

LAND USE AMENDMENT  
DALHOUSIE (WARD 7)  
DALHOUSIE DRIVE AND DALTON DRIVE NW  
BYLAW 164D2017

MAP 1NW

**EXECUTIVE SUMMARY**

This land use amendment proposes to redesignate a single parcel (1.4 hectares ±) located at 4739 Dalton Drive NW from Multi-Residential – Contextual Low Profile (M-C1d75) District to Multi-Residential – High Density High Rise (M-H2f5.0h50d620) District and Multi –Residential – High Density High Rise (M-H3f6.5h75d810) District to accommodate a high-rise multi-residential development with a total of 979 units. The proposal for two land use districts allows for a stepping down of building height from south to north to address interfaces with nearby residential development.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2017 March 23

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 164D2017; and

1. **ADOPT**, the proposed redesignation of 1.40 hectares ± (3.45 acres ±) located at 4739 Dalton Drive NW (Plan 7710470, Block 2, Lot 1) from Multi-Residential – Contextual Low Profile (M-C1d75) District **to** Multi-Residential – High Density Medium Rise (M-H2f5.0h50d620) District and Multi –Residential – High Density High Rise (M-H3f6.5h75d810) District, in accordance with Administration’s recommendation; and
2. Give three readings to the proposed Bylaw 164D2017.

**REASON(S) FOR RECOMMENDATION:**

The application proposes an increase in density on a strategic site that is located in close proximity to an LRT station and in a community that has experienced a decline in population since its peak in 1982. Directing growth to areas well served by transit and areas that have experienced population decline is a goal of the Municipal Development Plan. The development will effectively utilize existing municipal infrastructure, increase mobility options for citizens, make more efficient use of transit investment and connect residents to amenities located near transit. In addition to being in close proximity to the LRT station, the subject site is located close to public parks and commercial amenities such as grocery stores.

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The application achieves a balance between the need for higher density development near transit stations and sensitive integration into an existing community. The proposed heights, density and floor area ratios (FAR) mitigate negative impacts of heights and shadows on adjacent parks and residential areas by stepping down maximum heights and densities away from the LRT station. The proposed land use areas are large enough to provide flexible options in site design and allow for a break-up of massing, providing pedestrian permeability through the site and improving interfaces with public parks and pathways.

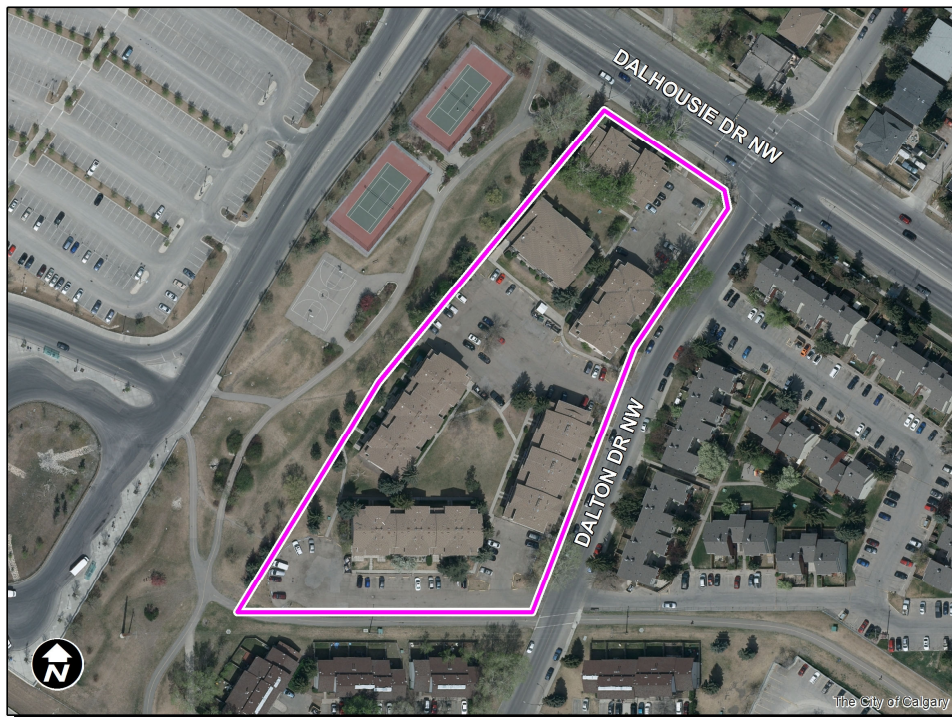
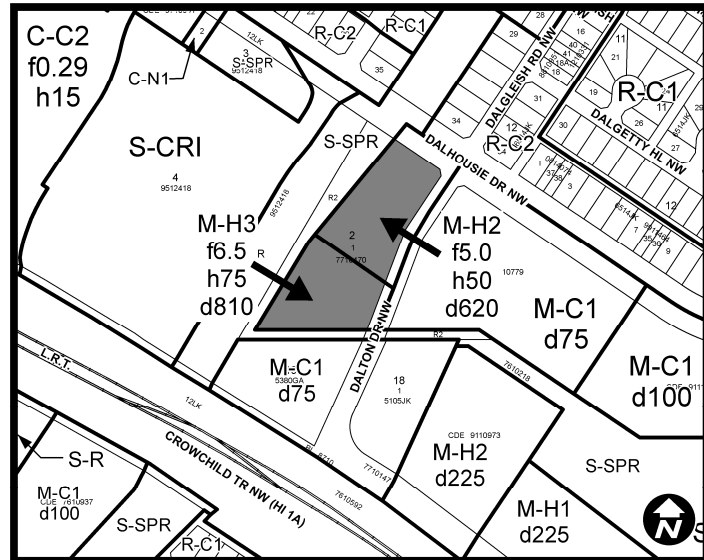
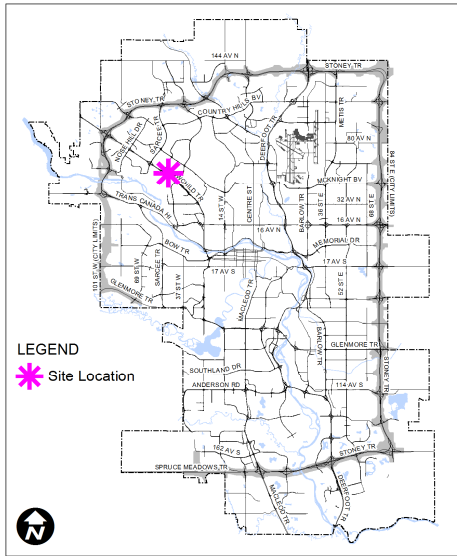
**ATTACHMENT**

