

Highland Park Community Association  
Response to Amended Plan &  
Revised DC Bylaws LOC 2014-0190

On behalf of Highland Park Community Association I would like to extend my sincere thanks to Administration, staff of IBI and representatives of Council who extended their time, efforts and energy to engage in a Transit Oriented Planning session for the 40<sup>th</sup> Avenue Station. The genuine enthusiasm that our community showed in participating was matched by the insight and professionalism of Green Line staff and IBI staff. We believe the process cemented our community in their belief that we can gracefully transition and densify our inner city community as this Council envisions. We know that Highland Park is well positioned to become a destination within our inner city and looks forward to the opportunity.

The Charette process was one that is organic and democratic, many of us commented how it brought to light our commonalities, rather than our differences. The Green line North Team shared with the HPCA (in late November) and the broad community (at the December 8<sup>th</sup> Community meeting) the final TOD plan coming out of the Charette. Unfortunately, most of the elements included in the TOD plan are not reflected in the current outline plan or the supporting DC bylaws for the proposed redevelopment of the Highland Park Golf Course. We recognize the preliminary plan developed by the Green line North Team did not get released until December, and the final report is still being drafted, which left little time for a wholesome contemplation into the development. We also recognize the amount of time that the developer has been working on his plan and he is eager to move forward. As such, the HPCA requests that **Council move forward with the approval of the re-designation of Parcel 1 on East side of Centre and withhold further approvals** until such time as the necessary work on the Regional Water Study and the further completion and contemplation of the of the plan for the Green Line North.

Densification of our community will happen naturally over time, and what is brought onto the golf course should best be incorporated through sensitive design. We believe the best outcome for this site includes the purchase of land associated with achieving green space for the community. While we understand we cannot right the wrongs of the past, we can ensure we do not repeat them. We would further request that **Council approve the recommendation to investigate the purchase of green space on the Highland Park Golf Course**. TOD is just as much about complete streets and appropriate densification as it is about providing quality spaces, including parks, and green space.

As a community association we have endeavored to be reasonable, to be credible and to be constructive at all opportunities. We are disappointed that at this juncture there has not been a greater commitment on the part of Administration to uphold the multiple policies set forth both within the MDP and in the TOD principles to ensure that a quality densification and transition of our community happens in conjunction with this development and the other major investments that will play out over the next 10-20 years. The process of reviewing the file only within the boundaries of the outline plan is shortsighted, and the action of so many departments to compromise the policies they have developed and should be implementing on behalf of our citizens is regrettable.

We have done our best to review the updated DC Bylaws in the short time provided (Bylaws released December 21, and Design Guidelines posted December 15). Working within such a constrained timeframe has left HPCA with little opportunity to properly contemplate the impact of these Bylaws and to solicit legal and expert guidance and feedback. We feel this further supports our request for a staggered approach to the approval of the land use re-designation and allowing a more fulsome opportunity to consider the parcels on the west side of Centre. At the date of this letter Administration's report in regards to this file has not been made public, nor have we seen the 40<sup>th</sup> Avenue Station Report resulting from our Charette. In the interest of doing our best to provide a fulsome response on what has been provided our preliminary comments on the proposed DC Bylaws is provided in the

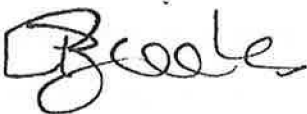
attached Appendix. In the absence of time to contemplate the TOD design and regional water study impacts we feel these changes would improve the quality of the development for both the new and existing residents.

The following articulates at a high level what the community would like from this development:

1. A compact urban form- in order to best achieve densification while leaving reasonable green space, supported by TOD principles
2. More green space, and better quality green space that will benefit the existing community and that will allow for programming, also supported by TOD principles
3. Reduced road widths better aligned with TOD principles, and that will provide more and better green space to be applied to the site.
4. DC bylaws that reinforce and help direct future design through better control of building envelopes. (Including limiting of density transfers, and FAR's that accurately reflect the developer's proposed density cap)
5. Slope adaptive building in order to protect the natural topography of the site.

