



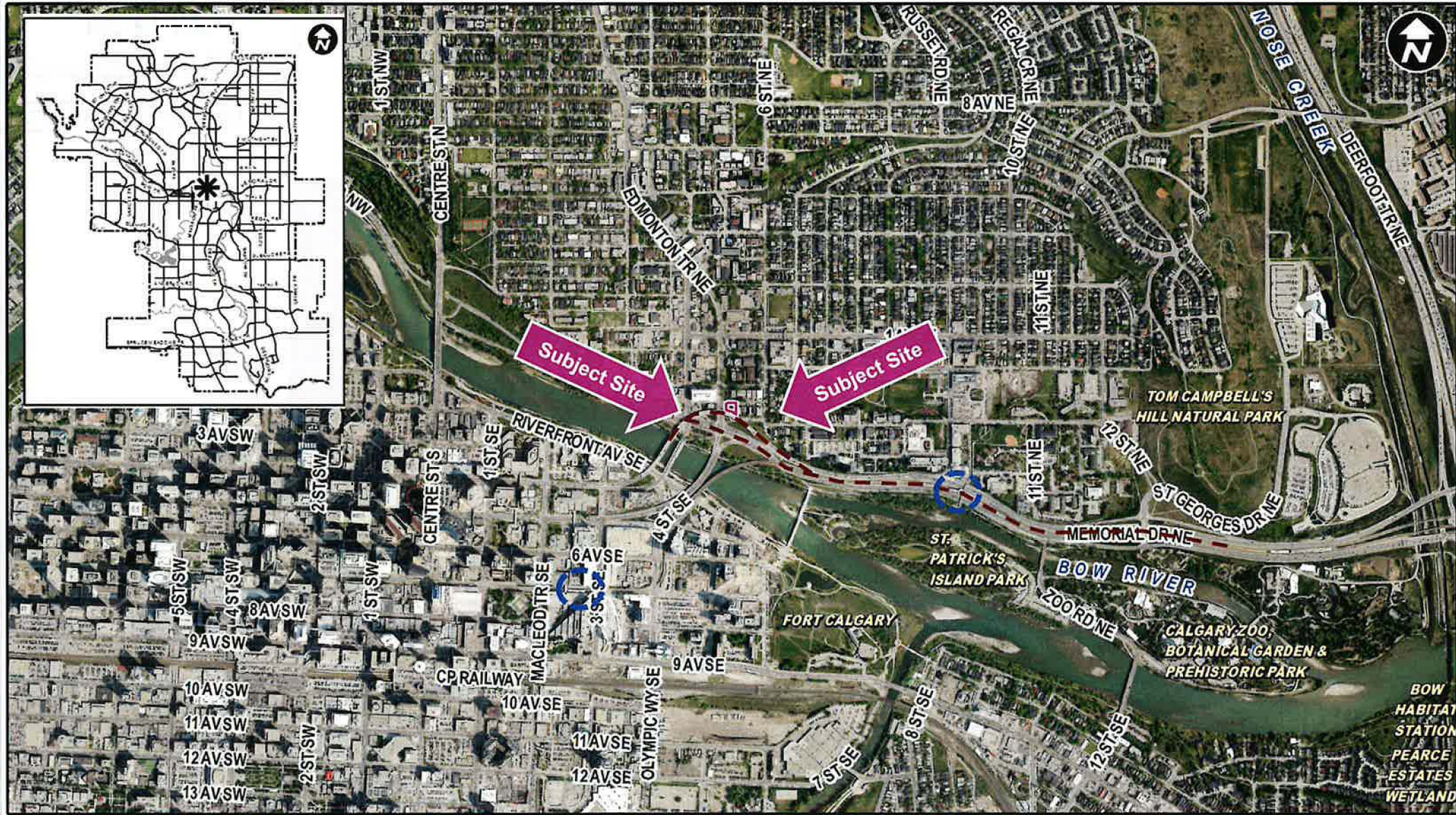
Public Hearing of Council
Agenda Item: 8.1.8

