

**LAND USE AMENDMENT  
REDSTONE (WARD 3)  
128 AVENUE NE AND REDSTONE STREET NE  
BYLAW 107D2015**

**MAP 26NE**

**EXECUTIVE SUMMARY**

This application is proposing to redesignate land adjacent to the future 128 Avenue NE Light Rail Transit (LRT) station from its existing residential and commercial land uses to allow for greater flexibility in achieving a mixed use transit supportive development.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION**

2015 May 21

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 107D2015; and

1. **ADOPT** the proposed redesignation of 16.42 hectares ± (40.57 acres ±) located at 12313 and 12888 – 52 Street NE, 5298 Country Hills Boulevard NE (Portion of Plan 1210009, Block 1, Lot 1; Portion of Plan 121009, Block 2, Lot 1; Plan 0712654, Area A) from Residential – One / Two Dwelling (R-2) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Commercial – Community 1 (C-C1) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and DC Direct Control District to Multi-Residential – Low Profile (M-1) District, Multi-Residential - Medium Profile (M-2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate a vertical and horizontal mixed use development at the future 128 Avenue NE LRT station, in accordance with Administration’s recommendation; and
2. Give three readings to the proposed Bylaw 107D2015.

**REASON(S) FOR RECOMMENDATION:**

The proposed application provides a mixed use development that complies with the policies of the Northeast Community ‘A’ Area Structure Plan (ASP) and supports the investment of light rail transit to this location in the future.

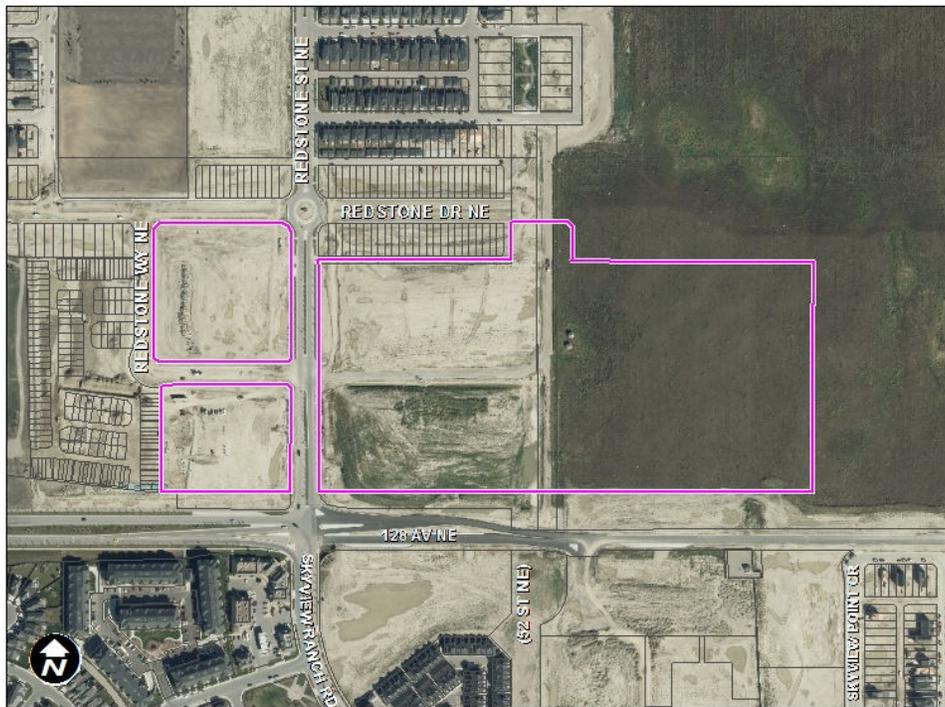
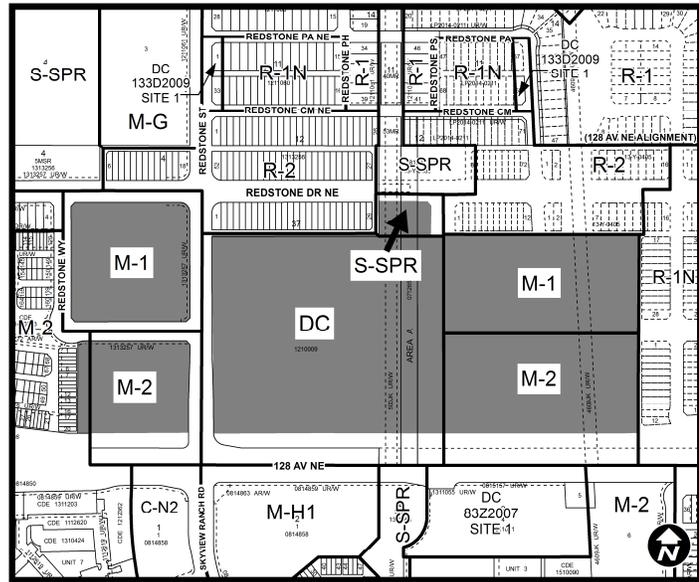
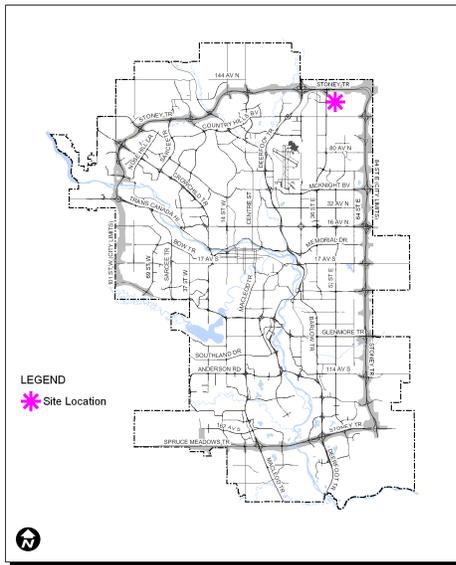
**ATTACHMENT**