1. Proposed Bylaw 164D2017
2. **Public Submissions**

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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 1.40 hectares ± (3.45 acres ±) located at 4739 Dalton Drive NW (Plan 7710470, Block 2, Lot 1) from Multi-Residential – Contextual Low Profile (M-C1d75) District **to** Multi-Residential – High Density Medium Rise (M-H2f5.0h50d620) District and Multi –Residential – High Density High Rise (M-H3f6.5h75d810) District.

**Moved by: M. Foht**

**Carried: 5 – 3**

Opposed: D. Leighton, L. Juan and A. Palmiere

Reasons for Approval from Mr. Wright:

- While this land use is a very significant uplift, it is close to the LRT station and is generally appropriate for this location. However, the development permit will have to be particularly sensitive to its site and situation and should not automatically expect to see maximums achieved in height and density. The Approving Authority will need to exercise its discretion very carefully.

Reasons for Approval from Mr. Foht:

- I supported the recommendation of the Administration's recommendation to approve the application for the land use for the following reasons:
  - The site is in close proximity to an LRT station and well within the 600 metre distance.
  - The densities are consistent with MDP goals of density close to LRT stations.
  - The community consultation was sufficient, notwithstanding some comments from the community.
  - Details of site design within the land use requirements to be reviewed at the development permit stage.

Reasons for Approval from Mr. Friesen:

- I supported this Land Use since this is an excellent location for higher density. It is near an LRT station and an existing shopping center. Further density increases in this area should be considered favourably.

Reasons for Opposition from Mr. Leighton:

- I opposed this application because:
  - a) I find the Community Association's concerns regarding the consultation process, design and lack of an integrated larger station plan to be valid;
  - b) I believe that the consultation process has been rushed; and that the Community Association and Developer need time to collaborate further and try to reach consensus;

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- c) I see little benefit to the community and the City. As a result of this application: it appears to be a case of densification for densifications sake; and
- d) In my opinion it does not meet the planning provisions and criteria of the MDP (specifically sections 2.2.1(b)(i), (ii), (iv), (v) and (vi)). Note the provisions of the TOD Guidelines.

Reasons for Opposition from Mr. Palmiere:

- The site is an important TOD location. The M-H district proposed does not provide sufficient design direction to ensure a positive built form. In the absence of policy direction a direct control district should be utilized to address tower floor plates, tower separation distances, tower locations, setbacks to the park and road network, shadow impact requirements on the MR, etc.