In order to further solidify our argument for withholding approval of the west side of Centre the follow factors still remain unresolved. To date we note that there have been ongoing discussions in regards to the sanitary sewer servicing on the site, which will greatly impact the need to strip and fill the entire site. The market study completed on behalf of the Green line North does not align with the proposed development. There has been no attempt to study or measure what impact this development will have on the existing communities and how it will impact our existing facilities and services. There has been no recognition or forecasting in regards to the future densification of our community over time compounded with the proposed development. And finally, there has been no allocation of resources to our community to manage proposed changes.

We would like to thank Calgary City Council for the extension of review on the proposed development of the Highland Park Golf Course. A 50-Acre site, nestled within a mature neighborhood that has the potential to so greatly affect our transitions community deserved a close second look. We believe it is incumbent upon this Council ensure that a development tied so closely to the projected 40<sup>th</sup> Avenue Station for the Green Line North should ensure that TOD principles are upheld to the highest levels possible. The Green Line North cannot mean two steps forward but one step back for this community. We have demonstrated our community is eager to participate in the development of a quality TOD plan that will support this council's desire to densify the inner city and the future Green Line North. We are proud to be a community that supports #makecentrestreetgreatagain.



Elise Bieche  
President, Highland Park Community Association

***Please note our submission has changed since originally submitted. We have spent considerable more time reviewing the DC Bylaws. The tables below have been updated in order to better support TOD principles and Council's discussion and review on January 16. We apologize for any inconvenience this may have caused. We appreciate your time and attention to our submission.***

**Appendix A: Bylaw recommendations**

**BYLAW NUMBER 29D2017 (Site 1) Base Land Use District C-COR1 (Permitted & Discretionary Uses)**

Clause #	Current Wording	Comments	Changes/Strike/No Change (NC)
<b>Floor Area Ratio</b>			
<b>7 (1)</b>	The minimum floor area ratio is 0.8.	The minimum FAR represents a building mass of under 3 stories. This is lower than all interior parcels except Parcel 13. Higher Density should be located at the corridors. The minimum FAR should reflect the minimum density of 228 upha as per the MDP Guidebook and Urban Corridor definition in MDP.	The minimum floor area ratio is <b>3.0</b> .
<b>7 (2)</b>	The maximum floor area ratio is 5.0.	The maximum FAR for this bylaw can be removed such that there is flexibility to move density to this site as needed.	<b>There is no maximum floor area ratio.</b>
<b>Relaxation</b>			
<b>18</b>	The Development Authority may relax the rules contained in sections 8, 15, 16, and 17 to a maximum of 10 percent in this Direct Control District provided the test for relaxation in accordance with Sections 31 and 36 of Bylaw 1P2007 is met.	This clause is not inline with Bylaws for other sites. Moreover, the building massing, size and FARs provide enough flexibility that this clause is not required. The legal opinion obtained from Council retained in July indicates that this clause will severely limit the community/residents ability what could be significant changes in the future.	Strike from bylaw

**BYLAW 30D2017 (Parcel 2) Base Land Use District- MH-2 (Permitted & Discretionary Uses)**

Clause #	Current Wording	Comments	Changes/Strike/No Change (NC)
<b>Floor Area Ratio</b>			
<b>7 (1)</b>	The minimum floor area ratio is 0.8	The minimum FAR represents a minimum building massing lower than all interior parcels except Parcel 13. Higher density is to be located at the Urban Corridor. The minimum FAR should reflect the minimum density of 228 upha as per the MDP and Urban Corridor definition in MDP.	The minimum floor area ratio is <b>3.1</b> .
<b>7 (2)</b>	The maximum floor area ratio is 5.0.	The maximum FAR for this bylaw can be removed such that there is flexibility to move density to this site as needed.	<b>There is no maximum floor area ratio.</b>
<b>Relaxation</b>			
<b>14</b>	The Development Authority may relax the rules contained in sections 9, 10, and 11 to a maximum of 10 percent in this Direct Control District provided the test for relaxation in accordance with Sections 31 and 36 of Bylaw 1P2007 is met	Building size, massing and heights are generous and provide a significant amount of flexibility for the future redevelopment. This relaxation is not necessary.	Strike