1. Proposed Bylaw 107D2015

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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 16.42 hectares  $\pm$  (40.57 acres  $\pm$ ) located at 12313 and 12888 – 52 Street NE, 5298 Country Hills Boulevard NE (Portion of Plan 1210009, Block 1, Lot 1; Portion of Plan 121009, Block 2, Lot 1; Plan 0712654, Area A) from Residential – One / Two Dwelling (R-2) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Commercial – Community 1 (C-C1) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and DC Direct Control District **to** Multi-Residential – Low Profile (M-1) District, Multi-Residential - Medium Profile (M-2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate a vertical and horizontal mixed use development at the future 128 Avenue NE LRT station, with guidelines (APPENDIX II).

**Moved by: G. Morrow**  
Absent: R. Wright and C. Friesen

**Carried: 6 – 0**

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Applicant:

Stantec Consulting Ltd

Landowner:

Redstone South Properties Ltd  
 City of Calgary

Planning Evaluation Content	*Issue	Page
<b>Density</b> <i>Is a <b>density increase</b> being proposed.</i>	No	6
<b>Land Use Districts</b> <i>Are the changes being proposed <b>housekeeping</b> or <b>simple bylaw amendment</b>.</i>	No	5
<b>Legislation and Policy</b> <i>Does the application comply with policy direction and legislation.</i>	Yes	6
<b>Transportation Networks</b> <i>Do different or specific <b>mobility considerations</b> impact this site</i>	Yes	6
<b>Utilities &amp; Servicing</b> <i>Is the site in an area under <b>current servicing</b> review and/or has <b>major infrastructure</b> (water, sewer and storm) concern</i>	No	6
<b>Environmental Issues</b> <i>Other considerations eg. sour gas or contaminated sites</i>	Yes	6
<b>Growth Management</b> <i>Does this site have the appropriate <b>growth management</b> direction.</i>	Yes	7
<b>Public Engagement</b> <i>Were <b>major comments</b> received from the circulation</i>	No	7

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## **PLANNING EVALUATION**

### **SITE CONTEXT**

The subject site is located in the community of Redstone, north of 128 Avenue NE, east of Métis Trail NE, and west of 60 Street NE adjacent to a future NE LRT Station. Existing low density residential development is located to the north of the subject site. A local commercial development and existing and future multi-residential development is located on the south side of 128 Avenue NE.