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**AMENDMENT:** Amend Administration's Recommendation to have Council to give first reading to the bylaw and withhold second and third reading pending the completion of the Dalhousie Development Impact Study.

**Moved by: A. Palmiere**

**LOST: 3 – 5**

Opposed: R. Wright, M. Foht,  
G.-C. Carra, C. Friesen  
and D. Morgan

**MOTION:** The Calgary Planning Commission recommended that Council:

1. **ADOPT**, by bylaw, the proposed redesignation of 1.40 hectares ± (3.45 acres ±) located at 4739 Dalton Drive NW (Plan 7710470, Block 2, Lot 1) from Multi-Residential – Contextual Low Profile (M-C1d75) District **to** Multi-Residential – High Density Medium Rise (M-H2f5.0h50d620) District and Multi –Residential – High Density High Rise (M-H3f6.5h75d810) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw.

**Moved by: M. Foht**

**Carried: 5 – 4**

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

**RECONSIDERATION:** Motion to reconsider the vote on the proposed Land Use Redesignation.

**Moved by: G.-C. Carra**

**Carried: 8 – 0**

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Applicant:

NORR Architect Engineers Planners

Landowner:

Birchwood Dalhousie Inc

## PLANNING EVALUATION

### SITE CONTEXT

The subject site is located in the community of Dalhousie at the intersection of Dalhousie Drive and Dalton Drive. The site consists of a single parcel of land (1.4 hectares) that is currently developed as a multi-residential townhouse and apartment development, with 96 units on the site in multiple three-storey buildings.

The parcel is located approximately 170 metres from the Dalhousie LRT station at the nearest point on the property and 380 metres at the farthest point.

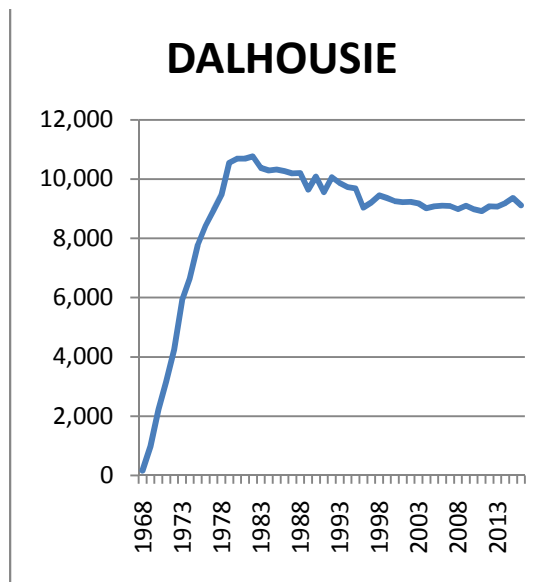
Adjacent development around the site consists of:

- Various multi-residential developments to the east and south (within the area south of Dalhousie Drive NW), which are a mix of townhouse, low-rise apartment and high rise apartments. The largest building (The Fortress) is 16 stories in height.
- Large box commercial development (Co-Op and Canadian Tire) are found further to the east. The City is working with Co-Op on a major redevelopment initiative for their site.
- Low density residential development to the north across Dalhousie Drive NW, which generally consist of duplex dwellings along Dalhousie Drive NW, and single detached dwellings further to the north
- A multi-use pathway to the south, separating the subject parcel from a townhouse development. The pathway extends to Dalton Park to the east, and terminates at Northland Mall to the east.
- West of the site there is a multi-use pathway that connects to the communities of Edgemont to the north (eventually connecting to Nose Hill) and Varsity to the south (eventually connecting to the Bow River Pathway system via 53 Street NW and Bowmont Park), along with additional recreational amenities such as tennis courts and a basketball court.
- A Park-n-Ride and bus loop for the Dalhousie LRT station are found further to the west, and a strip mall commercial development even further west, adjacent to 53 Street NW.

Dalhousie's population peaked in 1982, with a population of 10,770. The 2016 Civic Census reports the current population at 9,111, or 1 659 less than the peak (-15.4 percent). Dalhousie has a transit mode share of 26.3 percent compared to 16.9 percent for Calgary as a whole.

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### LAND USE DISTRICTS

The application proposes two land use districts on the site. Site 1 (northern 0.77 ha of the subject site) is proposed to be M-H2 f5.0 h50 d620 and Site 2 (southern 0.62 ha of the site) is proposed to be M-H3 f6.5 h75 d810.