**DC31D2017 (Parcel 6, 3, 13, 12, 10) Base Land Use District M-H1 (Permitted & Discretionary Uses) ADD PARCELS 8 and 9**

DC31D2017 is classified as MH-1 High Density Low Rise. With the exception of Parcel 10, the 4 other Parcels this references back onto low-density single-family homes in the existing community. The Purpose of this Bylaw is to provide **medium** density but does not include provisions to limit the potential of these sites. Comments from City Wide Functional Planning (see attached) suggested M-C2 as recommended base zoning adjacent to existing community. Consistent with recommendations from Green Line TOD Team.

Recommend that Parcels 8 and 9 be added to this DC Bylaw since they are not adjacent to the existing community and are consistent with Parcel 10. This allows DC32D2017 to address double frontage scenarios on Parcels 4 and 5 without confusing the reference to 44<sup>th</sup> Avenue NW. Also, this supports the position that no additional density or massing should be transferred to parcels adjacent to the existing community.

Clause #	Current Wording	Comments	Changes/Strike/No Change (NC)
<b>Purpose</b>			
<b>1</b>	This Direct Control is intended to:		
<b>1 (a)</b>	prescribe a building form that is street oriented		N/C
<b>1 (b) (new)</b>		Recent conversations with Water Resources and developer consultant agreed that the potential for slope adaptive development exists.	<b>Impose a building form that is slope adaptive and sensitive to the existing site topography and adjacent existing low profile residential district.</b>
<b>b-c</b>	allow for a limited range of support commercial uses		
<b>c d</b>	impose building height, and setback area restrictions that are sensitive to adjoining low density residential districts; and	Include building massing in restrictions.	impose building height, <b>building massing</b> , and setback area restrictions that are sensitive to adjoining low density residential districts; and

<b>d e</b>	provide medium density Multi-Residential Development with reduced building height and building mass to respect the adjacent low density residential districts	This is contrary to the MH-1 use that is being used as the base land use zone. Medium density referenced here, however MH-1 is considered High Density. See Section 4- where it is referenced as high density. Add Sections to ensure medium density.	provide medium density Multi-Residential Development with reduced building height, <b>building massing, and setback area restrictions</b> to respect the adjacent low density residential districts
<b>Permitted Uses</b>			
<b>4</b>	The permitted uses of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 are the permitted uses in this Direct Control District.	Base land use of MH-1 is not in keeping with the purpose of this bylaw which refers to medium density. Neither the FAR or density is different from the base land use M-H1. Comments from City Wide Functional Planning (see attached) suggested M-C2 as recommended base zoning adjacent to existing community. Consistent with recommendations from Green Line TOD Team.	Change to a medium density base land use as the foundation for this direct control district. M-C2 is a better base district. (20 meters high vs. the 26 meters).
<b>Floor Area Ratio (new)</b>			
<b>7 (1) (new)</b>		Revise FAR for parcels adjacent to existing community to be consistent with the development shown on the City's Visual Plan (attached) and as per the developer's submission in March 2016 (attached). Provide certainty to existing community.	The maximum floor area ratio for Parcel 3 is <b>1.6</b>
<b>7 (2) (new)</b>		As above	The maximum floor area ratio for Parcel 6 is <b>2.4</b>
<b>Density</b>			
<b>7 8 (1)</b>	The minimum density for parcels is 90.0 units per hectare.		N/C
<b>8 (2)</b>	There is no maximum density	Revise to reflect the City's Visual Plan and the developer's Feb 2016 submission (see attached)	<b>Unless otherwise referenced in subsections (3) and (4) there is no maximum density.</b>