The site is located within the Calgary International Airport Vicinity Protection Area (AVPA) and the 25-30 Noise Exposure Forecast (NEF) contour. Some height restrictions apply to this area of the city. The impact of these limitations, if any, will be determined at the Development Permit Application stage.

The subject site was included in a previous Land Use Amendment and Outline Plan application and approved 2007 July 16. The site is relatively flat and has been stripped and rough graded.

The current application is reconfiguring the land use mix and outline plan layout to better facilitate the development of a mixed-use community scale activity centre.

### **LAND USE DISTRICTS**

The developer proposes to redesignate the subject site from R-2 Residential – One / Two Dwelling (R-2) District, M-2 Multi-Residential – Medium Profile District, C-C1 Commercial – Community 1 District, DC Direct Control District, S-CRI Special Purpose – City and Regional Infrastructure (S-CRI) District, M-H1 Multi-Residential – High Density Low Rise District to:

- Multi-Residential – Low Profile (M-1) District;
- Multi-Residential – Medium Profile (M-2) District;
- Special Purpose - School, Park and Community Reserve (S-SPR) District; and
- DC Direct Control District.

The Direct Control District was used to allow a mix of commercial and residential uses in a horizontal and vertical mixed use built form, immediately adjacent to the LRT station to allow the development of a community scale activity centre. The DC uses the Commercial – Community 2 (C-C2) District as the base district with the addition of multi-residential development and other associated residential uses. Auto oriented uses such as car sales and service have been removed from the base district.

The DC also provides for publicly accessible amenity space no less than 0.15 hectares ± (0.37 acres ±), to provide for primary pedestrian routes from the LRT station into the mixed use site. The configuration of the amenity space will be determined at the Development Permit Application stage.

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Density

The proposed density of this application is 67.35 units per hectare ± (27.3 units per acre ±). The overall anticipated density of Redstone is 24 units per hectare ± (9.7 units per acre ±).

**LEGISLATION & POLICY**

Municipal Development Plan

The subject site is currently designated as Planned Greenfield with Area Structure Plan (ASP) within the Municipal Development Plan (MDP).

Northeast Community 'A' Area Structure Plan (ASP)

The subject site is designated Predominantly Residential within the Transit Planning Area. The Transit Planning Area should include multi-residential development, office uses, child care facilities and pedestrian and bicycle connections.

The density within a 200 metre radius of the LRT station shall include 900 units. The subject site combined with the lands south of 128 Avenue NE, will comply with the density policies of the ASP.

Rocky View County/City of Calgary Intermunicipal Development Plan

This area of the City is also under the policies of the Rocky View County/City of Calgary Intermunicipal Development Plan (IDP).

**TRANSPORTATION NETWORKS**

A Transportation Impact Assessment (TIA) was completed for the subject lands. The proposed development is supportive subject to the conditions of approval in the Outline Plan report.

**UTILITIES & SERVICING**

Utilities will be extended into the subject site from the adjacent area. The western portion of the subject site is serviced.

**ENVIRONMENTAL ISSUES**

A Phase I Environmental Site Assessment was conducted for the site. No major concerns were raised and all recommendations will be addressed prior to approval of the affected Tentative Plan. A previously abandoned sour gas line travelled north/south through the middle of the subject lands. The abandoned line was removed last year and the utility right-of-way was recently discharged.

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**ENVIRONMENTAL SUSTAINABILITY**

Environmental sustainability will be addressed at the Development Permit Application stage.

**GROWTH MANAGEMENT**

There are no growth management issues.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

No comments received by CPC Report submission date.

**Citizen Comments**

No comments received by CPC Report submission date.

**Public Meetings**

No public meetings were held.

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## **APPENDIX I**

### **APPLICANT'S SUBMISSION**

The Redstone Transit-Oriented Development (TOD) Outline Plan and Land Use Redesignation proposes to accommodate a mix of transit-supportive uses and densities on lands adjacent to the future 128th Ave NE LRT station. The purpose of these applications is to establish a planning framework to facilitate the development of a mixed-use community-scale activity centre. The applications propose a comprehensive design for an integrated mixed-use centre within an emerging community. These applications will amend the original 2007 Northpoint outline plan (LOC2006-0156).

