

LAND USE AMENDMENT
DOWNTOWN EAST VILLAGE (WARD 7)
8 AVENUE SE AND 4 STREET SE
BYLAW 69D2015

MAP 15C

EXECUTIVE SUMMARY

The purpose of this Land Use Amendment is to accommodate:

1. The transfer of density for Floor Area Ratio, from the St. Louis building area footprint (Site 2), to the subject development site to the east (Site 1); and,
2. Residential parking standards (vehicle and bicycle), as follows:
 - i) Zero-parking standard for residential uses that support increased use of sustainable modes of transportation while reducing the amount of travel by private vehicles within household markets; and
 - ii) Contribution to the City Wide Active Modes Program as an alternative to visitor parking provided.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION

2015 March 12

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 69D2015; and

1. **ADOPT** the proposed redesignation of 0.17 hectares \pm (0.42 acres \pm) located at 430 and 434 – 8 Avenue SE (Plan 1412692, Block 54, Lot 43; Plan 1211935, Block 54, Lot 41) from City Centre – East Village Transition District (CC-ET) **to** DC Direct Control District to accommodate the transfer of residential Floor Area Ratio through a heritage density transfer, and site specific residential parking rules, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 69D2015.

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REASON(S) FOR RECOMMENDATION:

The Land Use Amendment application conforms to the overall intent and goals of the Municipal Development Plan, Calgary Transportation Plan and East Village Area Redevelopment Plan in achieving a wide range of residential uses and building forms that

- Provide more housing diversity and choice within complete communities.
- Direct land use change within a framework of nodes and corridors.
- Link land use decisions to transit.
- Increase mobility choices.
- Optimize infrastructure.

The associated Development Permit (DP2014-2697) application supports residential uses that are highly encouraged within an area of transition, between the downtown Core and the East Village.

Direct control rules for density and residential parking are found to be appropriate in accommodating a wider range of residential uses that would not otherwise be possible within the existing development rules of the Land Use Bylaw

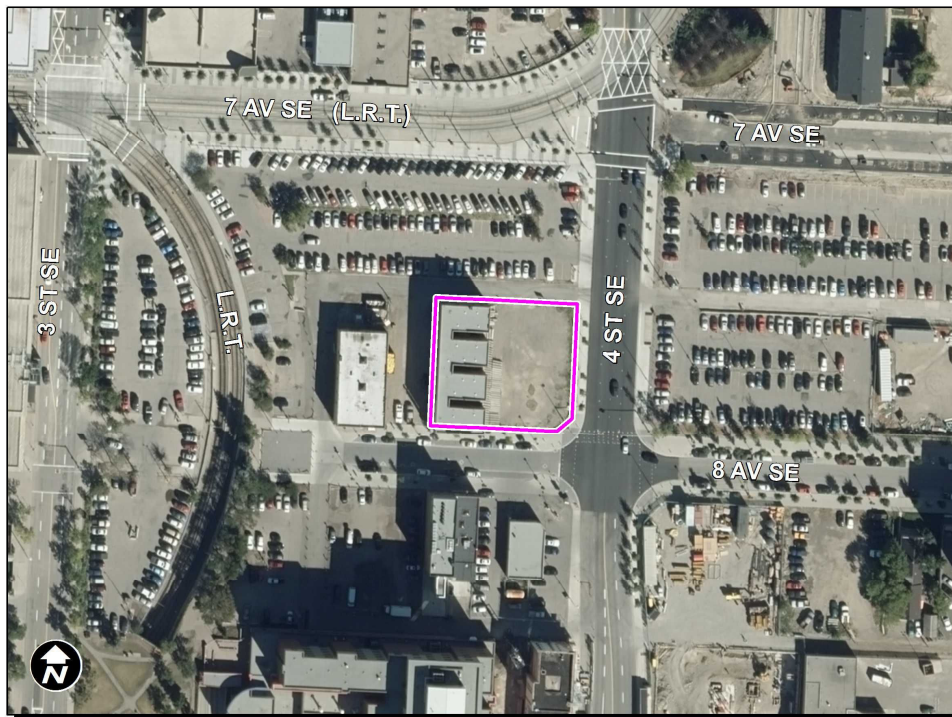
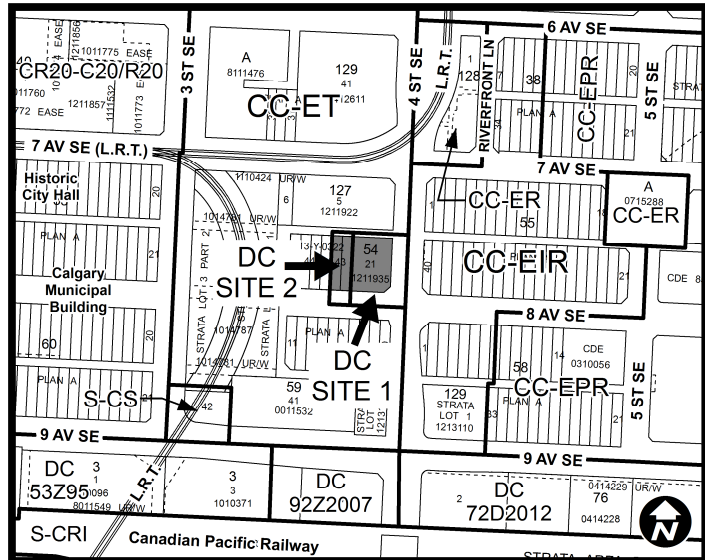
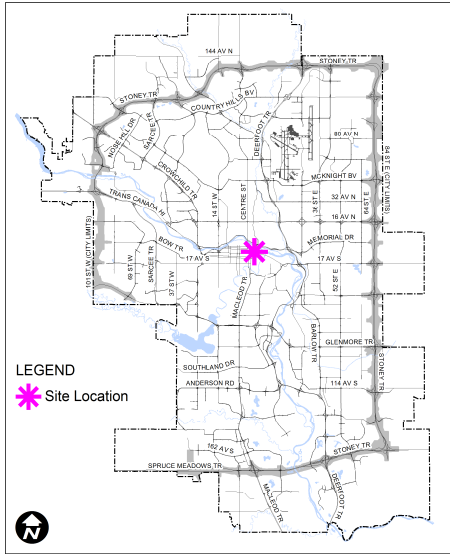
ATTACHMENT