<b>8 (3) (new)</b>		Density to be capped on the parcels adjacent to the existing community that are included in this DC Bylaw. Parcels 3 and 6. Minimum density on these parcels should not exceed minimum density along Center Street. Zoning should be consistent with development shown on the City's Visual Plan (attached) and the developers proposed build out (attached).	<b>The maximum allowable density on Parcel 3 is 152.3</b>
<b>8 (4) (new)</b>		Same as above	<b>The maximum allowable density on Parcel 6 is 200 upha.</b>
<b>Setback Area</b>			
<b>§ 9 (1)</b>	The depth of all setback areas must be equal to the minimum building setback required in section 9.	Modify to ensure landscape setback is maintained and not encumbered with surface parking, driveways, garbage enclosures or accessory buildings.	The depth of all setback areas must be equal to the minimum of the sum of the minimum building setback and minimum landscape setback required in Sections 10 and 11.
<b>Building Setbacks</b>			
<b>§ 10</b> (update the clause number, but otherwise no recommended changes to this section. As such it is not included below)			
<b>Landscape Setback</b>			
<b>11 (new)</b>		Add rule to ensure landscape setback is maintained and not encumbered with surface parking, driveways, garbage enclosures or accessory buildings.	<b>The minimum landscape setback from a property line shared with a lane is 10.0m. Garbage enclosures, surface parking, or accessory buildings are not permitted in this landscape setback.</b>
<b>Building Height</b>			
<b>10. 12 (1)</b>	Unless otherwise referenced in subsection (2) the maximum building height is 26.0 metres		Unless otherwise referenced in subsection (2) and (3), the maximum building height is 26.0 metres

<b>10. 12 (2)</b>	Where a parcel shares a property line with a street the maximum building height is: (a) 10.0 metres measured from grade within 3.0 metres of that shared property line; and (b) 26.0 metres measured from grade at a distance greater than 3.0 metres from that shared property line		N/C
<b>10. 12 (β) (new)</b>		Provide an improved transition between the existing low profile residential and the proposed maximum height and as per recommendations from City Wide Planning Function (see attached) and Green Line TOD.	Where a parcel shares a property line with a lane the maximum building height is 12.0m measured from grade within 20m of that shared property line.
<b>Building Design</b>			
<b>11 13 (1)</b>	Multi-Residential Development must be provided in a street oriented multi-residential building		N/C
<b>11 13 (2) (New)</b>			Multi-Residential Development must be provided in slope- adaptive designed sites and buildings
<b>Additional Landscaping Requirements</b>			
<b>12 14 (1)</b>	In addition to the required landscaping, a minimum of 1.0 tree must be planted for every 25.0 square metres within the first 10.0 metres of the building setback from a property line shared with a lane.		N/C



<b>12 14 (2) (new)</b>			<b>Slope adaptive landscaping is required.</b>
<b>Access (new)</b>			
<b>15 (new)</b>		Add rule to ensure no access to the parcels will come from the existing lanes including garbage pick up. Driveway accesses will interrupt the continuity of the landscape setback area.	<b>No access will be permitted from the existing lanes.</b>
<b>Relaxation</b>			
<b>13 16</b>	The Development Authority may relax the rules contained in sections 8, 9, and 10 to a maximum of 10 percent in this Direct Control District provided the test for relaxation in accordance with Sections 31 and 36 of Bylaw 1P2007 is met.	Building size, massing and heights are generous and provide a significant amount of flexibility for the future redevelopment. This relaxation is not necessary.	Strike