The Outline Plan area is easily accessible and promotes active transportation and transit use as the entire Outline Plan area is within a 400 m walk of future LRT and existing transit stops. An open space (S-SPR) parcel is proposed as a community park and provides a linkage for cyclists and pedestrians to the regional pathway, which runs along Red Embers Gate NE and connects the area to Redstone residents and schools to the north.

The vision for this Outline Plan is to permit a mix of uses including offices, a range of retail, publicly accessible amenity spaces, and private residences. A direct control (DC) bylaw is proposed for the central mixed-use site and is largely based on the General Rules for Commercial Land Use Districts (Bylaw 1P2007); however, private amenity requirements from the General Rules for Multi-Residential Land Use Districts have also been incorporated to achieve suitable multi-residential standards. The proposed land uses are based on the C-C2 district, which allows for a wide range of commercial uses suited to a dynamic and vibrant activity centre. The DC has removed non-transit supportive uses, such as Vehicle Sales and Auto Services and added residential uses such as Assisted Living, Multi-Residential Development, and Residential Care to strengthen the potential of the site as a community focal point. Other key elements of the DC include:

- Use area maximums that support a flexible market base and variety of retail tenants.
- Location requirements for uses to provide privacy and transition between residential and non-residential uses in close proximity.
- Building requirements to encourage a pedestrian-oriented at-grade experience.
- Policies allowing parking reductions for developments in close proximity to the built or fully funded 128th Ave NE LRT station.
- The requirement for a publicly accessible amenity space, suitable for functions such as community-scale events, mobile vendors, public art, and privately managed functions.

This DC site will become the “village centre” for the Redstone community, but it is only a portion of the Redstone Transit Planning Area, as the DC site is situated amongst five multi-residential parcels. These districts will have built forms that sensitively transition to the semi-detached and single detached housing adjacent to the Outline Plan area.

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## APPENDIX II

### PROPOSED DC DIRECT CONTROL GUIDELINES

#### **Purpose**

- 1 This Direct Control District is intended to:
  - (a) allow for **development** intensity and land **uses** that support a transit-oriented activity hub for the communities of Redstone and Skyview Ranch;
  - (b) provide opportunities for **commercial uses** to be combined with **Office**, institutional and **residential uses** in the same **development**;
  - (c) provide opportunities for stand-alone **Multi-Residential Development** in a variety of forms;
  - (d) provide for community-scale shops and services;
  - (e) provide **buildings** that are close to a **street, internal street**, or sidewalks;
  - (f) support land **uses** and **density** that align with the policies of the Transit Planning Area in the North Community 'A' Area Structure Plan;
  - (g) provide for **density** regulated by **floor area ratio**;
  - (h) allow a built form that is sensitive to the adjoining residential areas;
  - (i) provide outdoor amenity space for social interaction; and
  - (j) provide the opportunity for a shared parking strategy that accommodates centralized parking facilities for all **parcels**.

#### **Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified in this Bylaw, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply.

#### **Reference to Bylaw 1P2007**

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

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**General Definitions**

4 In this Direct Control District:

- (1) **“commercial uses”** mean all **uses** listed in sections 5 and 6 but excludes the **residential uses** listed in subsection (2);
- (2) **“residential uses”** means the following **uses** in this Direct Control District:
  - (a) **Dwelling Unit;**
  - (b) **Live Work Unit;** and
  - (c) **Multi-Residential Development;**
- (3) **“mixed-use building”** means a **building** that contains a combination of **residential uses** and **commercial uses**;
- (4) **“animating features”** means architectural features on **buildings** and within the public realm that create and encourage the use of the area by pedestrians and cyclists that include, but are not limited to, **patios, decks, entranceways, plazas, awnings, seating areas, soft surfaced landscaped areas, bicycle parking stalls,** pathways, transparent and semi-transparent windows; and
- (5) **“internal street”** means a private road that provides access within the immediate site and may be extended to provide access to the adjacent **parcels**.