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER

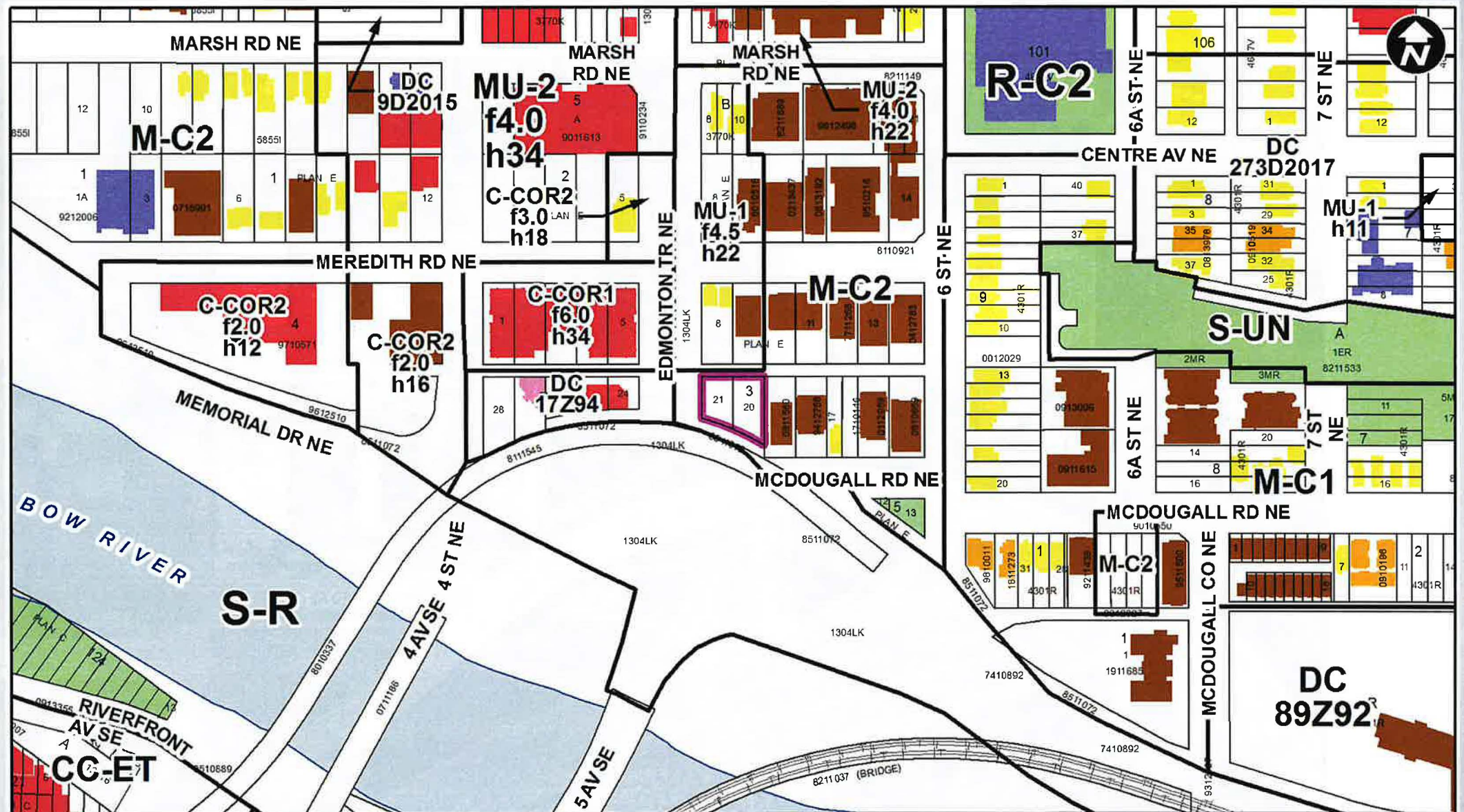
JAN 18 2021

ITEM: 8.1.8 CPC2020-1236
DISTRIBUTION
CITY CLERK'S DEPARTMENT

LOC2020-0084
Land Use Amendment
M-C2 to MU-2f4.2h22





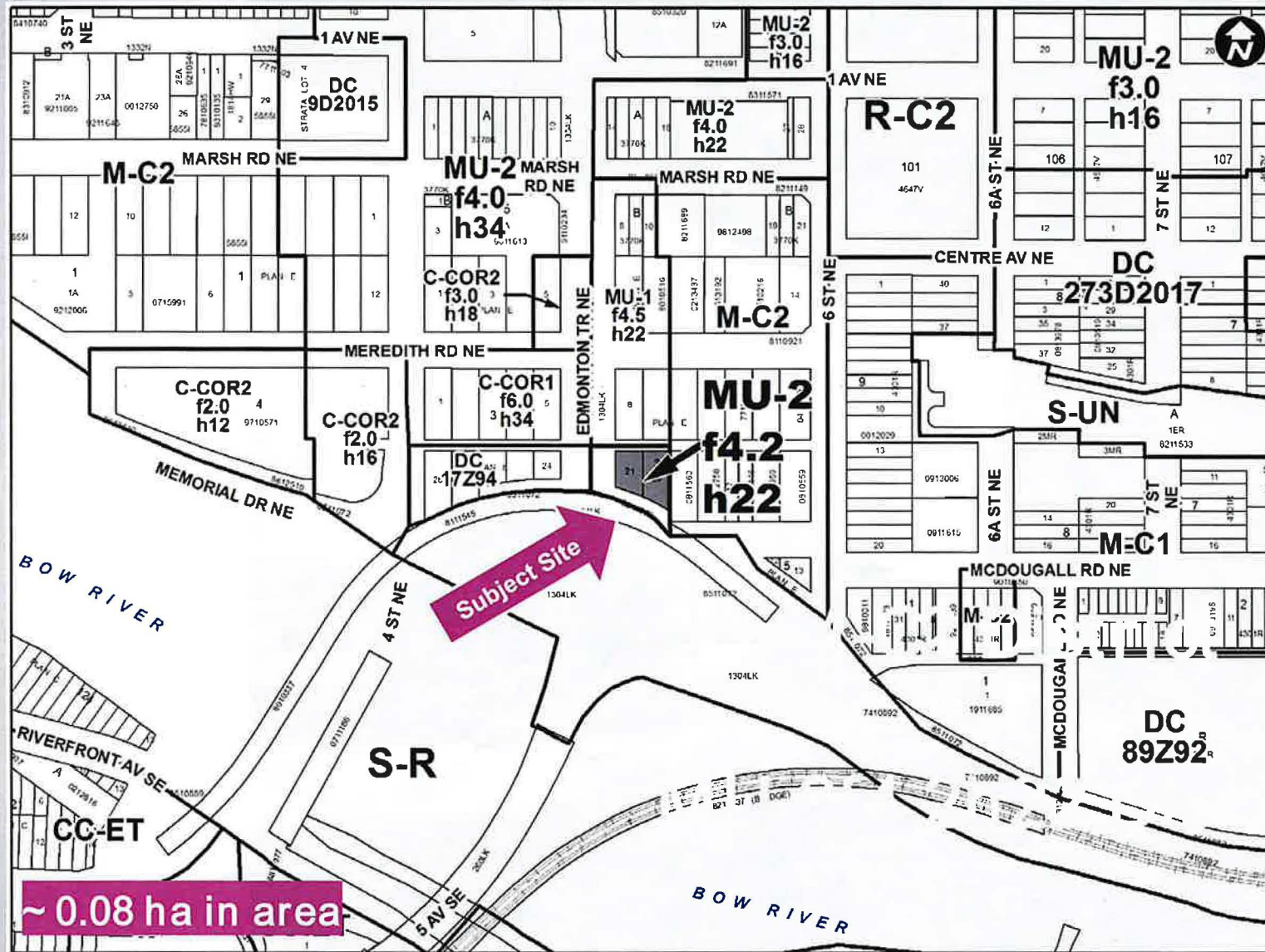


- LEGEND**
- Residential Low Density
 - Residential Medium Density
 - Residential High Density
 - Commercial
 - Heavy Industrial
 - Light Industrial
 - Parks and Openspace
 - Public Service
 - Service Station
 - Vacant
 - Transportation, Communication, and Utility
 - Rivers, Lakes
 - Land Use Site Boundary









Existing M-C2 District	Proposed MU-2f4.2h22 District
Multi-residential development	Commercial and Residential uses with commercial uses required at-grade
Max. FAR 2.5	Max. FAR 4.2
Max. 16.0m	Max. 22.0m

FLYOVER PARK
PARKS FOUNDATION CALGARY CONCEPT

PLAN CONCEPT



MCDUGALL RD NE



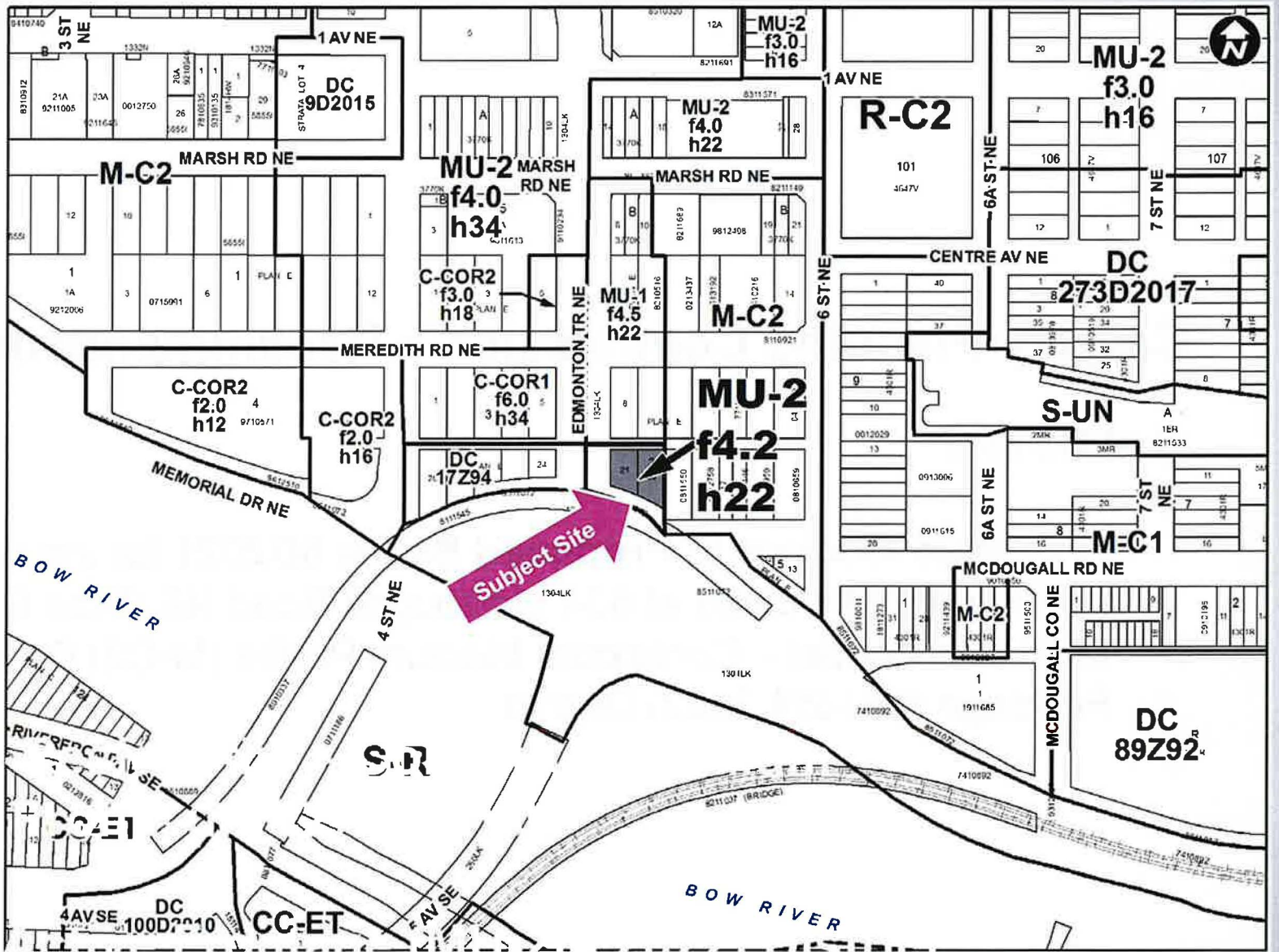
EDMONTON TRAIL NE



Edmonton Trail Greenway

- Stormwater infiltration stands + edge gardens with existing trees and landscaping screen
- Greenway promenade designed to reflect form of river escarpment with a minimum 2.0m width between vegetated islands
- Greenway edge to seamlessly integrate with selected System Public Space Concept
- Tribalised roadway lighting bus stops + furnishings throughout corridor
- Proposed new crosswalk at Marsh Road N.E.
- Future signalised crossings at Meredith Road N.E. (2019)
- Potential removal of (1) driveway + gas station