**DC32D2017 (Parcel 5, 8, 9, 4) Base Land Use District M-2 REMOVE PARCELS 8 AND 9** (see justification above)

Clause #	Current Wording	Comments	Changes/Strike/No Change (NC)
<b>Purpose</b>			
<b>1</b>	This Direct Control District is intended to:		
<b>(a)</b>	provide for midrise street oriented multi-residential buildings that are sensitive to adjacent low density residential districts; and	Special consideration is required for the double frontage scenario on Parcel 4. Development is to be street orientated to Highland Drive, in order to better align with DC Bylaws and ensure an appropriate transition with the existing community. Prescribe is used in in DC31.	<b>prescribe low profile, medium density, multi-residential buildings, street oriented to Highland Drive</b> , that are sensitive to adjacent low density residential districts; and
<b>(b)</b>	provide appropriate transitions in building heights and setbacks from the adjacent low density residential districts	Use similar sections to DC31D2017 in order to better align with DC Bylaws and ensure an appropriate transition with the existing community. Prescribe is the language used in DC31.	<b>prescribe appropriate transitions in building heights, building massing, and setbacks from the adjacent low density residential districts</b>
<b>(c) (new)</b>		Recent conversations with Water Resources and developer consultant agreed that the potential for slope adaptive development exists.	<b>Impose a building form that is slope adaptive and sensitive to the existing site topography and adjacent existing low profile residential district</b>
<b>Permitted Uses</b>			
<b>4</b>	The permitted uses of the Multi-Residential – Medium Profile (M-2) District of Bylaw 1P2007 are the permitted uses in this Direct Control District.	M-2 zoning includes <u>Multi- Residential Development Minor</u> as a Permitted Use. The Design Guidelines cannot be enforced and the Community has no input at DP stage. Add rule to remove Multi- Residential Development Minor from the permitted uses or change base land use to M-C2.	The permitted uses of the Multi-Residential – Medium Profile (M-2) District of Bylaw 1P2007 are the permitted uses in this Direct Control District <b>except as designated in Subsection (a)</b> <b>(a) Multi-Residential Development Minor is not a permitted use.</b>

Appendix A: Bylaw Recommended Modifications  
BYLAW 32D2017

			<p><b>OR</b></p> <p>The permitted uses of the Multi-Residential – Medium Profile (<b>M-C2</b>) District of Bylaw 1P2007 are the permitted uses in this Direct Control District</p>
<b>Discretionary Uses</b>			
<b>5</b>	The discretionary uses of the Multi-Residential – Medium Profile (M-2) District of Bylaw 1P2007 are the discretionary uses in this Direct Control District	As above	The discretionary uses of the Multi-Residential – Medium Profile ( <b>M-C2</b> ) District of Bylaw 1P2007 are the discretionary uses in this Direct Control District
<b>Bylaw 1P2007 District Rules</b>			
<b>6</b>	Unless otherwise specified, the rules of the Multi-Residential – Medium Profile (M-2) District of Bylaw 1P2007 apply in this Direct Control District	As above	Unless otherwise specified, the rules of the Multi-Residential – Medium Profile ( <b>M-C2</b> ) District of Bylaw 1P2007 apply in this Direct Control District
<b>(new) Floor Area Ratio</b>			
<b>7 (1) (new)</b>		Revise FAR for parcels adjacent to existing community to be consistent with the development shown on the City's Visual Plan (attached) and as per the developer's submission in March 2016 (attached). Provide certainty to existing community.	The minimum floor area ratio for Parcel 4 is <b>0.6</b> .
<b>7 (2) (new)</b>		As above.	The maximum floor area ratio for Parcel 5 is <b>1.0</b> .
<b>(new) Density</b>			