**Permitted Uses**

5 The **permitted uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **permitted uses** of this Direct Control District;

- (a) with the addition of:
  - (i) **Accessory Residential Building;** and
- (b) with the exclusion of:
  - (i) **Vehicle Rental – Minor;** and
  - (ii) **Vehicle Sales – Minor.**

**Discretionary Uses**

6 The **discretionary uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control District;

- (a) with the addition of:
  - (i) **Addiction Treatment;**
  - (ii) **Assisted Living;**

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- (iii) **Community Entrance Feature;**
- (iv) **Custodial Care;**
- (v) **Multi-Residential Development;** and
- (vi) **Residential Care.**

(b) with the exclusion of:

- (i) **Auto Service – Major;**
- (ii) **Auto Service – Minor;** and
- (iii) **Vehicle Rental – Major.**

**Bylaw 1P2007 District Rules**

7 Unless otherwise specified, the rules of Part 7, Division 1: General Rules for Commercial Land Use Districts of Bylaw 1P2007 apply to this Direct Control District.

**Use Areas**

- 8 (1) Unless otherwise provided in subsections (2), (3), (4) and (5) below, the maximum **use area** for **uses** on the ground floor of **buildings** in this Direct Control District is 2500.0 square metres.
- (2) The maximum **use area** for a **Supermarket** or a **Supermarket** combined with any other **use** is 7500.0 square metres.
- (3) A maximum of one (1) **building** in this Direct Control District, whether or not the area of this Direct Control District is further subdivided, may contain a **Retail and Consumer Service use** that has a maximum **use area** of 4500.0 square metres on the ground floor. The maximum **use area** for all other **Retail Consumer Service uses** on the ground floor is 2500 square metres.
- (4) The maximum **use area** for a **Catering Service – Minor** or a **Catering Service – Minor** combined with any other **use** is 300.0 square metres.
- (5) **Hotel, Office,** and **residential uses** do not have a **use area** restriction.

**Location of Uses Within Buildings**

9 **Commercial uses** and **Live Work Units:**

- (a) may be located on the same floor as **Dwelling Units;**
- (b) must not be located above any **Dwelling Units;**
- (c) must not share an internal hallway with **Dwelling Units;** and
- (d) must have a separate exterior entrance from that of the **Dwelling Units.**

**Floor Area Ratio**

10 The maximum **floor area ratio** is 4.0.

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**Building Height**

11 The maximum *building height* is 30.0 metres.

**Building Façade**

- 12 (1) *Animating features* must be provided along 60.0 per cent of a *building* façade with *commercial uses* at *grade* that face onto Redstone Street NE, Red Embers Gate NE, an *internal street*, or the *LRT Corridor*.
- (2) No more than 10 per cent of the total required *motor vehicle parking stalls* and *loading stalls* may be located between a *building* and a *street* or *internal street*.

**Setback Areas**

- 13 (1) Unless otherwise referenced in this Bylaw, there is no minimum requirement for a *front setback area*.
- (2) Unless otherwise referenced in this Bylaw, there is no minimum requirement for a *rear setback area*.
- (3) Unless otherwise referenced in this Bylaw, there is no minimum requirement for a *side setback area*.
- (4) A *building* must have a *setback area* with a minimum depth of 3.0 metres where a *parcel* shares a *property line* with a *lane* that separates the *parcel* from a *parcel* designated as a *residential district*.

**Landscaping In Setback Areas**

14 Where a *setback area* shares a *property line* with a *LRT corridor*, or *internal street*, the *setback area* may include *hard surfaced landscaped areas*.

**Amenity Space**

15 The rules of Part 6, Division 1: Section 557: General Rules for Multi-Residential Land Use Districts – Amenity Space, of Bylaw 1P2007 apply to this Direct Control District.

**Building Separation**

16 For *developments* with multiple *buildings* on a single *parcel*, the minimum separation distance between *buildings* is 0.0 metres.

**Publicly Accessible Amenity Space**

17 (1) In addition to the residential amenity space requirements referenced in section 15, a single publicly accessible amenity space, no less than 0.15 hectares in area, must be provided on private land, made available to the public through a registered public access easement agreement acceptable to the Approving

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Authority, and in a location, form, configuration and construction in a manner acceptable to the Approving Authority.

- (2) The publicly accessible amenity space should function as an open space that can provide:
  - (a) primary pedestrian route(s) between the 128 Avenue NE **LRT station** into the mixed-use site;
- (3) The area of the publicly accessible amenity space must be included in the calculation of landscaping requirements for **commercial uses**.