1. Proposed Bylaw 69D2015
2. **Public Submission(s)**

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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 0.17 hectares \pm (0.42 acres \pm) located at 430 and 434 – 8 Avenue SE (Plan 1412692, Block 54, Lot 43; Plan 1211935, Block 54, Lot 41) from City Centre – East Village Transition District (CC-ET) to DC Direct Control District to accommodate the transfer of residential Floor Area Ratio through a heritage density transfer, and site specific residential parking rules.

Moved by: G. Morrow
Absent: S. Keating

Carried:7 – 0

Reasons for Approval from Mr. Friesen:

- In my career I have typically supported innovation and more choice. Although I have a satisfying ongoing relationship with automobiles I know that many people do not want a car or even a driver's licence. They should be allowed the choice to benefit fully from this lifestyle. The location chosen for this experiment is close to ideal and according to the developer market demand is high.
- I do worry that this project will be seen as successful for the wrong reasons. Since it lowers costs developers may be attracted for purely profit reasons and using this project as precedent they may build many more. If projects are built because of a developer push rather than a market pull problems may arise. Parking issues should be monitored to avoid this problem.

Reasons for Approval from Ms. Wade:

- The city Wide Active Modes program encourages the incorporation of pooch stands and dog waste bag stands to support the pedestrians who take dogs to work, utilize retail/commercial or have a Guide dog.
- Encouraged by proactive approach to addressing no parking and supporting changes in market demand for parking in locations such as these along with the desire of certain demographic to not own vehicles.
- My concern is we consider "Car-to-Go" and electric car plugs in Lot 62, East Village Parkade, that there is a need for these alternatives as part of City Wide Active Modes Program and Transportation Monitoring Program.
- Excellent, progressive application!

Comments from Mr. Wright:

- Courageous project both in terms of heritage, density transfer and elimination of parking. The location is a perfect spot to run such a pilot. Important to shift attitude in a place where the likelihood of externalities are minimized.

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Comments from Ms. Gondek:

- (p.11/22) In keeping with Policy 5.2.7 which encourages variety of housing types including market and integrated non-market units, this project offers an exemplary market-based solution to affordability. Removing parking for units results in lower per unit pricing, which ultimately offers greater access to entry level homeownership. I fully support this project for its innovative approach to affordability.
- (p.13/22) Inclusion of a summary of the literature review and research to support no-parking would have been useful for CPC, so I will recommend that such a summary be provided for Council.
- (p.19/22) DC Guideline 7(4) refers to the contribution of \$30,000 per visitor stall to the City Wide Active Modes Program. In my opinion, this contribution should be linked to provision of parking and therefore aligned with the East Village Parkade on 9 Avenue SE. Given that this application claims to be focused on all modes of transportation, if it is only fitting that this proportionate share of the project's benefits be directed towards automobile parking. Because the DC allows for full parking relaxation, some compensation for vehicle use is appropriate.
- The question was posed to the Applicant "Why do you feel Council should support this project?" In addition to citing research (primary and secondary), as well as affordability, this message is important from Joe Starkman of Knightsbridge Homes: "We are not trying to change the world. We are responding to a changing world."