Precedents

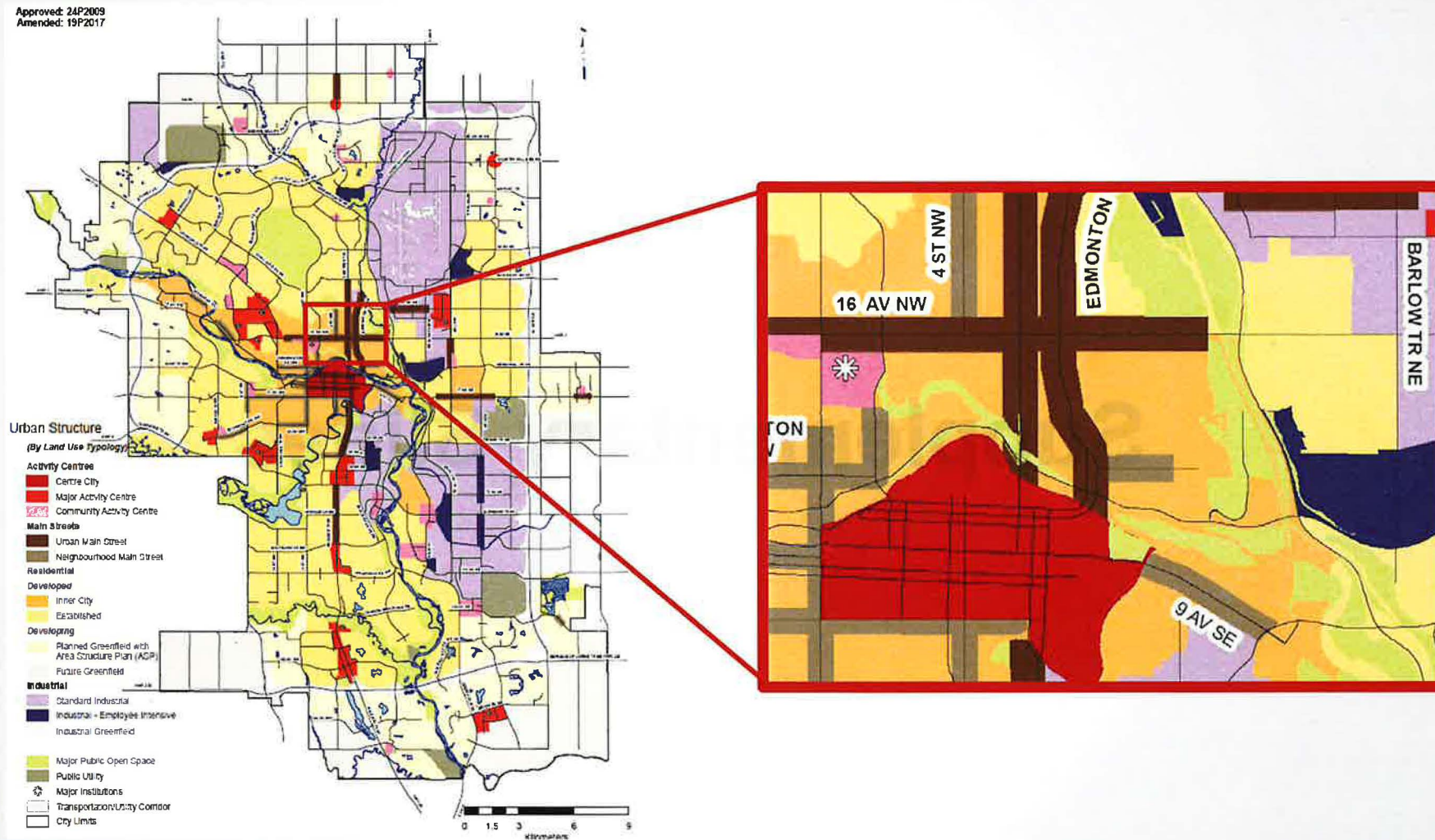


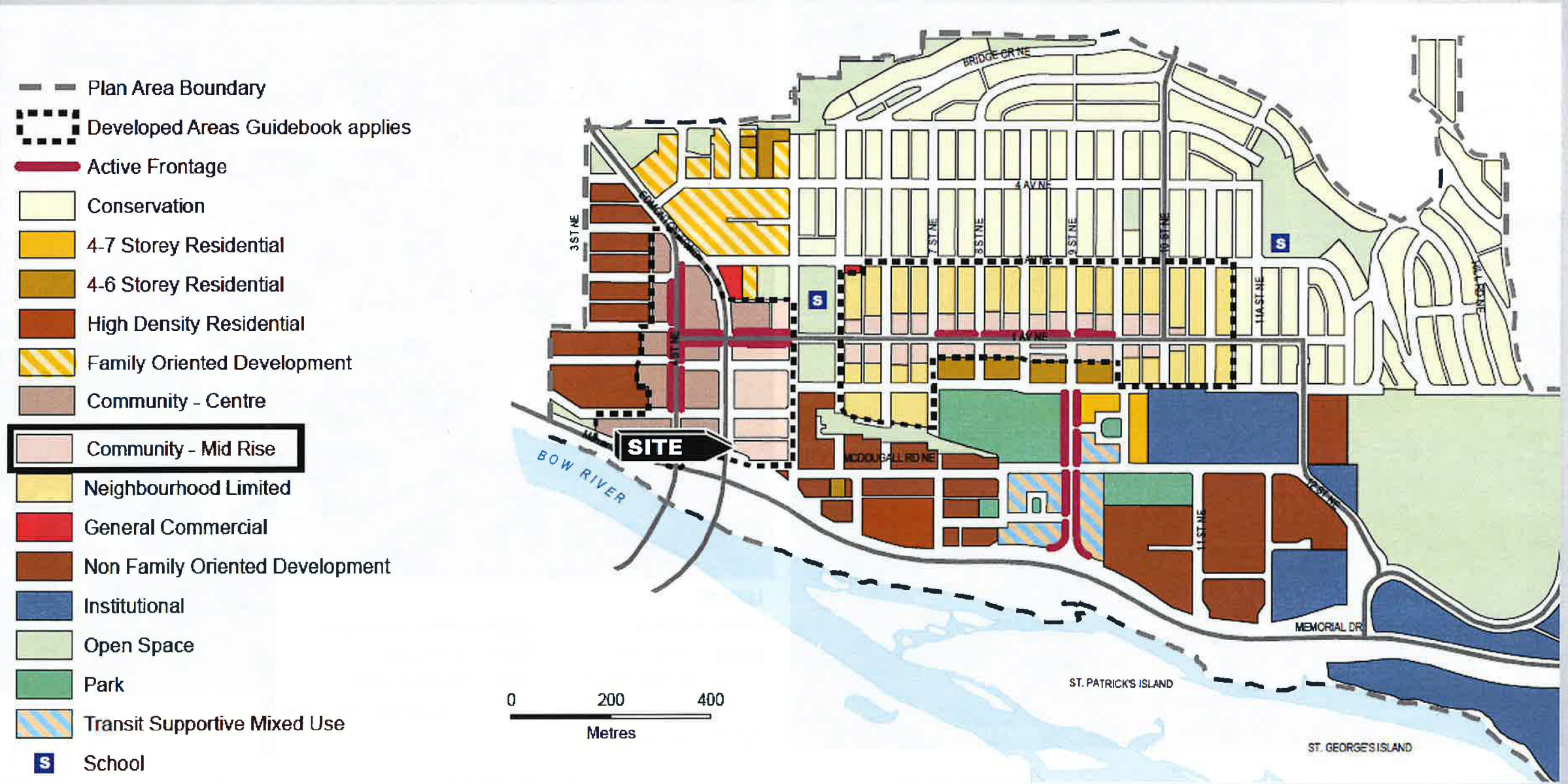
Calgary Planning Commission's Recommendation:

That Council:

1. Give three readings to **Proposed Bylaw 6D2021** for the redesignation of 0.08 hectares \pm (0.19 acres \pm) located at 634 McDougall Road NE (Plan E, Block 3, Lots 20 and 21) from Multi-Residential – Contextual Medium Profile (M-C2) District to Mixed Use – Active Frontage (MU-2f4.2h22) District.

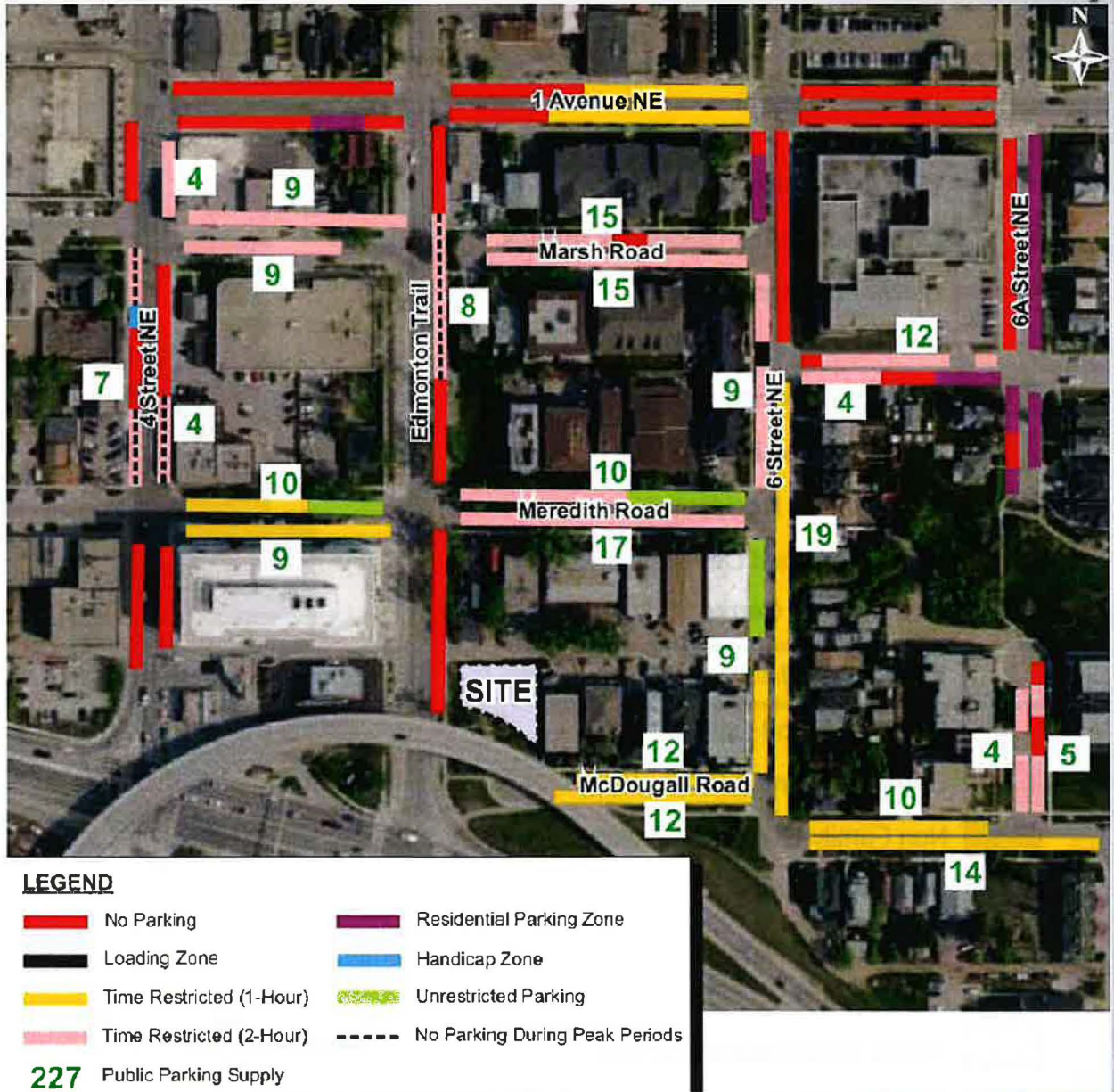
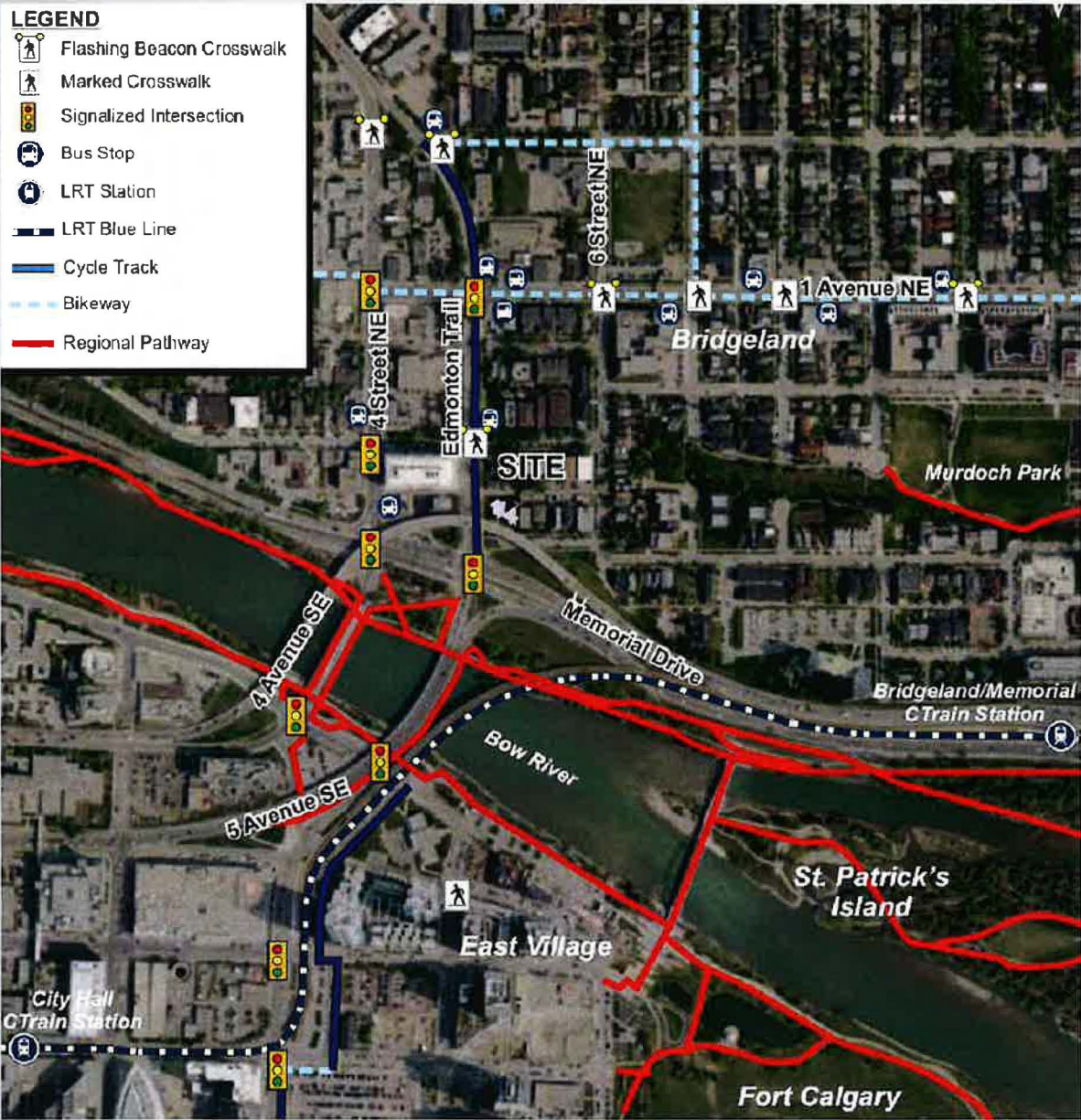
Supplementary Slides