<b>8 (1) new</b>		Density to be capped on the parcels adjacent to the existing community that are included in this DC Bylaw. Parcels 4 and 5. Minimum density on these parcels should not exceed the minimum density along Center Street. Zoning should be consistent with development shown on the City's Visual Plan (attached) and the developers proposed build out (attached).	<b>The maximum allowable density on Parcel 4 is 51.7 upha .</b>
<b>8 (2) new</b>		Same as above	<b>The maximum allowable density on Parcel 5 is 84.7 upha .</b>
<b>Setback Area</b>			
<b>7 9</b>	The depth of all setback areas must be equal to the minimum building setback required in section 8	Modify to ensure landscape setback is maintained and not encumbered with surface parking, driveways, garbage enclosures or accessory buildings.	<b>The depth of all setback areas must be equal to the minimum of the sum of the building setback and landscape setback required in Sections 10 and 11.</b>
<b>Building Setbacks</b>			
<b>8 10 (1)</b>	Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is 3.0 metres	The setback of all existing buildings along 44 <sup>th</sup> Avenue NW and the rest of the community is 6.0m. The 3.0m minimum setback is not in context with the existing community.	Unless otherwise referenced in subsection (2) and (6), the minimum building setback from a property line shared with a street is 3.0 metres
<b>(2) – (5)</b> Clauses 2-5 have no recommended changes so are not included in this document for brevity.			
<b>(6) (new)</b>		Special consideration is required for the double frontage scenario on Parcel 4. The setback of all existing buildings along 44 <sup>th</sup> Avenue NW is 6.0m. The minimum 3.0m setback and maximum 4.5m setback is not in context with the existing community.	<b>The minimum building setback from a property line shared with the existing 44<sup>th</sup> Avenue NW is 6.0m.</b>
<b>Landscape Setback</b>			

11 (new)		Add rule to ensure landscape setback is maintained and not interrupted with surface parking, garbage enclosures, driveways, or accessory buildings.	The minimum landscape setback from a property line shared with a lane is 10.0m. Surface parking, driveways, garbage enclosures, and accessory buildings are not permitted in this landscape setback.
<b>9 12 Building Height</b>			
(1) & (2) No recommended changes so these clauses are not included in this document for brevity.			
(3)	Notwithstanding subsection (2), where a parcel shares a property line with a street adjacent to low density residential districts the maximum building height is 12.0 metres measured from grade within 10.0 metres of that shared property line.	Adjust to 6.0m front setback as per Section 10 Building Setbacks	Notwithstanding subsection (2), where a parcel shares a property line with a street adjacent to low density residential districts the maximum building height is 12.0 metres measured from grade within <b>13.0</b> metres of that shared property line.
<b>10 13 Building Design</b>			
(1)	Multi-Residential Development must be provided in a street-oriented multi-residential building		
(2) (new)			<b>Multi-Residential Development must be provided in slope-adaptive designed sites and buildings.</b>

<b><del>11</del> 14 Additional Landscaping Requirements</b>			
(1)	In addition to the required landscaping, a minimum of 1.0 tree must be planted for every 25.0 square metres within the first 10.0 metres of the building setback from a property line shared with a lane		N/C
(2) New			Slope adaptive landscaping is required.
<b>15 (new) Access</b>			
		Add rule to ensure no access to the parcels will come from the existing lanes including garbage pick up. Driveway accesses will interrupt the continuity of the landscape setback area. Enforce Outline Plan Condition 28, which states no access is permitted from 44 <sup>th</sup> Avenue NW.	No access will be permitted from the existing lanes and existing 44 <sup>th</sup> Avenue NW.
<b><del>12</del> 15 Relaxation</b>			
	The Development Authority may relax the rules contained in sections 7, 8, and 9 to a maximum of 10 percent in this Direct Control District provided the test for relaxation in accordance with Sections 31 and 36 of Bylaw 1P2007 is met,	Building size, massing and heights are generous and provide a significant amount of flexibility for the future redevelopment. This relaxation is not necessary. In addition, in order to achieve a compact urban form that compliments TOD principles a relaxation would be counter productive	Strike

**Parcel 7 - DC33D2017 Base Land Use M-H2 (Permitted & Discretionary Uses)**

Clause #	Current Wording	Comments	Changes/Strike/No Change (NC)
<b>Relaxation</b>			
	The <i>Development Authority</i> may relax the rules contained in sections 8, 9, and 10 to a maximum of 10 percent in this Direct Control District provided the test for relaxation in accordance with Sections 31 and 36 of Bylaw 1P2007 is met.	Building size, massing and heights are generous and provide a significant amount of flexibility for the future redevelopment. This relaxation is not necessary. In addition, in order to achieve a compact urban form that compliments TOD principles a relaxation would be counter productive.	Strike

Parcel 11 - M-1 – Not referenced in the DC Bylaw. Permitted Uses and therefore Design Guidelines will not apply.