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AMENDMENT: Amend DC Guideline 7(4) to read "Where the number of visitor parking stalls provided in a development is less than the total number of visitor parking stalls required in subsection (2), a financial contribution must be made to the construction of Lot 62, the East Village Parkade, for the difference between the total number of visitor parking stalls required in subsection (2) and the number of visitor parking stalls provided, at the rate of \$30 000 per stall."

Moved by: J. Gondek
Absent: S. Keating

LOST: 3 – 4
Opposed: G. Morrow, R. Wright,
W. Smithers, and
G.-C. Carra

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Applicant:

Calgary Municipal Land Corporation

Landowner:

Calgary Municipal Land Corporation

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	Yes;on Site 1	6
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	6
Legislation and Policy <i>Does the recommendation create capital budget impacts or concerns.</i>	No	9
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	Yes	13
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer and storm) concern</i>	No	14
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	
Growth Management <i>Does this site have the appropriate growth management direction.</i>	Yes	
Public Engagement <i>Were major comments received from the circulation</i>	No	14

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PLANNING EVALUATION

SITE CONTEXT

The subject lands are located on the north-west corner of 8 Avenue SE and 4 Street SE. These lands are located within an area of transition between the Downtown Commercial Core and the primarily residential precinct of East Village. The site is supported by a number of city transit routes (10) within walking distance; and is located within 250 metres from the City Hall Light Rail Transit (LRT) station. It is also in close proximity to the Riverwalk system and 4 Street SE underpass having good connectivity to other areas of the city.

LAND USE DISTRICTS

Current Land Use District – Centre City East Village Transition District (CC-ET)

Development within the subject lands are currently governed by the rules of the Centre City East Village Transition (CC-ET) District. This district is intended to provide for the following:

- an important transition between the higher density commercial and office uses of the downtown core and the more residential character of East Village
- a mix of uses within the transition zone between Downtown and East Village
- a greater variety of office, discretionary commercial, institutional and residential uses; and
- a building form that is street oriented at-grade.

The proposed DC Direct Control District is to retain all applicable rules for the existing district with the exception of site-specific density and residential parking rules. These specific rules are discussed in the following sections.

Proposed Direct Control District

Heritage Density Transfer – Floor Area Ratio:

The proposed DC Direct Control Bylaw is to provide for site specific density limits that are to be accommodated by recognizing the transfer of density from a Municipal Heritage Resource (St. Louis Hotel) to the adjoining site to the east. The existing floor area ratio of the St. Louis Hotel site is 2.73, and is to remain at this density in the proposed DC Direct Control District. The proposed transfer of the heritage density is to establish the floor area ratio of the receiving site (Site 1) as 9.28. Without the heritage density transfer, the floor area ratio of the receiving site would be limited to 7.0. Thus, the heritage density transfer would result in the receiving site (Site 1) to potentially accommodate a development with a maximum floor area ratio of 9.28. The following calculations demonstrate how the potential density from the St. Louis site (Site 2) is being transferred to the Site 1:

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Heritage Density Transfer
Site 2 - Donating Site
FAR Calculations (St. Louis Building)
Parcel Area = 609.7m ² 609.2m ² /3 x 609.3m ² = 2.73 FAR
Maximum (Potential) Density = 7.00 FAR SUBTRACT Existing (Built) Density = 2.73 FAR DIFFERENCE = Density Transfer = 4.27 FAR
609.7m ² x 4.27 FAR = 2603.42m² (transfer to Site 1)
Site 1 - Receiving Site
FAR Calculations (Knightsbridge - DP2014-2697)
Parcel Area = 1143.18m ²
2603.42m² ÷ 1143.18m ² (Site 1 Area) = 2.28 FAR (FAR Density Adjusted to Site 1 Parcel Area)
Current Maximum Density (Site 1) = 7.0 FAR ADD Density Transfer (from Site 2) = 2.28 FAR SUM Total Density = 9.28 FAR

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Site-Specific Residential Parking Rules:

The proposed Direct Control Bylaw is to establish a zero-parking standard for motor vehicles.