LEGEND

- Flashing Beacon Crosswalk
- Marked Crosswalk
- Signalized Intersection
- Bus Stop
- LRT Station
- LRT Blue Line
- Cycle Track
- Bikeway
- Regional Pathway



LEGEND

- No Parking
- Loading Zone
- Time Restricted (1-Hour)
- Time Restricted (2-Hour)
- 227 Public Parking Supply
- Residential Parking Zone
- Handicap Zone
- Unrestricted Parking
- No Parking During Peak Periods

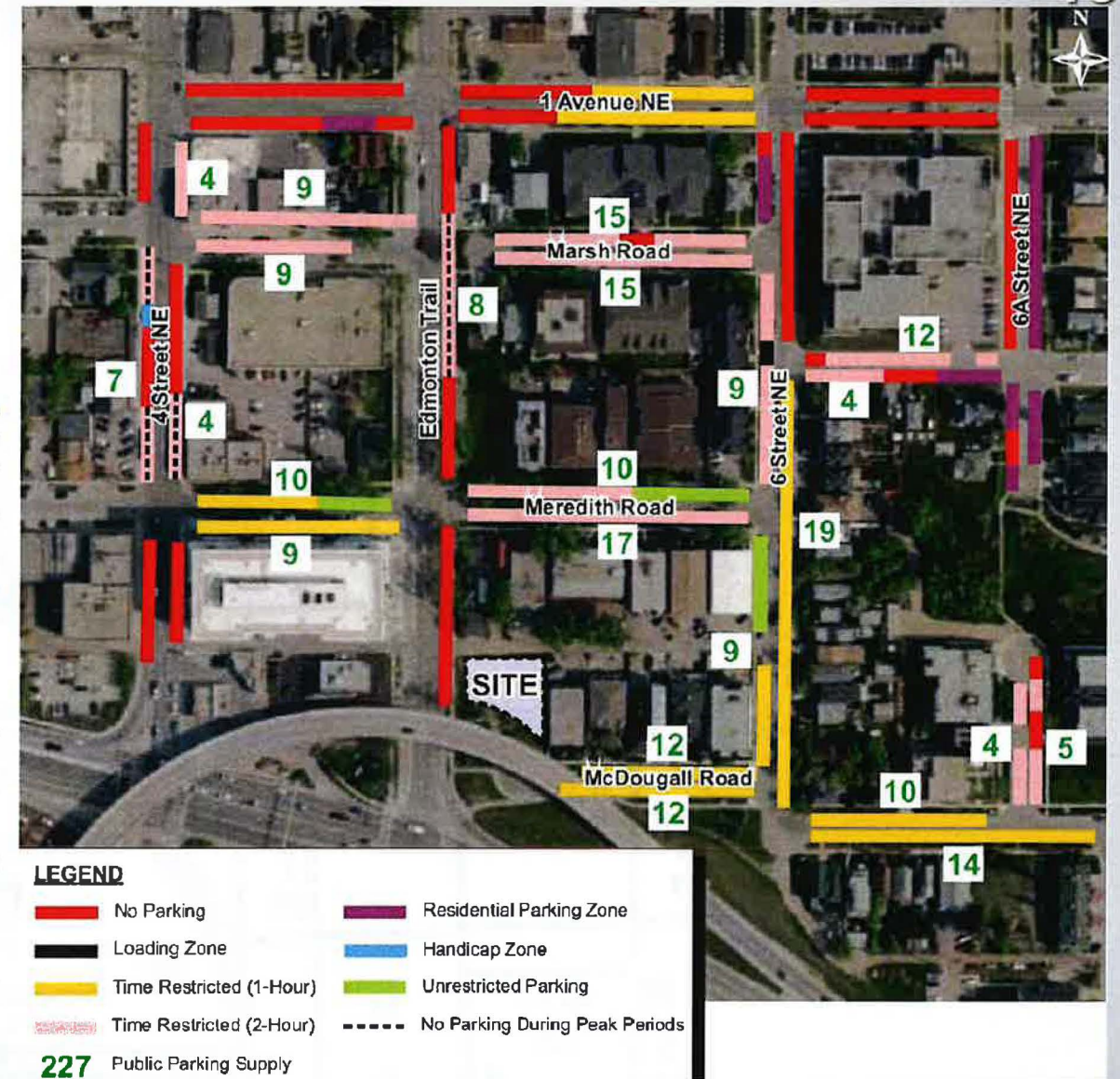
Table 1.1: Vehicle Parking Requirement & Supply

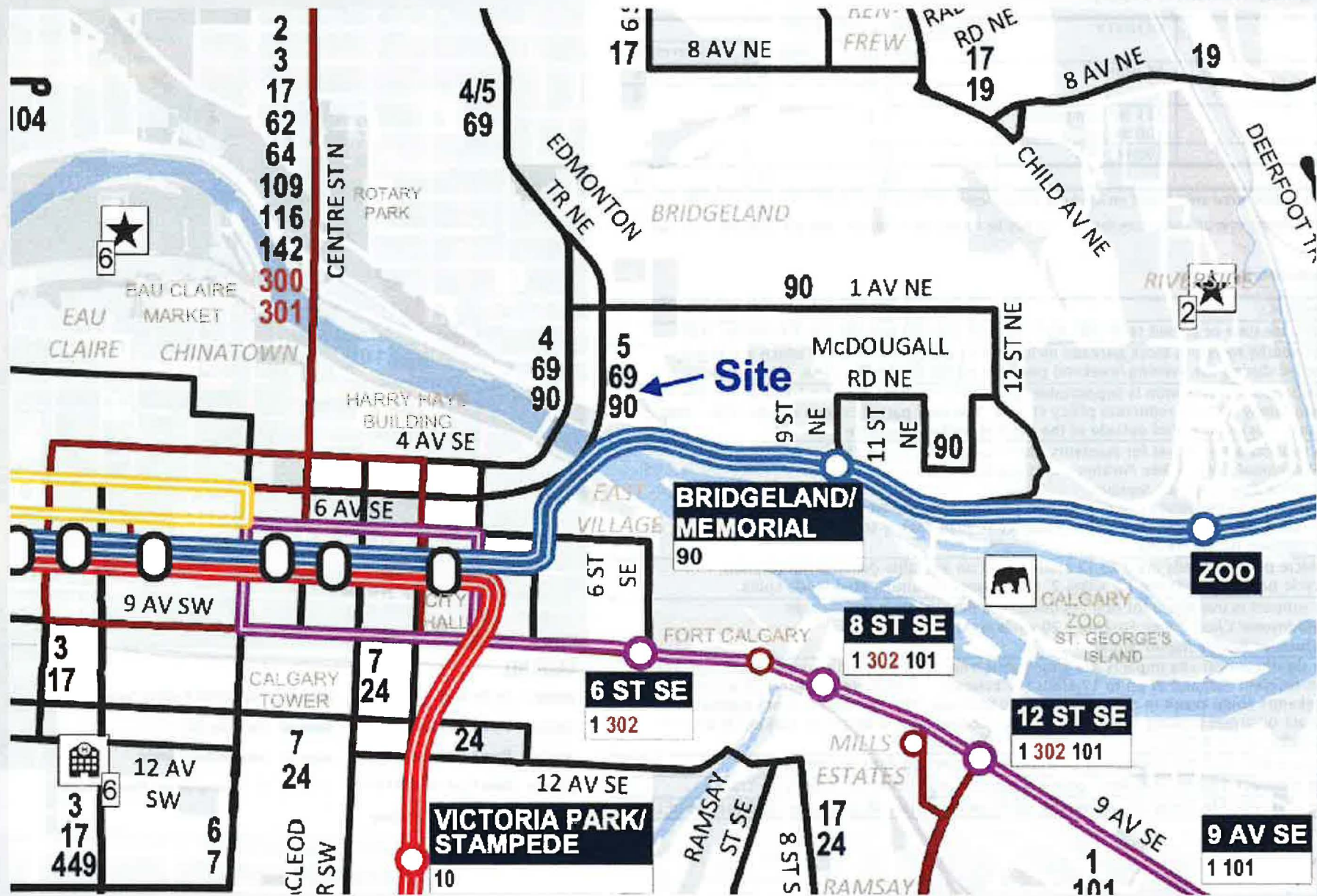
USE	DENSITY	VEHICLE PARKING STALLS		
		Bylaw	Supply	Difference
Multi-Family (Resident)	65 units	25	0	-25
Multi-Family (Visitor)		5	6	-14
Brewery*	211 m ² non-public 100 m ² public area	15		
Retail	100 m ² GFA	0		
TOTAL		45	6	-39

