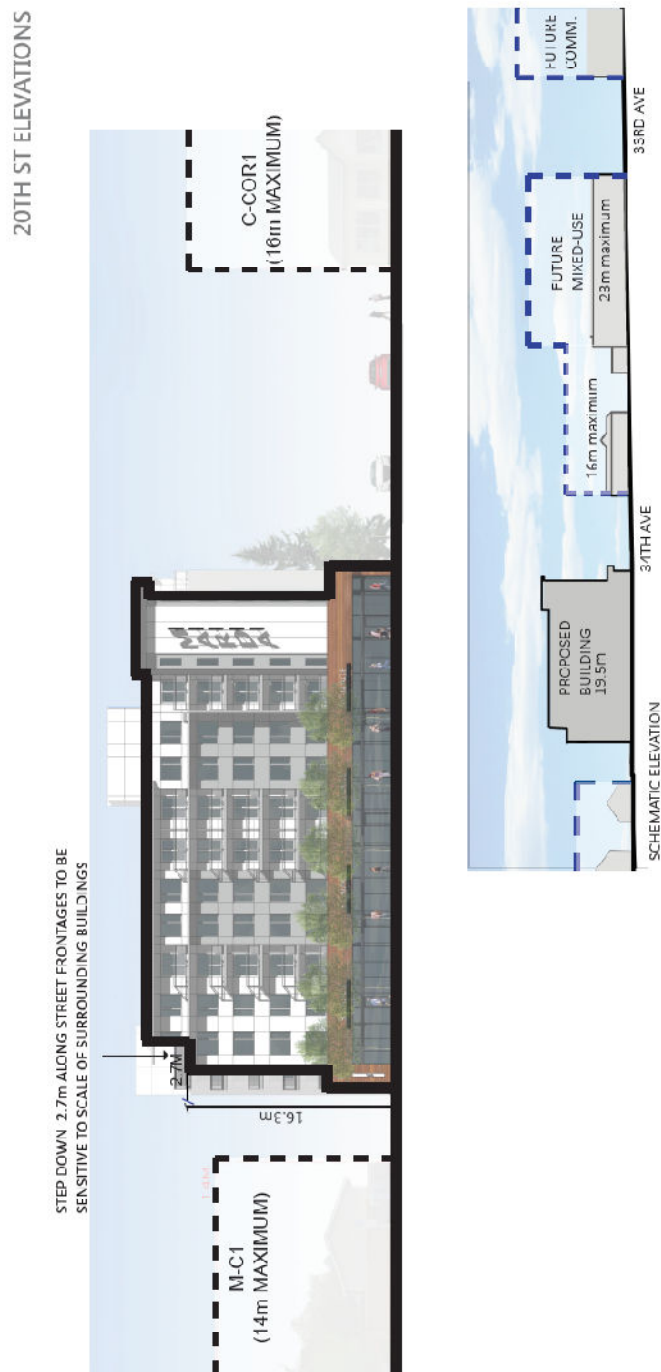
Level 6 Floor Plan



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

20 Street SW Elevation



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 11)
SOUTHWEST CORNER OF 34 AVENUE SW AND 20 STREET SW
BYLAWS 33P2017, 34P2017 AND 229D2017

MAP 5C

34 Avenue SW Elevation