Below is a chart that lists the parking standards for the Centre City East Village Transition District and the proposed DC Direct Control District:

Standard	Centre City East Village Transition (CC-ET) District	Proposed Direct Control (DC) District
Motor Vehicle Parking Standards		
Minimum # of motor vehicle parking stalls : Dwelling & Live/Work Unit	0.5 stalls/unit	0.0 stalls/unit
Minimum # of visitor parking stalls	0.1 stalls/unit	0.08 stalls/unit
Bicycle Parking Standards		
Minimum # of Bicycle Parking : Class 1 stalls	0.5 stalls/unit	1.0 stall/unit
Minimum # of Bicycle Parking: Class 2 stalls	0.0 stalls/unit	0.1 stall/unit

Section 20 (1) of the Land Use Bylaw directs Administration to consider the merits of a proposed Direct Control District provided the following criteria are satisfied:

“Direct Control Districts must only be used for the purpose of providing for developments that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulations unavailable in other land use districts.”

The site-specific residential parking standards of the proposed Direct Control District provide for innovative ideas that require parking standards unavailable in other land use districts; no other Land Use District provides a zero motor vehicle parking standard for residential uses. Thus, the subject application meets the criteria for considering the adoption of a DC Direct Control District for the subject lands.

The proposed DC Direct Control District sets a zero parking standard requirement for Dwelling Units and Live Work Units for motor vehicle parking stalls.

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Secondly, the proposed DC Direct Control District provides for a rule that requires visitor motor vehicle parking stalls to be provided at the specific rate of 0.08 stalls per unit or allow for a cash contribution to be made to the 'City Wide Active Modes Program'. This cash contribution is to be calculated based on the number of required visitor parking stalls that are not being provided on-site. The rate of contribution is \$30 000 per visitor parking stall not provided on-site.

Investing in Mobility: 2015-2024 Transportation Infrastructure Investment Plan

City Wide Active Modes Program

Description

This program focuses on transportation infrastructure that improves connectivity around Activity Centres and Corridors. As defined in the Municipal Development Plan. Investments into the connectivity and quality of pathways, bikeway and pedestrian networks key in providing Calgarians with active transportation options such as walking and cycling, and are critical in achieving the modal split targets, identified in the Calgary Transportation Plan.

LEGISLATION & POLICY

The following sections review the policy foundations that support a zero-parking standard, as proposed for the subject site:

Municipal Development Plan

2.3 Creating Great Communities

“Goal – create great communities by maintaining quality living and working environments, improving housing diversity and choice, enhancing community character and distinctiveness and providing vibrant public places.”

Key Direction #2: Provide more choice within complete communities.

Key Direction #3: Direct land use change within a framework of nodes and corridors

Key Direction #4: Link land use decisions to transit.

Key Direction #5: Increase mobility choices.

Key Direction#8: Optimize infrastructure.

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2.5 Connecting the City

“A more sustainable city requires an integrated transportation system that supports a compact urban form. Bringing jobs, housing services and amenities closer together encourages non-automobile modes of travel, providing more choice to Calgarians. In most cases, it will not be practical to accommodate all modes of travel equally in every part of Calgary. More sustainable modes of transportation should be emphasized where they can provide convenient and realistic travel choices.

Increased walking and cycling activity will occur primarily in the various Activity Centres and Corridors located across the City. Homes, jobs, services and amenities will be located in close proximity to each other in these locations. Therefore, the needs of pedestrians and cyclists should be given the highest priority in Activity Centres and Corridors.”

Calgary Transportation Plan

The following policies of the Calgary Transportation Plan support the principles of the Direct Control District:

Transportation Goal #4: Enable public transit, walking and cycling as the preferred mobility choices for more people.

“An integrated strategy is required that includes substantial transit expansion, investment in new pedestrian and cycling infrastructure, transit-oriented land use and support street and parking policies. These strategies will reduce demands on the transportation system by reducing vehicle trip distances and making public transit, walking and cycling more appealing choices for more people.”

East Village Area Redevelopment Plan (2010)

The following policies of the East Village Area Redevelopment Plan (2010) form the foundation of Administration’s review and support of this application:

Heritage Density Transfer:

4.3 Density Transfer

“A building designated as a Municipal Historic Resource under the Historical Resources Act is eligible to transfer the difference between the building’s existing density and its potential density to a receiving site within the same land use district to a maximum of 3.0 FAR and subject to a density transfer agreement satisfactory to the City Solicitor. The amount of density that is transferable to a receiving site is subject to requirements of the riverbank shadow guidelines for East Village.”

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With the support of the City's Law Department, Administration has established that the transfer of heritage density to be accommodated through the proposed DC Direct Control bylaw as shown in APPENDIX I. The floor area ratio of the receiving site (site 1) is proposed to be established at 9.28, representing an increase of 2.63 above the current limits. As this transfer of density remains below the maximum of 3.0 FAR established by Section 4.3, Administration finds the Density Rules for both Site 1 and Site 2 of the DC Direct Control District, meeting the direction of this policy.