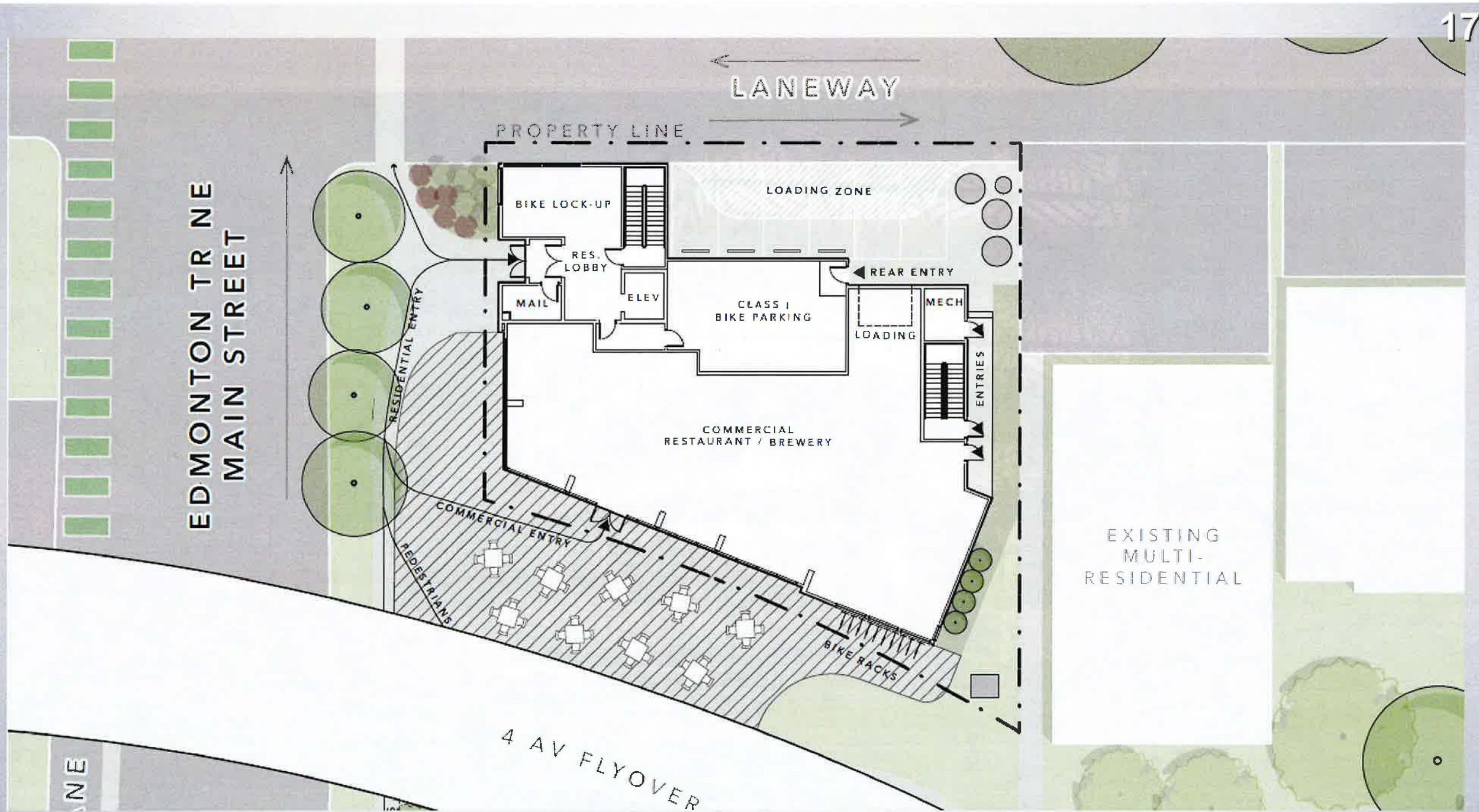
*Brewery non-public vs. public area split based on land use stage design information. Split may change in the final development permit drawings; overall study conclusions will not be impacted by minor changes to public area splits.

Table 1.2: Findings & Recommendations

SECTION		FINDINGS
Off-Site Parking	On-Street	Stalls are time or permit restricted with off-peak parking provided on Edmonton Trail.
	Off-Street	The nearby Meredith Block parkade includes 69 public parking stalls which are largely unused during the evening/weekend peak period for the brewery use.
Resident Variance	Policy	The proposed relaxation is supportable as the development meets 4.5 out of 5 of the City's multi-family parking reduction policy criteria. The only partial criteria not met (LRT/Primary Transit bus) is provided outside of the defined walking distance.
	TDM	To support active travel for residents, the development will include: <ul style="list-style-type: none"> • Additional Class 1 Bike Parking – 1.35 stalls per unit • Indoor Bicycle Repair Station • Active Transportation Credit – \$1,000 per unit towards bike shop gift cards, Calgary Transit passes, carshare credits (if service is available), e-scooter (Lime/Bike) credits, or rideshare (Uber) credits.
Non-Resident Variance	Brewery Use	Vehicle parking needs are 7 to 12 stalls based on available demand information. Bicycle parking needs are 12 'Class 2' stalls based on anticipated mode splits.
	TDM	To support active travel for non-residents, the development will include: <ul style="list-style-type: none"> • Additional Class 2 Bike Parking – 20 stalls total • Outdoor Bicycle Repair Station
	Off-Site	No significant off-site impacts are anticipated from the proposed parking relaxation. The non-resident demand of up to 17 stalls (12 brewery + 5 residential visitor) on evenings/weekends could result in an 11 stall off-site spillover. This spillover will not appreciably impact on-street parking conditions, can be accommodated by public parking in a nearby parkade, and is mitigated by the proposed TDM program.
Active Modes	Pedestrians	Site is within walking distance of Downtown. No missing links are noted.
	Cycling	Site is serviced by the Bow River pathway system and Edmonton Trail Cycle Track.
	Transit	Site is serviced by frequent bus service on Edmonton Trail NE and within 800 metres of LRT.