The total number of units allowable on the two sites is 477 and 502 respectively. An increase in density is proposed on the site, from an allowable 105 units to 979 units. The allowable height is increasing from 14.0 metres to 50.0 metres on the northern site, and 75.0 metres on the southern site.

The division of the parcel into two separate land use sites allows for the stepping down on heights and densities away from the LRT station, as detailed above. Restricting the maximum floor area ratio on the sites results in more flexible site design by breaking up the mass of buildings which allows for better pedestrian permeability, and creative building design that can mitigate shadow impacts through stepping back of upper floors of buildings.

### LEGISLATION & POLICY

#### Municipal Development Plan

The subject site is identified as being part of a Community Activity Centre (CAC), as identified on Map 1: Urban Structure of the Municipal Development Plan. The following general policies for Activity Centres are relevant to the subject application:

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- 2.2.1(b)(i) Maintaining compatibility, avoiding dramatic contrast in height and scale with low density residential areas through limits on allowable heights and bulk of new development.
- 2.2.1(b)(ii) Creating transitions in development intensity between low density residential areas and more intensive multi-unit residential or commercial areas.
- 2.2.1(b)(iii) Locating the tallest buildings and highest densities closest to transit stops and stations, and stepping down heights and densities away from transit.
- 2.2.1(b)(iv) Massing new development to frame adjacent streets in a way that respects the existing scale of the street.
- 2.2.1(b)(v) Limiting the impacts of shadowing on neighbouring streets, parks and properties.
- 2.2.1(b)(vi) Providing public systems, including connecting pathways, that facilitate direct, convenient, comfortable and safe pedestrian movement to transit, recreational uses and other services.

The proposed application generally conforms to these policies by scaling down height on the site with the tallest sections closest to the LRT station. Compatibility with nearby residential development is addressed through height transitions on the site and separation from existing residential development by municipal roads. Shadow impacts are mitigated through maximum heights and floor area ratios with specific regard to adjacent parks. A shadow study based on a concept demonstrating maximum heights of buildings was submitted with the application in order to demonstrate the shadow impact on adjacent parks and properties.

Specific policies with regards to CACs within the Municipal Development Plan that apply to the site are as follows:

- 3.3.1 (f) Larger buildings should be designed to reduce their apparent size by the recession of upper floors to harmonize with the lower scale of the surrounding neighbourhood.
- 3.3.1 (h) Appropriate transition of building scale between the Activity Centre and adjacent areas should be provided. These transitions should be sensitive to the scale, form and character of surrounding areas.
- 3.3.3 (b) Local Area Plans for a CAC should provide a land use framework to achieve a minimum intensity threshold of 150 jobs and population per gross developable hectare. Individual CAC densities and the appropriate job and population distributions will be established through a Local Area Plan or within an Implementation Guidebook.
- 3.3.3 (h) Vehicle parking should be located, accessed and designed so as to minimize impacts on transit and pedestrian areas within the CAC. Smaller surface parking lots may be accommodated at peripheral locations away from the transit facility and pedestrian precincts, or located at the rear of buildings. Vehicle parking should ultimately be contained within structured facilities or underground.



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The proposed application generally conforms to these policies as detailed above. The proposed floor area ratio allows for flexibility in site and building design which can accommodate the stepping back of upper floors of buildings and facilitate a sensible transition to lower scale of the surrounding neighbourhood.

The portion of Dalhousie that is included in the CAC is roughly 45 hectares and contains a population of roughly 3000 people, achieving a density of 67 people per hectare. The increase in density on the subject site brings the CAC closer to the minimum intensity of 150 jobs and population per hectare.

Finally, the proposed density makes underground parking financially viable and reduces the impact of surface parking areas on adjacent public spaces.

#### Local Area Plans

The subject site is governed by the Dalhousie Design Brief (a non-statutory document approved 1973 February 05). The subject site is identified as being part of "Area H" within the plan (the area bounded by Dalhousie Drive NW to the north, Shaganappi Trail NW to the east, Crowchild Trail NW to the south and the municipal pathway to the west), which is intended to accommodate 3848 people, or 84.9 people per hectare in multi-residential dwellings. This area is estimated to contain less than 3000 people currently.