Zero-Parking Standard:

5.1 Residential Land Use – Objectives

- To create an attractive and vibrant mixed use urban neighbourhood that is primarily residential in character
- To provide sufficient housing potential to accommodate a potential ultimate population up to 11 500 residents
- To encourage a variety of housing and building types including townhouses, low rise, high-rise and mid-rise
- To provide a variety of unit types suitable for range of lifestyles, age groups, and income levels

5.2 Residential Land Use – Policies

5.2.1 A wide range of residential units will be allowed including Live/Work units, low-rise, mid-rise and high-rise apartments and condominiums

5.2.7 Housing projects which offer a variety of housing types including market and integrated non-market housing are encouraged

9.2 Transportation - Objectives

- To support, encourage and provide for alternative modes of travel, including transit, cycling and walking
- To limit the amount of off-street parking supply to discourage the use of the automobile
- To development the area for safe, accessible and efficient functioning of the transit system as a means to encourage the use of transit by residents, Downtown workers and visitors

9.4 Parking - Policies

9.4.1 Allow use of minimum bylaw parking rates and permit further reductions where appropriate

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Parking Policy Framework (2011)

Section 6.1.4

The proposed DC Direct Control District's residential parking rules accommodate a unique form of housing that aligns with the East Village Residential Land Use Policies and Transportation objectives, in accommodating a range of lifestyles, age groups and income levels into this community while relying on the transit oriented development context of the area.

Section 6.1.5.5

With the exception of office uses, Administration should explore expanding the number of uses that have no minimum parking requirements for new developments in the downtown. Office uses will continue to retain the current bylawed rate of one parking stall per 140 square meters of net floor area, and this rate must be treated as a maximum.

Section 6.14

The Parking Policy Framework for Calgary also provides high-level guidance on parking reductions in the downtown. Section 6.1.4 of the Parking Policy Framework states the following:

“Currently in the downtown, restaurants, drinking establishments and theatres do not require parking (though they may choose to provide it). This should continue to be the case, and consideration should be given to expanding this list of uses to include other land use types (with the exception of office uses) to provide flexibility. Since the downtown is the best-served multi-modal location in Calgary, it makes sense to give new non-office developments this level of flexibility.”

Zero Parking Standard - Motor Vehicle Stalls – Residential:

Policies of the Municipal Development Plan emphasize the concept of travel choice. The provision of zero residential parking provided for a large residential development provides a choice of housing to Calgarians who may not require such an amenity and thus, is not burdened by such infrastructure that the City's Land Use Bylaw conventionally requires. For this reason, Administration supports the site-specific parking rules that require no residential motor vehicle parking stalls for the subject site.

Bicycle Parking Stalls – Class 1 and City Wide Active Modes Program – Residential:

The Direct Control rule to require a bicycle parking stalls – Class 1 for each unit is fully supported by the Goals of both the Municipal Development Plan and Calgary Transportation Plan (as referenced below). The future residential development within the subject site is to facilitate cycling as a significant transportation choice for its residents.

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TRANSPORTATION NETWORK

Key features within the current geographic context support the subject application as identified below:

- The development is approximately 250 metres from the City Hall LRT station, which is part of the free-fare zone. It is also in close proximity to several bus routes with bus stops located on 9 Avenue SE, 8 Avenue SE and 3 Street SE.
- There is an established sidewalk network throughout East Village which provides good connectivity beyond in to adjacent communities of the Stampede Grounds, Victoria Park, Inglewood, Ramsay and Bridgeland via the Riverwalk system, the 4 Street SE underpass, the St. Patricks Island Bridge and the Elbow River Traverse. The missing link connecting 8 Avenue SE to 3 Street SE will be completed with the future library development
- East Village is connected to the City of Calgary cycle network at both its south and north edges.
- The RiverWalk regional pathway (at the north end of East Village) offers bicycle and pedestrian connectivity to the downtown core, Fort Calgary and beyond. The 4 Street SE underpass provides connectivity to existing routes along 10 Avenue SE and 14 Avenue SE; this also connects to new cycle tracks planned along 12 Avenue SE (11 Street SW to 4 street SE); 9 Avenue SE (Macleod Trail to 4 Street SE)

Parking Study

A Parking Study has been submitted specific to the concurrent to this Land Use Amendment Application. Administration's review of this study has been incorporated into the proposed Direct Control District. Some of the key findings of the study are:

1. A Literature review in other municipalities have shown trending towards the removal of parking minimum within bylaws, or set parking maximums; Parking relaxations are also granted on a case-by-case basis for developments that meet certain criteria such as proximity to high quality transit, provision of quality bike facilities or car share programs. This approach appears to becoming best practice in certain parking management strategies. The subject land use generally satisfies many of these criteria.
2. Within the context of being located in a TOD area, the land use lends itself to being less reliant on auto use and residents and visitors can take advantage of the additional transportation choices use as walking, cycling and transit. It is therefore expected that the land use will generate little to no resident parking due to the locale in combination with the proposed direct control rules and the overall design and marketing strategy of the project.