**Minimum Motor Vehicle Parking Stalls**

- 18 (1) The minimum number of **motor vehicle parking stalls**:
- (a) is the requirement referenced in Part 4 of Bylaw 1P2007 for the following **uses**:
    - (i) **Cinema**;
    - (ii) **Hotel**;
    - (iii) **Library**;
    - (iv) **Medical Clinic** above the ground floor;
    - (v) **Office** above the ground floor; and
    - (vi) **Post-secondary Learning Institution**;
  - (2) for each **Dwelling Unit** is:
    - (a) 1.0 stalls per **unit** for resident parking; and
    - (b) 0.1 **visitor parking stalls** per **unit**;
  - (3) for each **Live Work Unit** is:
    - (a) 1.0 stall per **unit** for resident parking; and
    - (b) 0.5 **visitor parking stalls** per **unit**; and
  - (4) for all other **uses** is 4.0 stalls per 93.0 square metres of **gross usable floor area**.

**Parking Reductions for Transit Supportive Developments**

- 19 (1) The minimum number of **motor vehicle parking stalls** required for resident parking and **commercial uses** may be reduced by 10.0 percent where:
- (a) a **use** that generates the parking requirement is located within 600.0 metres of an existing, or approved and fully capital funded **LRT platform**;  
or

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- (b) **frequent bus service** is operating on a **street** within 150.0 metres of the **parcel**; and
- (2) The minimum number of **motor vehicle parking stalls** for an **Office** or **Information and Service Provider** may be reduced by 5.0 percent where the reduction referenced in subsection (1) was not applied, and
  - (a) an existing, or approved and fully capital funded **LRT platform** is within 600.0 metres of this **parcel**; or
  - (b) **frequent bus service** is operating on a **street** within 150.0 metres of **parcel**.
- (3) The **Development Authority** may consider a relaxation of the minimum required **motor vehicle parking stalls** and **visitor parking stalls** for a **development** where:
  - (a) a parking study submitted as part of a **development permit** application demonstrates that the **motor vehicle parking stall** requirement or **visitor parking stall** requirements should vary from the requirements of this Direct Control Bylaw due to unique site, location or **use** characteristics; and
  - (b) the test for relaxations in section 31 or 36 of Bylaw 1P2007 is met.

**Parking Maximums for Residential Uses Close to LRT Stations**

**20** Where a **building** contains three or more **units** with shared entrance facilities and is located on a **parcel** within 600.0 metres of an existing, or approved and fully capital funded **LRT platform**, the maximum number of **motor vehicle parking stalls** for resident parking is:

- (a) 1.5 stalls for each **Dwelling Unit** and **Live Work Unit** less than or equal to 60 square metres in **gross floor area**; and
- (b) 2.0 stalls for each **Dwelling Unit** and **Live Work Unit** greater than 60 square metres in **gross floor area**.

**Bicycle Parking Stall Requirements**

**21** (1) The minimum number of **bicycle parking stalls – class 1** for:

- (a) Each **Dwelling Unit** and **Live Work Units** is:
  - (i) no requirement where the number of **units** is less than 20;

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- (ii) 0.5 **bicycle parking stalls – class 1** per **unit**, where the total number of **units** is equal to or exceeds 20; and
  - (b) for all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.
- (2) **Bicycle parking stalls – class 1** provided for **Dwelling Units** and **Live Work Units** are for the exclusive use of the **building** residents.
- (3) The minimum number of **bicycle parking stalls – class 2** for:
  - (a) each **Dwelling Unit** and **Live Work Units** is:
    - (i) 2.0 stalls for **developments** of 20 **units** or less; and
    - (ii) 0.1 stalls per **unit**, for **developments** of more than 20 units; and
  - (b) All other **uses** is 5.0 per cent of the minimum number of **motor vehicle parking stalls**.

**Centralized Motor Vehicle Parking**

- 22 **Motor vehicle parking stalls** and **bicycle parking stalls** required for **uses** in this Direct Control District may be shared and supplied on any one **parcel** or combination of **parcels** in this Direct Control District.

**Freestanding Signs**

- 23 (1) The maximum **sign area** of a **Freestanding Sign** is 18.5 square metres.
- (2) The maximum height of a **Freestanding Sign** is 12.2 metres.