#### Policy Plans

##### 53<sup>rd</sup> Street N.W. LRT Station Area Plan (non statutory)

The 53<sup>rd</sup> Street NW LRT Station Area Plan was approved in February 1991 with the objective of implementing Council policies concerning the station area, encouraging LRT supportive land uses adjacent to the station and to ensure the transportation network is not compromised by future development. Specific policies relating to the subject site are as follows:

- 4.1.3.1 That no change to the existing designations of the medium density residential sites adjacent to the station and the existing duplex dwellings north of Dalhousie Drive; and
- 4.1.3.2 That future redevelopment near the LRT station should be compatible with existing residential and commercial development

##### Transit Oriented Development Guidelines

The subject site is located within 600 metres of an LRT station and is considered a Transit Oriented Development. The Transit Oriented Development Guidelines provide additional policies for sites in close proximity to transit. The following policies are particularly pertinent to the subject application:

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- Highest densities should occur on sites immediately adjacent to the station. Consideration for impacts of shadowing and massing should be made in determining transitions.
- Create transitions between higher and lower intensity development by stepping down building heights and densities from the LRT station.
- Ensure building massing and shadowing is minimized. Shadow studies may be required.
- Create proper edge treatments such as compatible building scale, parking location and landscaping between new development and existing communities.
- Buildings higher than 4 to 5 storeys should step back higher floors in order to maintain the more human scale along the sidewalk
- A reduction in required Bylawed parking stalls should be considered in TOD station areas
- Applicants are encouraged to consult with local communities early in the planning process to ensure a common understanding of important community issues related to a particular site or area
- Transitions between established residential areas and the new TOD area should provide a sensitive interface. Low rise, medium density residential or low-profile mixed use development may be used as an appropriate transition.
- 

The subject application generally conforms to the above policies.

### **TRANSPORTATION NETWORKS**

A Transportation Impact Assessment was submitted along with the proposed application, and was acceptable to administration. No upgrades to the local road network are required with the subject application.

Regional pathways are located along the western and southern boundaries of the site. A connection between the regional pathways and the development will be constructed at the developers expense at the development permit stage.

### **UTILITIES & SERVICING**

A sanitary servicing study was submitted along with the application and was acceptable to administration.

### **ENVIRONMENTAL ISSUES**

No significant environmental issues were identified on the subject property.

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**ENVIRONMENTAL SUSTAINABILITY**

Environmental sustainability issues will be further evaluated at the development permit stage. The proposed land use amendment includes merit from an environmental perspective, as it proposes a significant increase in density in an area with existing primary transit services.

**GROWTH MANAGEMENT**

No growth management overlay applies to the site.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Applicant and City Administration have been working with the Dalhousie Community Association throughout the application process.

Initial comments provided by the Dalhousie Community Association generally supported redevelopment of the subject site, but identified issues with overall height, density and the perceived lack of consultation with the community for the development.

The community association, in conjunction with the applicant, held an open house on 2016 November 22. Comments from the November 22 open house were collected and summarized by the community association. A total of 74 comment cards were received and the following issues were identified as the most common:

- Concerns with the planning process, inappropriate context for the development, scale of the development, traffic.

The applicant was provided with the community association comments, along with summaries of citizen comments in the first detailed team review. The applicant responded to the community association's comments directly in a written response to the community and amended the application to decrease the height and density of the site in response to community concerns. The maximum height of the site decreased from 100 metres to 75 metres and the number of allowable units decreased from 1197 to 979.

The community association provided updated comments on the amended application, after a second open house was held on 2017 February 22. These updated comments are the comments located within Administration's report, in APPENDIX II.

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**Citizen Comments**

City administration undertook a communications strategy for the application, which began on 2016 November 10. The strategy sought to increase awareness of the project, enable stakeholders to provide input on the project (primarily through an online survey) and to provide updates to stakeholders to keep them aware of the process and progress of the project. A summary of the tasks undertaken in the strategy are below:

- A project website (Calgary.ca/Dalhousie) was created to provide project information, host an online survey and provide stakeholders an opportunity to join a email subscription. The site was visited the following number of times:
  - November: 1234 visits
  - December: 1443 visits
- An email subscription was created to keep residents informed of the project details, process and progress. The subscription list grew to 96 subscribers by 2016 December 22.
- 100 posters were distributed throughout the community to inform residents of the project and make them aware of the online survey
- 4 Bold signs were placed in the community from 2016 November 24 to 2016 December 08 to further increase awareness and drive traffic to the online survey
- Sandwich boards were placed at the Dalhousie LRT station from 2016 November 24 to 2016 December 08 similarly to increase awareness and drive traffic to the online survey
- City social media accounts (@cityofcalgary and @nextcityyyyc) provided updates and links to the project website.
- Targeted Facebook ads were targeted at Calgaryians aged 21+ living in Dalhousie and surrounding areas from 2016 November 24 to 2016 December 08. The ads resulted in 38 370 impressions, 14 522 reads, and 1 722 clicks through to the website. This was a click through rate of 4.49 percent (the average for City of Calgary Facebook ads is 0.84 percent).