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3. There will be some visitor vehicle parking demand that will impact on street supply. This will be managed within the context of the overall transportation system. There are existing and planned parkades available in close proximity to the site. To manage any future risk to on street parking supply, the city does have pricing techniques available to affect on street parking supply and demand in East Village.

According to the proposed Direct Control Bylaw, the applicants are to provide visitor parking stalls either on-site or through the contribution to the 'City Wide Active Modes Program', at the rate of \$30 000 per visitor stall. This contribution is established as an option in the proposed Direct Control District to mitigate the impacts of visitor parking stalls not provided on-site.

UTILITIES & SERVICING

Public water, sanitary and storm mains are currently available to service the subject development site. Development servicing will be determined at the future Development Site Servicing Plan (DSSP) circulation stage.

Prior to the release of the Development Permit, the applicant shall submit a "Sanitary Servicing Letter". This is required as to provide comparison between existing and post-development sanitary peak flows and for forecasting or modeling purposes (for sanitary network).

The Area Developer (CMLC) and their assigned Engineering Consultant are currently in the early stages of scoping out the future re-looping of an existing public water main within 8 Avenue SE; as to make way for the future New Central Library, while also providing sufficient servicing for this 8 Avenue SE block and area.

Development site servicing for this development site shall coincide with that future water main construction (new re-looped 8 Avenue SE watermain). When it comes to construction schedule and servicing, the Developer is to coordinate accordingly with the Area Developer (CMLC).

PUBLIC ENGAGEMENT

Community Association Comments

The East Village Neighbourhood Association was circulated and provided comments of support to the subject application (see APPENDIX III).

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Public Meetings

The applicant has held a public engagement session. The summary of this session has been provided by the Applicants (see APPENDIX IV).

Citizen Comments

No comments were received during the circulation period.

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APPENDIX I

APPLICANT'S SUBMISSION

Calgary Municipal Land Corporation is applying for a Direct Control district for 434 8 Ave SE and 430 8 Ave SE. The Direct Control district retains the base district, Centre City East Village Transition District (CC-ET), and allows for:

1. the additional application of a heritage density transfer between 430 8 Ave SE and 434 8 Ave SE; and
2. specific parking requirements.

There is no new additional density being created in this land use redesignation.

CONTEXT

The subject site consists of two separate titled parcels: 430 8 Ave SE retains the St. Louis Hotel designated as a Municipal Heritage Resource (Bylaw 77M2014), while 434 8 Ave SE is a vacant parcel. Immediately north is the approved 13 storey Hilton Hotel. A maximum of 7.0 FAR is allowed north, east, south and west of subject site with an additional 3.0 FAR allowed for a heritage density transfer under existing land use districts and the Area Redevelopment Plan.

HERITAGE DENSITY TRANSFER

The following chart demonstrates the maximum developable potential should Council approve the proposed land use redesignation:

Location	Existing—Maximum Allowable FAR	Proposed—Maximum Allowable FAR
434 8 Ave SE	7,994 m ² (7.0 FAR)	10,599 m ² (9.28 FAR)
430 8 Ave SE (St. Louis Hotel)	4,270 m ² (7.0 FAR)	1,665 m ² (2.73 FAR)

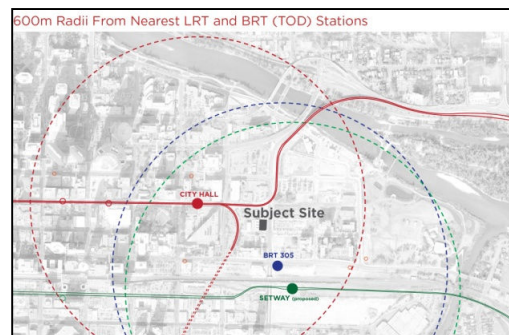
PARKING

The proposed Direct Control district removes motor vehicle parking stall requirements for the uses, Dwelling Unit and Live Work Unit and provides two options for visitor parking stalls at Development Permit (DP) stage: a DP for either use may provide 0.08 visitor parking stalls per unit, or provide a payment in the absence of visitor parking.