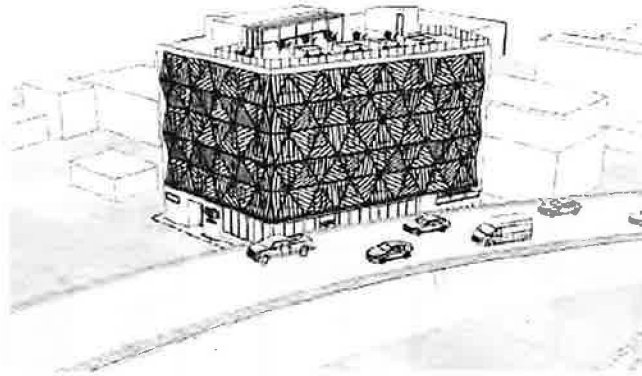




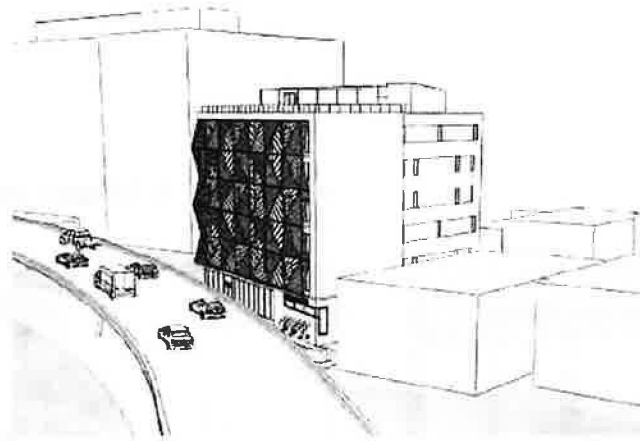




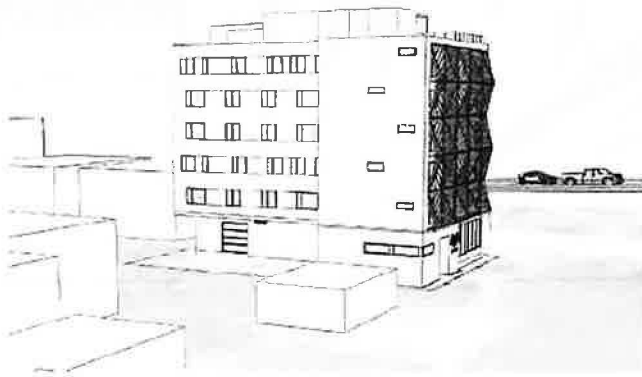
FLYOVER BLOCK INTERFACES



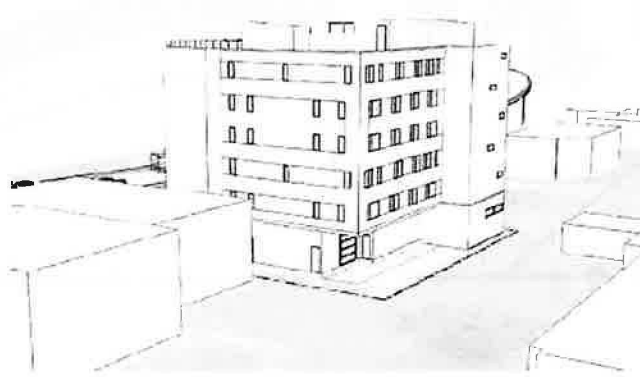
SOUTH WEST



SOUTH EAST



NORTH WEST



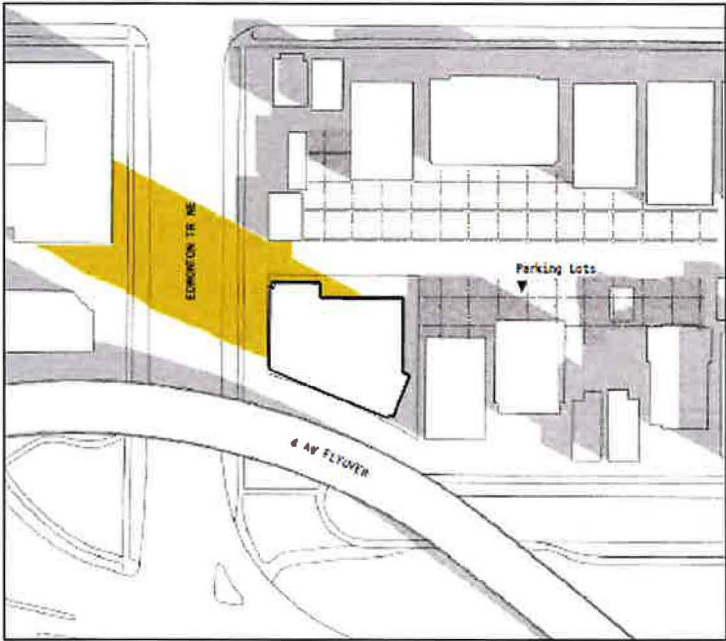
NORTH EAST

SHADOW STUDY

SPRING + FALL

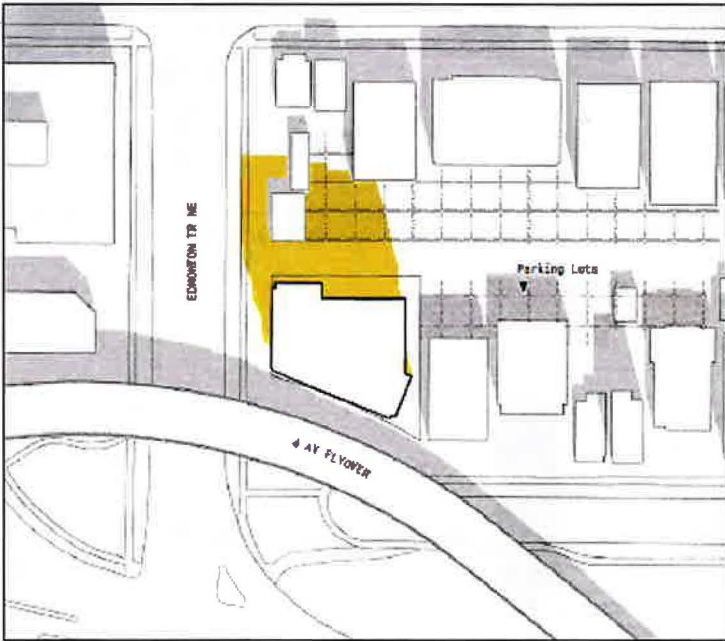
MARCH 21 + SEPTEMBER 21

10:00AM



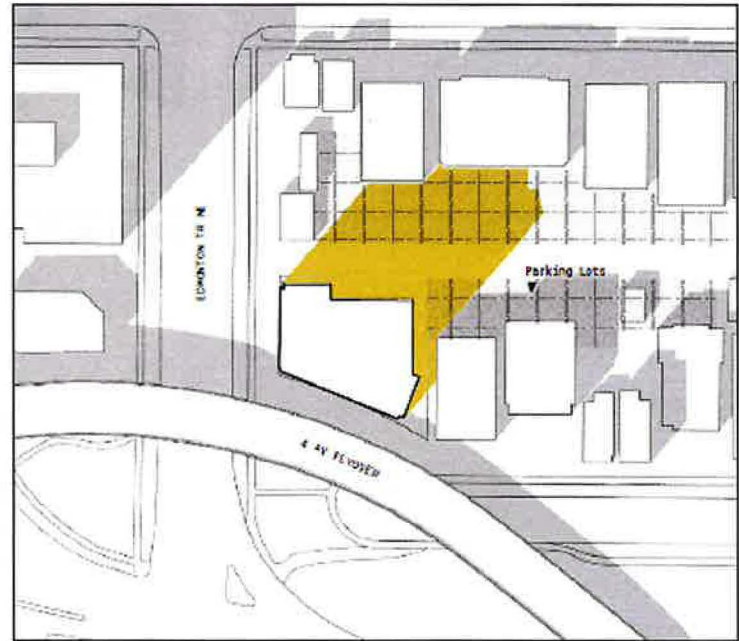
MARCH 21 + SEPTEMBER 21

1:00PM