The online survey was hosted on the project website ([www.calgary.ca/dalhousie](http://www.calgary.ca/dalhousie)) and was available from 2016 November 24 to 2016 December 08. A total of 260 responses were received.

The survey results were consolidated into a “What We Heard Report” that was completed on 2016 December 15. The report was posted to the project website, emailed to subscribers and sent to the community association and applicant on 2016 December 22.

In addition to the response from the Community Association, two petitions were received in opposition to the proposal. The petitions received 18 and 51 signatures respectively.

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In addition to the communications strategy, direct citizen feedback via email was received as a result of the notice posting on the subject property and feedback links on the website. A total of 56 emails were received by residents as of report writing. 25 responses were received prior to the plan amendment and 31 responses were received after the plan had been amended. The following common themes were raised:

- Decrease in property values (40 percent of respondents)
- Increase in traffic and associated congestion (47 percent of respondents)
- Building height (42 percent of respondents)
- Loss of views (36 percent of respondents)
- Shadowing of neighbouring properties and the park (25 percent of respondents)
- General opposition to increase in density (24 percent of respondents)
- Crime/Safety (22 percent of respondents)
- Challenges with multiple developments in Dalhousie (22 percent of respondents)

The application was amended in response to community feedback on 2017 January 27, with a reduction in both the maximum height (from a proposed 100 metres to 75 metres) and density (from 1197 total units to 979 total units) and a reorganization of the site into two, rather than three, land use areas.

### **Public Meetings**

The applicant held two open houses at the Dalhousie Community Association, on 2016 November 22 and 2017 February 22. City administration attended both open houses as an observer. Approximately 40 people attended the meeting on 2016 November 22 and approximately 90 people attended on 2017 February 22. Feedback from the first open house was collected and summarized by the community association, and is included earlier in this report.

Additionally, two separate meetings were held with the community association planning group, one on 2016 November 28 (city administration and community association) and one on 2017 January 11 (applicant, city administration, community association) to further discuss the application.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

**Applicant's Submission  
In support of the Application for Land Use Amendment  
4739 Dalton Drive NW, Calgary  
Lot 1 Block 2 Plan**

**Site Summary**

The subject site is approximately 3.45 acres (1.4 ha) in size and is located at 4739 Dalton Drive NW in the community of Dalhousie. It is currently improved with a 96 unit townhouse development that was developed in 1977. Bounded by Dalhousie Drive to the north, Dalton Drive to the east, a regional pathway and URW the south (existing townhouse development to the south of the pathway) and park space and regional pathway to the west (LRT park and ride and a shopping centre to the west of the park), the site is 150 metres from the Dalhousie Station LRT station. The existing land use is M-C1 d75.

**Land Use Redesignation**

Birchwood Dalhousie Inc. proposes to redevelop the site as a Multi-Residential Development with Residential supportive Commercial uses to be developed in phases. The maximum Floor Area Ratio will be 5.5 or approximately 76,650 M2 (825,000 SF) across the entire site.

The proposed Land Use Amendment is Multi-Residential – High Density Medium Rise (M-H2) and High Density High Rise (MH-3). The 3.45 acre site will be divided into 2 parcels with differing Floor Area Ratio (f), Building Height (h), and Density (d) modifiers as follows:

Site 1: The Land Use for the northerly portion of the site of approximately 0.77 ha (1.91 acre) will be M-H2 f5.0 h50 d620

Site 2: The Land Use for the southerly portion of the site of approximately 0.62 ha (1.54 acre) will be M-H3 f6.5 h75 d810

**TOD Guidelines**

As the subject site is within 600 metres of a LRT station, the proposed Land Use Redesignation follows the City of Calgary guidelines which contain six key objectives for development sites within this proximity of LRT station areas:

1. Ensure transit supportive land uses
2. Increase density around transit stations
3. Create pedestrian-orient design
4. Make each station area a "place"
5. Managing parking, bus and vehicular traffic
6. Plan in context with local communities

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**Urban Design Principles**

In addition to the TOD guidelines, we will consider the following urban design principles, which will be included at the Development Permit stage:

1. Sensitive edge conditions/enhance interface: ensure street oriented massing along Dalhousie Drive and Dalton Drive with enhanced public realm improvement along the site frontages  
Massing: locate the highest massing at the southerly portion of the site and stepping the massing down towards Dalhousie Drive
2. Shadows: the proposed Land Use Redesignation and site specific height modifiers provide flexibility that the future development will not cast shadows onto any surrounding single family or multi-family residences between March 21 to September 21 from 10AM to 4PM
3. Enhanced pedestrian connections and improved public realm: provide safe and improved pedestrian connections to existing network and to the shopping centre. (I believe this land use will only provide the opportunity for future connections to these elements at a future DP stage)

**Stakeholder Engagement**

As an integral part of the Land Use Redesignation process, the development team will continue to conduct on-going stakeholder engagement sessions with the community association and the community at large to understand any potential concerns of the community, and to provide updated information as it becomes available.