JUSTIFICATION

The subject site is located within 300 metres of the City Hall LRT platform, the future South East 4 Street Transitway Station, and one Bus Rapid Transit (BRT) Route. This site therefore falls within the City's Transit Oriented Development (TOD) guidelines. A TOD is a high intensive development area within a 600 metre radius to a LRT or BRT stop that:

- maximizes use of existing transit infrastructure;



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- promotes mobility choice through walking, cycling, and transit;
- reduces energy consumption through reduced vehicle trips and efficient land use; and
- discourages auto oriented uses.

Site 434 8 Ave SE, then, is very uniquely positioned in Calgary to implement the City's vision of not just one, but three TOD areas.

Further to the site's proximity to three TOD's, it is also within 600 metres of 8 bus routes and Calgary's regional bike pathway system. CMLC has also placed a significant amount of attention on the importance of the pedestrian and cyclist experience in the East Village in an effort to promote non-motorized transportation. This can be evidenced, accordingly:

- **Connections:** Two pedestrian/bike bridges, and RiverWalk link six adjacent inner city neighbourhoods providing a connection to the 550 km of regional bike pathways system and the downtown core; revitalization of 31 acres of St. Patrick's Island includes connection to the regional and local pathway system.
- **Walkability and Streetscapes:** Dedicated pedestrian-only streets (the Riff, Riverfront Lane and the mews system) transect the community to allow for easy and safe movement at street level;
- **Community Spaces:** Public squares and urban parks in East Village are designed and built as respite areas where Calgarian's can meet, gather and relax.

The East Village Masterplan and Area Redevelopment Plan envision East Village as a mixed-use, multi-family community, in which 11,000 Calgarians will live, play, work and shop. To be truly successful in the rejuvenation of East Village, a broad mix of residential product offerings must be positioned in the marketplace, to ensure the community is sustainable, viable, inclusive and appealing to a variety of demographic and socio-economic audiences. To meet these goals, a multi-residential building with reduced parking requirements decreases unit prices by approximately \$75,000-\$85,000K which is a considerable cost saving to buyers aspiring to enter the home ownership.

OPEN HOUSE

An Open House hosted by CMLC and Knightsbridge on Nov 7, 2014 saw 91 residents attending. Approximately 4 attendees expressed concern about the viability of living in a no-parking condo unit, while the remainder of residents were neutral, supportive or very-supportive. The Corporate Planning Applications Group (CPAG) was invited in advance to attend, but were unable to join.

CONCLUSION

CMLC has placed an enormous emphasis on the pedestrian experience the East Village, developing land to appeal to all demographics, creating a holistic and inclusive community. This application will further promote East Village as a vibrant, walkable community, while preserving and revitalizing the St. Louis Hotel.

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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to:
- (a) Provide for additional residential **density** achieved through a heritage density transfer between the donor (**Site 2**) and receiving site (**Site 1**);
 - (b) Provide a zero motor-vehicle parking standard for residential development in a walkable, transit-oriented neighbourhood; and
 - (c) Provide for a higher residential requirement for bicycle parking stalls to support alternative modes in zero-motor-vehicle parking residential developments.

Compliance with Bylaw 1P2007

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

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.

Bylaw 1P2007 District Rules

- 4 Unless otherwise specified, the rules of the Centre City East Village Transition District (CC-ET) of Bylaw 1P2007 apply in this Direct Control District.

Permitted Uses

- 5 The **permitted uses** of the Centre City East Village Transition District (CC-ET) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6 The **discretionary uses** of the Centre City East Village Transition District (CC-ET) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Required Motor Vehicle Parking Stalls

- 7 (1) The following **uses** do not require **motor vehicle parking stalls**:
- (a) **Dwelling Unit**; and
 - (b) **Live Work Unit**.

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- (2) The minimum number of **visitor parking stalls** required is 0.08 per **unit**.
- (3) The required **visitor parking stalls** in subsection (2) may be relaxed in accordance with sections 31 and 36 of Bylaw 1P2007.
- (4) Where the number of **visitor parking stalls** provided in a **development** is less than the total number of **visitor parking stalls** required in subsection (2), a financial contribution must be made to the City Wide Active Modes Program for the difference between the total number of **visitor parking stalls** required in subsection (2) and the number of **visitor parking stalls** provided, at the rate of \$30 000 per stall.
- (5) For all other **uses**, the **motor vehicle parking stall** requirements are those set out in Bylaw 1P2007.

Bicycle Parking Stalls

- 8 (1) The minimum number of **bicycle parking stalls – class 1** for:
- (a) each **Dwelling Unit** and **Live Work Unit** is 1.0 stall per **unit**; and
 - (b) all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.
- (2) The minimum number of **bicycle parking stalls – class 2** for:
- (a) each **Dwelling Unit** and **Live Work Unit** is 0.1 stall per **unit**.