# Visual Plan

Highland Village Green visual plan showing adjacent site considerations.

**A**

Green Line 40th Avenue  
Charrette Preliminary Concept

- Envisions four to six storey buildings focused along future LRT line on Centre N and 40th Avenue N.W.
- Transit plaza at 40th Avenue and Centre St N
- Centre St N as a neighbourhood boulevard with high-quality streetscape.

**B**

4th Street potential  
build-out under existing  
land use districts

- Existing land use along east side of 4th Street N.W. allows for multi-residential development of up to 4 stories.

**C**

Potential McKnight Blvd  
widening

- The City has been acquiring parcels along the south side of McKnight Blvd N.W. to accommodate potential future widening.





*The following Technical Review was provided by the City Administration to the Community Association. This review indicates the City Wide Planning Functions' recommended base zoning for Parcels 3, 4, 5 and 6 and M-C2. This was completed in December of 2015, but the parcels remain the same and the recommendation is still relevant. M-C2 provides for medium height and medium density: Maximum FAR of 2.6 and maximum height of 16m.*

Technical Review:

December 16, 2015

## Proposed Highland Village Green DC Districts

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On behalf of City Wide Planning Functions, I can offer the following comments on the proposed Direct Control Districts that are a part of application LOC2014-0190. These are **preliminary comments only**, based on the submission dated November 25, 2015, and are for your consideration.

### Proposed DC 3, 4, 5, and 6

#### General

- Four different DCs are not required to achieve the subtle differences between each site. A single DC could be used to achieve the same objectives.
- The M-C2 district is a reasonable base district for the eventual DC. It prescribes and allows building forms that are in line with what is desired, and already provides some well thought-out (and tested) regulations for dealing with height and transitions. Some simple changes are all that are required to make this district workable as a DC.
- It is worth discussing with the Applicant whether the portion of the site currently proposed as DC 5 could be combined into the same single DC as mentioned above, and still be functional with the lower (20 m) height as proposed in the other DCs modelled on the M-C2 district. The reason for this is as follows:
  - The only differences between DC 5 and DC 3, 4 & 6 are primarily related to its higher height (26m vs. 20m). It may be worth exploring with the Applicant whether 26 m is really needed, given that it would likely necessitate a switch to concrete to accommodate the 7<sup>th</sup> possible storey (I'm assuming that an approximately 2.5 - 3m high mechanical penthouse will be present). Will the developer really switch to concrete for the benefit of one additional storey?

#### Purpose

- Many of the purpose statements found across the four DCs are similar and repetitive (even within districts). These could be consolidated in one single DC, with statements speaking to the characteristics, which make the DC unique from other existing LUB districts. Where a statement happens to be similar in intent to ones found in the existing LUB, the similar wording from the



existing LUB district should be used in the DC. The combined DC should cover the following themes in its purpose:

- Bringing buildings close to the street to ensure active street life, social interaction, etc. (this is already evident in the proposed DCs – one single way of saying it just needs to be settled upon).
- Multi-residential development that is constructed with sensitivity to its existing low-density residential surroundings. The proposal may benefit from expanding on being “sensitive to adjoining residential districts” by saying **how**: i.e. through the use of larger separation distances and compatible building heights (M-CG kind of does this).
- Development that is slope adaptive (this is currently lacking from the proposal, and warrants some attention given the significant grade changes across the site, and the Applicant’s desire to construct unique housing forms on the hillside. This should be reflected in the purpose).
- Animation and high architectural quality. The proposal adequately expresses these intents.