We will continue a dialogue with the Community and stakeholders, and are scheduled to have an Open House to be held on February 22, 2017 to present the proposed Land Use Amendment to the stakeholders.

**Conclusion**

The proposed Land Use Redesignation of Multi-Residential – High Density Medium Rise (MH-2) and High Density High Rise (MH-3) on the subject site conforms to the general Council direction of intensification of inner city sites adjacent to transit corridors and LRT Station Areas. The application is in keeping with the approved Transit Oriented Development Policy Guidelines. The application merits the support of City Administration and Council.

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APPENDIX II

COMMUNITY ASSOCIATION COMMENTS

March 13, 2017

**Summary of Dalhousie Community Association ("DCA") Comments**

(Please see full submission included in the City report)

**RE: "Revised" - LOC2016-257, 4739 Dalton Drive NW**

**Context**

While LOC2016-257 is a single application, the DCA believe the broader community context is important to understand our comments. Within the last six months the community has seen three transformational re-zoning applications. Absent the LRT in the 1990's our community has not had any material redevelopment or re-zoning activity since its establishment in the 1970's. The applications of note are:

- **Birchwood Properties – 975 units** (this application) a change from M-C1 d75 to two parcels being (M-H 3& M-H2).
- **Intercare Corporate Group – 150 care residents plus staff.** The proposal is to rezone R1 and FUD lands to commercial use and increased density. This proposal places a commercial facility immediately adjacent to, and embedded in, an established R1 area of the community.
- **Coop (Quarry Bay Investments) – 444 units,** redevelopment of the Coop, adding a residential tower at the corner of Dalhousie Drive and Shaganappi Trail plus additional commercial development.
- We note that, at a density of 2ppl/unit, these could result in **Dalhousie facing greater than a 30% increase in population, with no proposed infrastructure upgrades.**
- Our Community is also materially impacted by the recent development of the "**Groves of Varsity**" on the south side of Crowchild, adjacent to the application site, and the **redevelopment of Northland Mall** on the east side of Shaganappi Trail.

The Community layout is higher density along Crowchild Trail phasing down to strictly primarily R1 areas north of Dalhousie Drive. The community has enjoyed the benefit of redevelopment in the R1 area as young families realize their dreams, move in and upgrade the R1 homes, increasing property value in the community.

Meanwhile, this is the first application to be proposed in the higher density area. While we look forward to the potential benefits of redevelopment we note that this first and large proposal in our higher density area is transformational and impactful from the community's perspective.

**Preparedness**

We acknowledge that the Coop redevelopment has been put on hold (timeline unknown) which allows us to better focus our resources, none-the-less, we are still beyond capacity. The City/Applicant timelines are aggressive in relation to those of a volunteer community association. Our residents and the association face a significant power differential, and have been placed first in the cue for the "Spring/Summer" review period.



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BYLAW 164D2017

MAP 1NW

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In response to the initial application (“pre-revision”), the DCA submitted a request to our City Councilor asking the City to:

*‘Put on hold’ development activity in Dalhousie in the area bounded to the south by Crowchild Trail, the north by Dalhousie Drive, the west by Sarcee Trail, and the east by Shaganappi Trail, until an acceptable “Area Plan” (or similar) can be put in place. The immediate concerns are the LRT area and the Coop location, but we are also conscious that the Baroc/Buckboard Road “rural” non-serviced area along Crowchild Trail will need to be addressed.*

We are currently awaiting a formal response to this request. It is our understanding that our request is balanced and reasonable given the circumstances.

As such, the Dalhousie Community Association re-iterates its request that the City delay a final decision regarding this Land Use Application until the community has had an opportunity to consider redevelopment in a comprehensive manner over phases and an appropriately sized impact area documenting the results in an appropriate “Area Plan” (or similar) “Plan”. The “Plan” shall be adequately scoped, comprehensive, forward-looking and community informed.

This transformational redevelopment application warrants broader contextual and detailed consideration. We look forward to the City of Calgary, and the Planning and Development Committee’s support for our request.