Site 1

0.11 hectares ± (0.28 acres ±)

Application

9 The provisions in section 10 apply only to Site 1.

Density

- 10 (1) The maximum **floor area ratio** is 9.28.
- (2) In this section, for the purposes of calculating **floor area ratio** for an **East Village – High Rise Building** the following **uses** must be excluded from the calculation to a cumulative maximum of 1.0 **floor area ratio**:
- (a) **Child Care Service**;
 - (b) **Library**;
 - (c) **Museum**;
 - (d) **Performing Arts Centre**;
 - (e) **Place of Worship – Small**;

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- (f) **Protective and Emergency Service;**
- (g) **School – Private;**
- (h) **School Authority - School;**
- (i) **Service Organization;**
- (j) **Social Organization;** and
- (k) **Utilities.**

Site 2

0.06 hectares ± (0.15 acres ±)

Application

11 The provisions in section 12 apply only to Site 2.

Density

12 (1) The maximum **floor area ratio** is 2.73.

(2) In this section, for the purposes of calculating **floor area ratio** for an **East Village – High Rise Building** the following **uses** must be excluded from the calculation to a cumulative maximum of 1.0 **floor area ratio**:

- (a) **Child Care Service;**
- (b) **Library;**
- (c) **Museum;**
- (d) **Performing Arts Centre;**
- (e) **Place of Worship – Small;**
- (f) **Protective and Emergency Service;**
- (g) **School – Private;**
- (h) **School Authority - School;**
- (i) **Service Organization;**
- (j) **Social Organization;** and
- (k) **Utilities.**

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APPENDIX III

LETTERS SUBMITTED

August 5, 2014

Calgary Municipal Land Corporation

429-8 Avenue SE,

Calgary, AB, T2G 0L6

Attention: Michael Brown & Susan Veres

RE: Application for Direct Control by CMLC in support of N3 Condominium Development

Dear Michael and Susan:

Further to the above noted matter and your presentation to us, we are writing to confirm our support for CMLC in their application of a Direct Control district to 434 8 Ave SE and portion of parcel 430, 8 Ave SE in support of the N3 Condominium project proposed by Knightsbridge Homes. We understand that the Direct Control district retains the base district, Centre City East Village Transition District (CC-ET), and allows for:

- the additional application of a heritage density transfer between 430 8 Ave SE and 434 8 Ave SE; and
- specific parking requirements.

In reference to the Knightsbridge Homes, N3 Condominium Project, we strongly believe that the proposed development would be both an asset to the East Village redevelopment and a benefit to the East Village Neighbourhood Association. We believe that the development as proposed would further diversify the East Village community which would in turn will benefit all East Village residents.

Thank you for the opportunity to provide you with our opinion.

Brian Tychonik

President, East Village Neighbourhood Association

cc: Joesph Yun, City of Calgary

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APPENDIX IV

(Summary of Applicant's Public Engagement)

On November 7, 2014, Calgary Municipal Land Corporation (CMLC) and Knightsbridge Homes hosted a six (6) hour open house event at the East Village Experience Centre to educate and to inform residents and guests, of the land use re-designation and development permit application related to the N3 development in East Village (434 8 Ave SE).

The open house event was advertised broadly across several mediums including: Calgary Metro News, Calgary Herald, and via calgarymlc.ca and evexperience.com (electronic newsletters were distributed to over 15,000 subscribers).

Both CMLC and Knightsbridge Homes staff were on hand to answer questions related to both applications, and to listen to and collect comments expressed by residents. Attendees were given an opportunity to provide comments to staff or be redirected to the File Manager, Joseph Yun, for further information. Broadly, all attendees were provided with an update of the East Village community revitalization program and the significance of the project to providing affordable living options to younger Calgarians.

Using a foot traffic counter, CMLC staff recorded 91 attendees. Of the 91 attendees only four (4) residents were noted as expressing concern over the reduced parking requirements. Other issues noted were: availability of on-street parking; marketability of the project; and resale value post purchase.

Comments received in support of the project included: affordability and access to home ownership; walkability of the neighbourhood and support for green infrastructure; ease of access to transit and to work (reduced commuting times to work), and appeal to a broader demographic (supporting inclusivity and community health and vitality).



AMBER OSADAN-ULLMAN, MCIP, RPP | Project Manager,

Development

Calgary Municipal Land Corporation

429-8 Avenue SE, Calgary, AB T2G 0L6

Office 403.718.9409

Mobile 403.200.3598



Rebuilding a neighbourhood takes equal parts imagination and infrastructure. To follow the redevelopment of East Village – the newest, oldest, coolest, warmest community in Calgary – visit us at evexperience.com.

If you have received this message in error or would prefer to not receive messages from CMLC, please contact us at 403.718.0300.