#### **Uses**

- Currently, the proposed DCs defer to the parent district for permitted and discretionary uses. It may be worth exploring the removal of low-density uses. Currently, the M-C2 allows for duplexes, backyard suites (which go along with single detached dwellings), semi-detached dwellings, and single detached dwellings. Since we’re trying to encourage density here (especially given its location near a future LRT station), the DC should stipulate that these low-density uses are excluded from the DC.

#### **FAR**

- Since the proposed FAR rules are the same as the parent M-C2 district, the FAR section can be removed. The M-C2 rules are used whenever the DC is silent on something.

#### **Density**

- The proposed 30 units per hectare is too low for an area situated so closely to a future LRT line. The Applicant should be asked to propose a higher density that they feel is workable, given the site constraints.

#### **Building Setbacks**

- A minimum 1.2 m setback from another parcel should be considered. This is consistent with existing multi-family LUB districts, and is in line with the City’s and Applicant’s objectives to encourage density on this site. What is the Applicant’s rationale for 3m?
- A discussion should be had concerning the street-facing setback. There are urban design objectives that can be met if a setback greater than zero is required, but many of the City’s multi-residential districts allow a zero metre setback. We should be clear on what the objectives for this site are going to be in order to determine which setback to impose.

- Setbacks do not necessarily constitute a need for separate DCs. A single DC could be crafted which includes setbacks for all possible instances on the site (i.e. the setback from a laneway, special purpose district, another parcel, street, etc).

#### **Building Height**

- The 20 m height proposed in the DC should be supported by estimated finished grades and cross sections that show how the proposed buildings will sit relative to the valley slope, so that the impact on adjacent low-residential areas can be determined.
- It is difficult to assess the suitability of the height transitions (step backs) without estimated grades across the subject site. Some of the distances/step backs (10m within 10 m of property line) seem well-intentioned. The intended effect of this distance should be confirmed through the submission of cross sections that illustrate whether it will function as intended, after the finished grades are taken into account.

#### **Building Orientation**

- This proposed section can be removed, as several items are already covered under the definition of “street-oriented multi-residential building.” By virtue of including this descriptor, things like relationship to the street are already covered and do not need to be described in a regulation. Other items that better fit under site design could be moved to Building Design (which may be renamed).

#### **Building Design**

- This section could be re-named “Site Design” and encompass matters pertaining not only to a building, but to the site generally (i.e. location of parking stalls).
- The proposed regulation dealing with location of parking stalls includes only motor vehicle parking stalls and loading stalls, but not visitor parking stalls (which are different). Is this intentional?

#### **Floor Plate Restrictions**

- A new relaxation section may be inserted that is more in line with recent DC approvals.

## Appendix B

**Comparison of other large projects.** In order to support the Community's request for the purchase of land on this site we have provided you with comparison information in regards to some recent developments within the City of Calgary.

Project	Hectares	Density	MR	Anticipated Residents	Commercial	Major Activity Centre	Community Green space
Highland Park Golf Course	20.6	99.4/ha	1.7 Ha	4,142-8,800	48,491 sq/ft	Nothing	6% (after build out)
Currie Barracks	79	102/ha	9.3 Ha	11,000	250,000 sq/ft commercial 613,000 sq/ft office	Mount Royal University	11.8% (after build out)
The Bridges	15	105/ha	4.7 ha	2,000-2,500	60,000 sq/ft	The Zoo & Downtown, The Bow River	31.3% (after build out)
East Village	52	164/ha	15.4 ha	13,700	?	Downtown	29.7%
West Campus	129	100/ha	19.27 ha	11,222	214,492 sq/ft	The University of Calgary, Alberta's Children's Hospital, Foothills Hospital	MR + Central Park + PUL + Enviro Reserve (39.02 HA) 30%
Garrison Woods	65	25/ha	?	3200	70,000 sq/ft + 44,000 sq/ft schools + 30,000 sq/ft museum	Mount Royal University	8%