MARCH 21 + SEPTEMBER 21

4:00PM

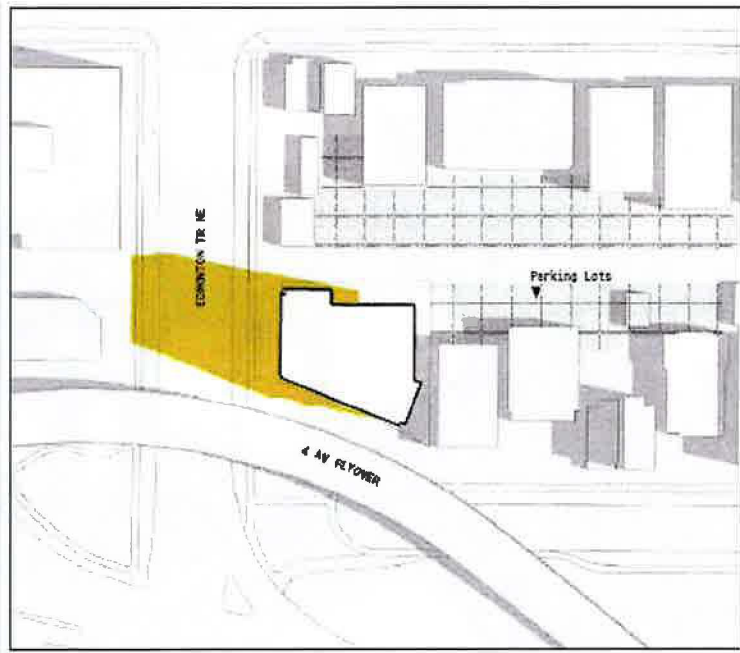


- LEGEND**
-  Proposed Building Shadow
 -  Existing Built Form Shadow

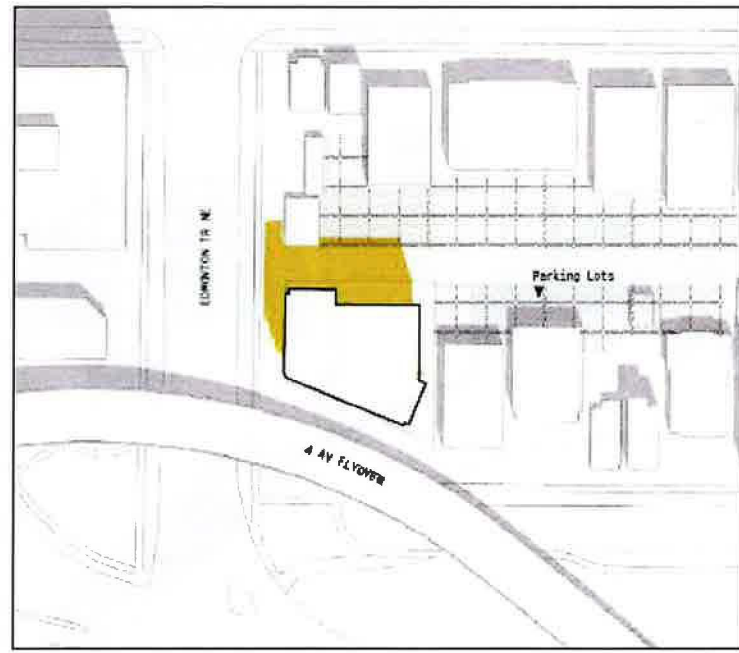
SHADOW STUDY

SUMMER

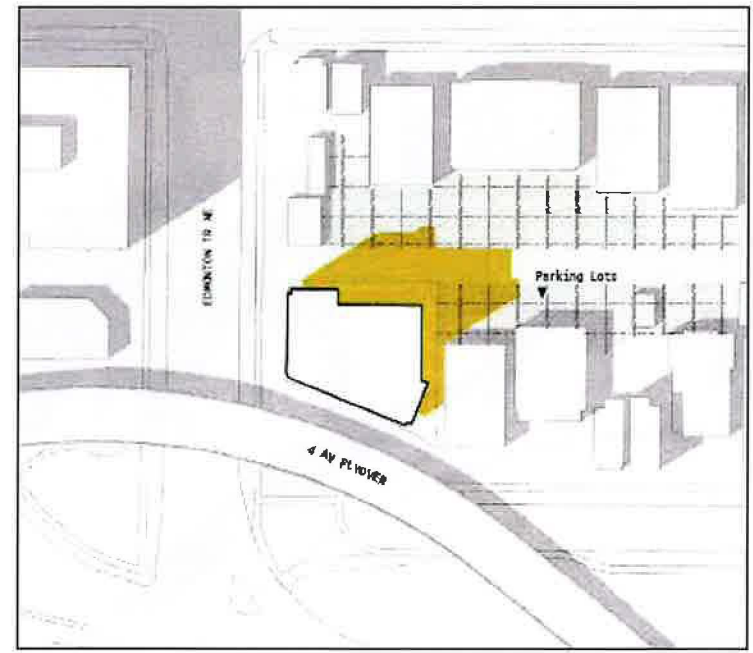
JUNE 21
10:00AM





JUNE 21
1:00PM




JUNE 21
4:00PM



LEGEND

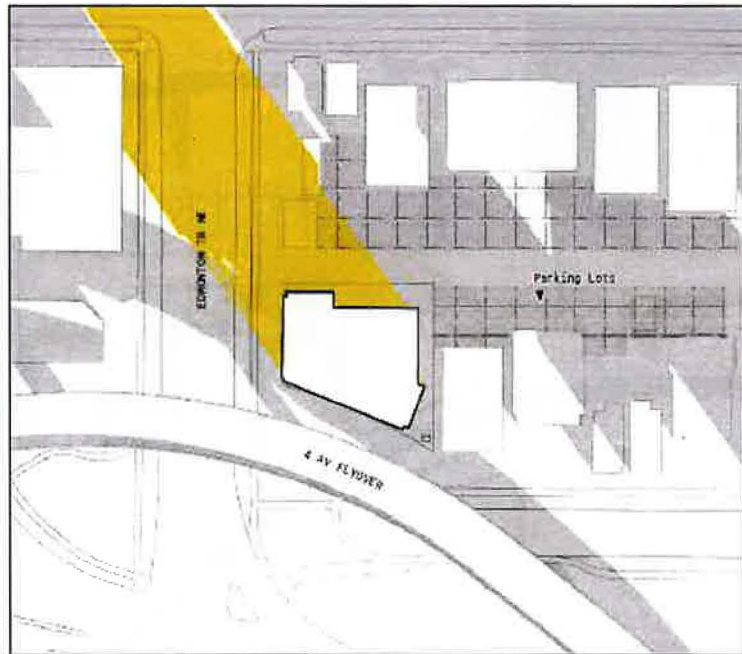
-  Proposed Building Shadow
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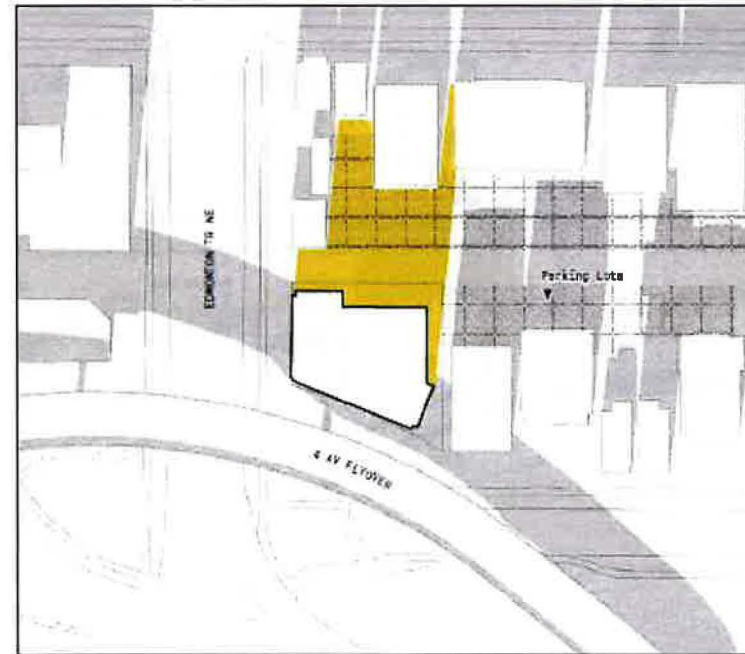
SHADOW STUDY