This single re-zoning application could add 20% to the Dalhousie population. The community is not yet properly prepared, neither organizationally, nor in the hearts and minds of its residents.

The DCA has recognized the need to strengthen our Planning and Development Committee to prepare for a more structured engagement with Applicants, the City and our Residents. We continue to make good progress on this matter and wish to inform you that the Community is able and willing to provide resources to support work toward the requested “Plan”.

**Achieving Goals & Benefits**

The DCA is not opposed to redevelopment. We agree that the area in general, and this lot specifically is suitable for redevelopment and can absorb greater density. Hence, we continue to be open to appropriate redevelopment of this site. However, we feel that evaluating this proposal in isolation does not provide the community with enough visibility or assurances of the potential benefits and issues.

We have a significant opportunity to leverage existing infrastructure at the Dalhousie LRT station and land surrounding the station. This includes the very large surface area used by the City for a ground level parking lot. We see value in utilizing and upgrading the infrastructure that exists to service our community.

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We look forward to realizing the potential benefits of redevelopment, such as the City's TOD target benefits of; creating unique environments with mixed use hubs of activity, walkability, and a variety of housing, employment, local services and amenities.

While no fault of the application nor the applicant, we simply do not believe that these benefits are assured by this application and certainly not this application in isolation. The application suffers in part because its nature as a re-zoning application, thus it only offers increased density with no associated development planning. The application is challenged to realize benefit due to a lack of assurances for City based infrastructure upgrades. Benefits aside, the community has raised as substantive and sufficient concerns to give us pause.

As Committee Chair of the DCA Planning and Development Committee, I can attest to the great ideas, as well as unique and relevant information that has been provided by community members. We need time and planning to leverage this community knowledge and enthusiasm for quality redevelopment at the LRT station and more broadly the Crowchild corridor.

**Concerns noted**

Our concerns primarily lie in ensuring our community planning is managed appropriately, for example we wish to ensure:

- There is a plan in place to guide Dalhousie redevelopment and encourage it where it is needed, rather than reacting to project proposals as they arise on an ad hoc basis.
- The existing Dalhousie Station Area Plan, which has not been acknowledged in the process, is adhered to in spirit (Appendix 3 of full submission).
- The aggregate impact of all redevelopment and future planning is considered and leveraged for the best possible outcome.
- No one single development consumes too much of the existing infrastructure capacity within the development area. We do not know what the residual capacity will be for existing roads, sewer, water, and other amenities, if the application is approved. As such we are unable to adequately evaluate this application.
- City infrastructure capacity is appropriately upgraded and modernized.
- Redevelopment achieves the "benefits" noted in City Planning by-laws and Guidance. For example, creating unique environments with mixed use hubs of activity, walkability, and a variety of housing, employment, local services and amenities.
- The outcome takes into consideration all potential users – young, elderly, cars, bikes, pedestrians, handicapped, transit oriented users, automobile users.
- Redevelopment retains choices in Dalhousie to purchase in R1 areas or higher density options.
- We preserve and upgrade greenspaces and ensure sustainability of our natural environment.

**Observations regarding the Application and Process**

- The applicant has revised the application with consideration given to initial feedback.

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- We understand that the proposed height is 50m & 75m maximums, and the unit count is now 975, a decrease compared to the original application. However, we have no certainty that these reductions are sufficient to meet resident concerns.
- We understand, but have not validated that the changes represent no increase in overall mass. FAR of 5.5 is now two sections (FAR 5.5, FAR 6.5). We understand the changes have a net impact of slightly larger, and potentially more valuable units, but with the same overall mass on the site.
- We acknowledge and appreciate the responses provided by the Applicant to our initial concerns, including providing us with the Transportation Impact Study ("TIS").
- Our relationship with the developer is improving and we see this as the beginning of a constructive collaborative process.
- We have analyzed the TIS and observe the need for City infrastructure upgrades.
- The have analyzed the community feedback from the two open houses and the City's online survey. The feedback is overwhelmingly skeptical or negative, indicating a lack of readiness, or lack of assurances provided to residents.
- We understand a significant amount of submissions have come to the City directly either as letters or petitions. Although we are not able to view this material, those of which we have been cc'd generally expresses concerns, change requests, or disapproval of the application.

Thank you for your consideration of our Community's input. We look forward to further dialogue with the City and Birchwood with respect to this application and the broader redevelopment of Dalhousie.

Sincerely,

Neil Pozak  
On behalf of the Dalhousie Community Association Board of Directors