WINTER

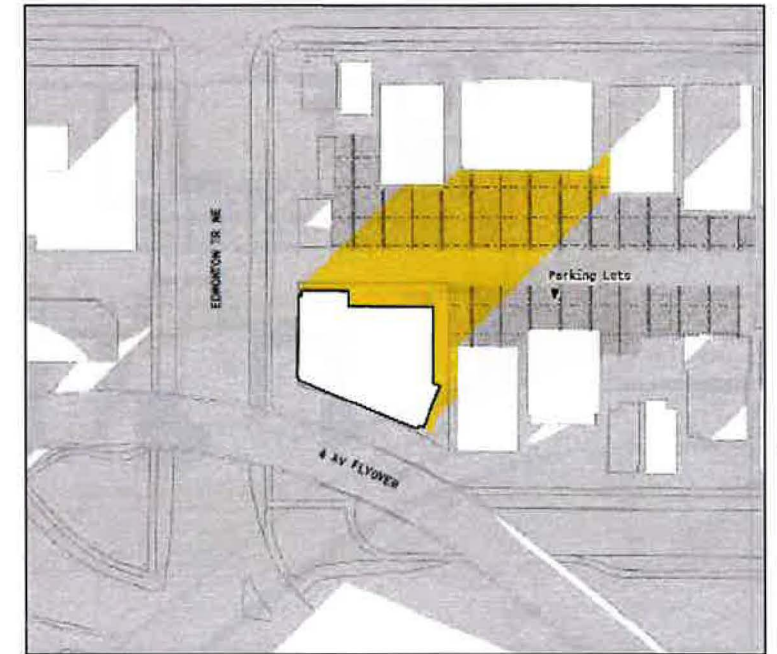
DECEMBER 21
10:00AM





DECEMBER 21
1:00PM



DECEMBER 21
4:00PM

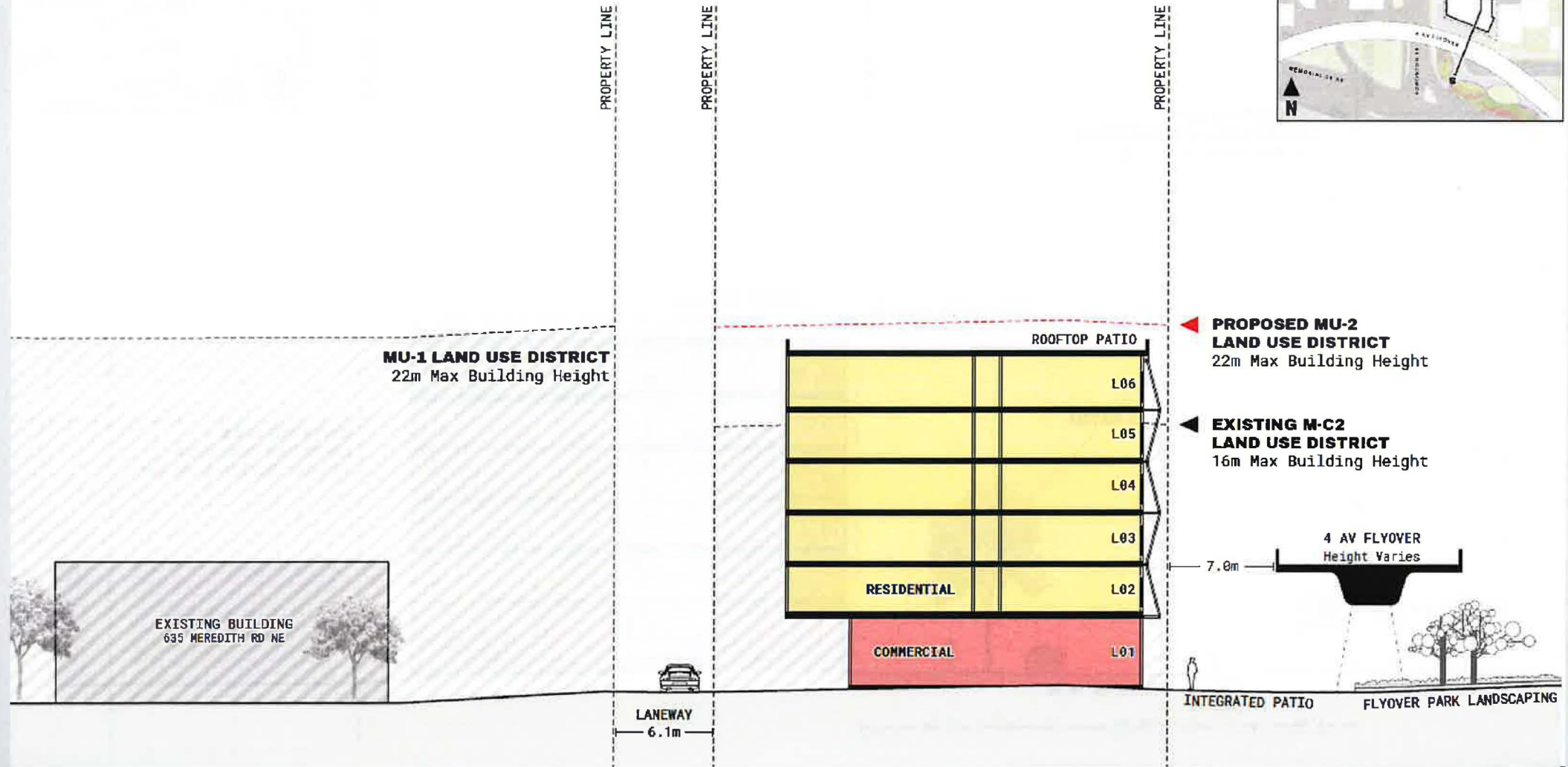


LEGEND

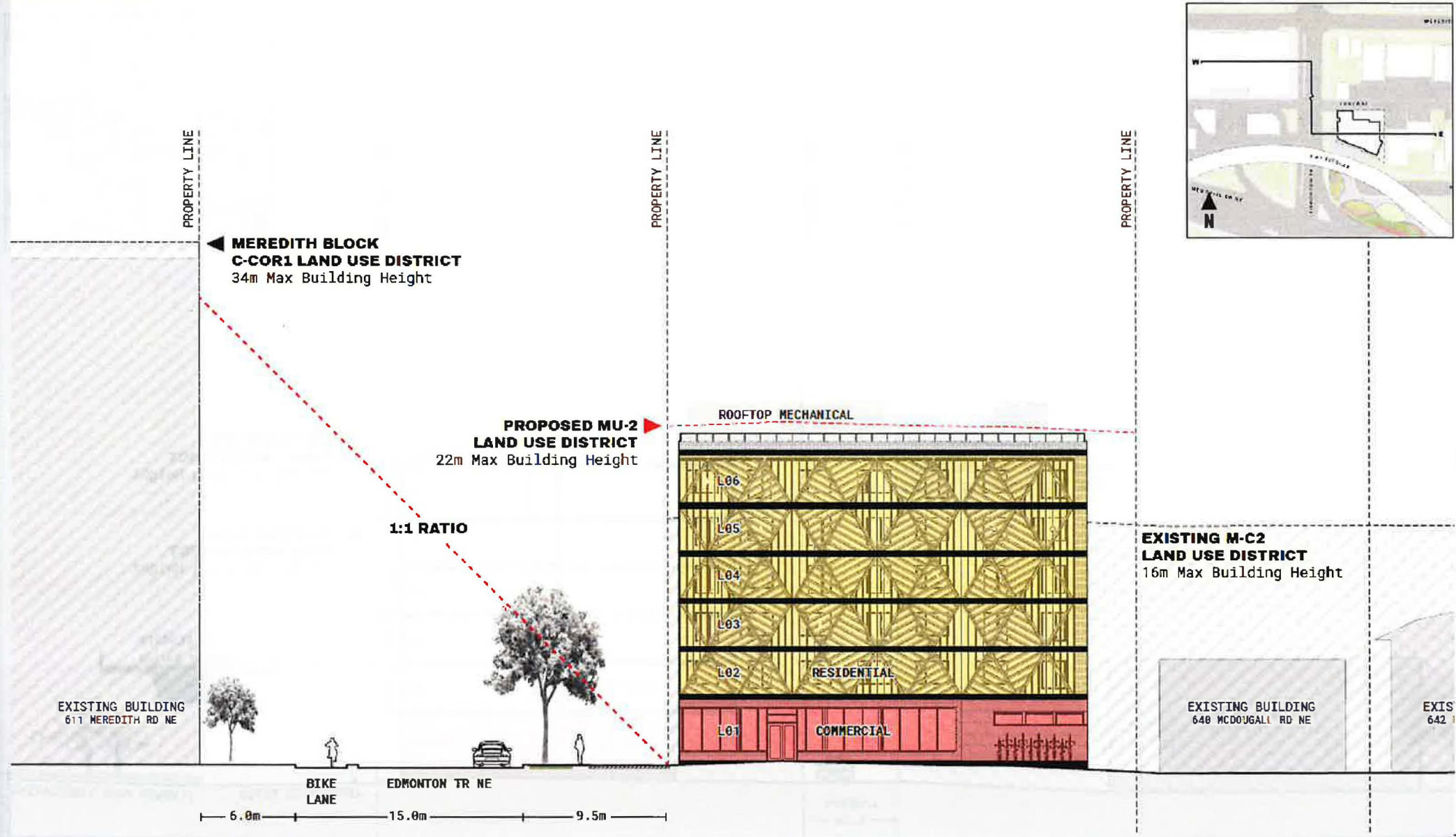
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BUILDING SECTION

NORTH - SOUTH



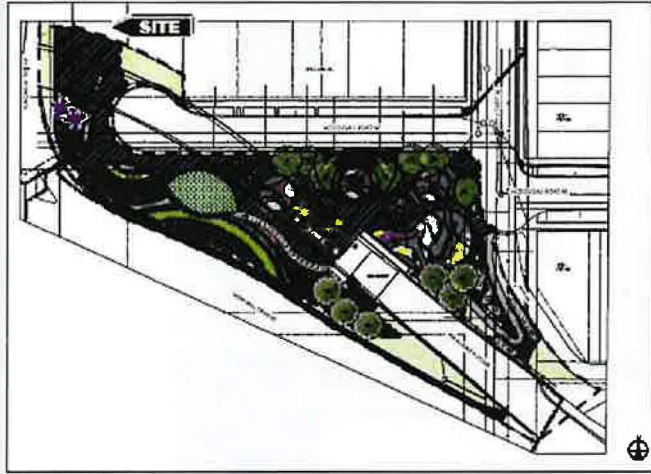
BUILDING SECTION EAST - WEST



FLYOVER PARK

PARKS FOUNDATION CALGARY CONCEPT

PLAN CONCEPT



MCDUGALL RD NE



EDMONTON TRAIL NE



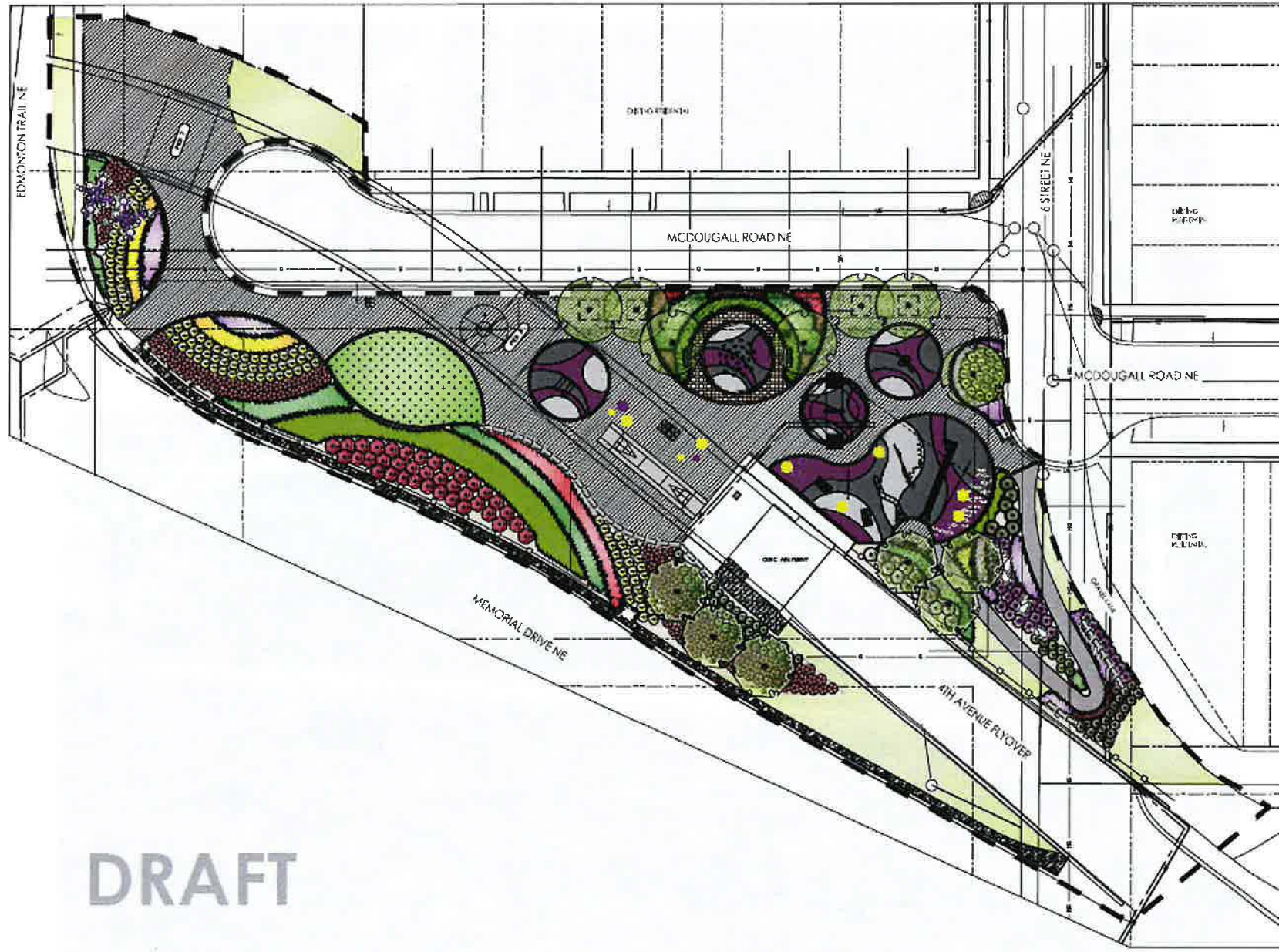


Edmonton Trail Greenway

- 1 Stormwater infiltration islands + edge gardens with existing trees and trembling aspen
- 2 Greenway promenade designed to reflect form of river escarpment with a minimum 2.0m width between vegetated islands
- 3 Greenway edge to seamlessly integrate with selected Flyover Public Space Concept
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Precedents





DRAFT

