

POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014

MAP 34SS

SUPPLEMENTARY REPORT

PREVIOUS CALGARY PLANNING COMMISSION DIRECTION

The Land Use Amendment was originally presented to the Calgary Planning Commission (CPC) on 2014 February 27.

That Calgary Planning Commission **DIRECT** Administration to undertake a housekeeping amendment to Section 4.2 (b) of the Revised Midnapore Phase 2 Area Structure Plan to clarify that multi-residential and mixed use development are permitted in the Commercial Area, and bring the proposed amendment to the same Public Hearing of Calgary City Council as the Land Use Amendment associated with LOC2013-0007.

The Calgary Planning Commission **REFERRED** the proposed Land Use Amendment back to Administration to reconsider the conceptual master plan, as a means to encourage and allow achievement of the land use and the City's T.O.D. objectives on the site (ultimately an intense mixed use and pedestrian friendly environment internally and externally connected by a high quality public realm). Reconsideration should include:

- a) Internal roadway alignment;
- b) Parcel layout;
- c) The need for private or public park; and
- d) Active frontage along Shawville Boulevard SE.

To return on or before the 2014 April 24 Calgary Planning Commission meeting. Related items a) and b) are covered in the associated Outline Plan report.

A request for tabling from Administration at the 2014 April 24 Calgary Planning Commission meeting for no more than 90 days to continue working on a solution was granted.

A second request for tabling from Administration at the 2014 July 31 Calgary Planning Commission meeting for no more than 90 days to finalize a recommended solution was granted.

**POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014**

MAP 34SS

ADMINISTRATION RECOMMENDATION(S)

2014 September 11

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 32P2014, 120D2014; and

1. **ADOPT** the proposed amendments to the Revised Midnapore Phase 2 Area Structure Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 32P2014.
3. **ADOPT** the proposed redesignation of 3.83 hectares \pm (9.46 acres \pm) located at 15733 and 15755 Macleod Trail SE (Plan 8710049, Area A; SW 1/4 Section 34-22-1-5) from DC Direct Control District **to** Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate a transit oriented mixed use development, in accordance with Administration's recommendation, as amended; and
4. Give three readings to the proposed Bylaw 120D2014.

ATTACHMENTS

1. Proposed Bylaw 32P2014
2. Proposed Bylaw 120D2014
3. Public Submission

**POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014**

MAP 34SS

REVISED CONDITIONS:

Internal Roadway Alignment

When reviewing this site for Transit Oriented Development, design considerations as to how buildings are to be oriented are essential to ensure the pedestrian realm has a consistent and desirable environment when navigating from the transit station to their final destination. Due to the hard edge conditions on all four edges of the subject site and the lack of connectivity to anywhere within a walking distance, the subject site needs to be internalized to ensure viability. Giving the site a unifying element to orient around is the first priority. This is achieved through the integration of a new urban public park and the road network. The integration of public road and Public Park, while rare, has been accomplished before. Typically these spaces are passive in nature and in more residential neighbourhoods, but, can be applied to an urban setting. By implementing this new alignment it provides a strong element of urban design for future redevelopment to the southern parcels of the area.

Parcel Layout

The new proposed Outline Plan provides for more rectilinear developable parcels that the previously proposed Outline Plan. Because of the integration of the park into the roadway design, minimal net loss from the retained parcel was realized.

The Need for a Public Park

In the previous version of the Outline Plan, the proposed public park lacked strong design and character, mostly due to constraints associated with other required site elements. The revised public park design comes about as a result of further collaboration with the applicant and other site stakeholders to address those constraints, and features improved design and character as a result.

There is a need for public open space on the subject site, given the applicant's intention to develop upwards of 340 residential units, as well as significant office space. The inclusion of a public park in this area would address the open space needs of both residential (during non-work hours) and commercial (during work hours) users. Due to the site's relatively isolated nature from other land uses that integrate public open space, Administration feels the provision of some Municipal Reserve assures there is a baseline amount of space for onsite residents and users. Calgary's *Open Space Plan* calls for the provision of open space within a 5 minute walk or a distance of 450 metres of residential areas and, currently, the closest existing open space in the area is well beyond these metrics, effectively isolating future residents of this development from convenient open space amenity.

The integration of a park space into this site is also important for the success of a quality transit oriented development. Its position, as proposed, provides a unifying design element that can be programmed to accommodate a variety of users and does not preclude the adjacent private lands from development additional open space amenities for its users.

**POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014**

MAP 34SS

The open space will be designed to provide amenity to and serve the needs of a variety of users. It will be predominantly passive in nature, but will allow the opportunity for free play and other more active uses on a limited scale.

Active Frontage Along Shawville Boulevard SE

The desire to activate the edges of the subject site might seem intuitive at first glance. However there are significant challenges due to the physical constraints abutting the site. Shawville Boulevard transitions from an at-grade road to a grade separated road as it traverses along the subject property. The change in elevation is roughly 10 metres in height. Additionally the intersection of Shawville Boulevard and Shawnessy Boulevard includes railroad right of way on the west side and a clover leaf interchange on the Northeast corner. Activating this intersection not only would require significant engineering to accommodate for the land berm created for the roadway, but the effort to accommodate this would not achieve a desired outcome of pedestrian activation at this intersection.

Administration recommends changes to the proposed to the DC Bylaw in the related Land Use Amendment report to address the issue of active frontage.

REASON(S) FOR RECOMMENDATION:

Administration believes the resolution of the overall site design and park configuration provide for a better framework for quality transit oriented development at Shawnessy Station. The new urban park design sets the stage for future redevelopment to the south and provides a focal point for the entire development. Due to the challenges of the site, the desire to internalize development is strong and combining city infrastructure, Administration believes that this synergy of land use, transportation and open space can achieve success for development.

POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014

MAP 34SS

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendment to the Revised Midnapore Phase 2 Area Structure Plan (SUPPLEMENTARY APPENDIX III).

Moved by: M. Wade **Carried: 8 – 0**
2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 3.83 hectares \pm (9.46 acres \pm) located at 15733 and 15755 Macleod Trail SE (Plan 8710049, Area A; SW 1/4 Section 34-22-1-5) from DC Direct Control District to Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate a transit oriented mixed use development with guidelines (APPENDIX II of the report dated 2014 February 27).

Moved by: M. Wade **Carried: 8 – 0**

Reasons for Approval from Ms. Gondek:

- This revised application is an excellent example of the collaboration that is possible between Commission, Administration and the Applicant. The rationale for decisions was very clear and thorough, allowing Commission to understand why some recommendations could not be incorporated. Where changes were possible, they were made and explained with site context as well as examples from other cities. Your attention to Commission's comments is greatly appreciated and I commend the revamp on this application.

Reasons for Approval from Ms. Wade:

- Very good collaboration with the City and Applicant to resolve significant constraints on this site that include:
 - 1) Large elevation changes;
 - 2) Major roadways; and
 - 3) Railway/LRT.
- Excellent redesign of the park and great way to create a sense of place in a dark hole.
- Great connection system to LRT and existing walkways.
- The siting of buildings maximize the topographic constraints of the site.
- This still does not lend itself to the active street fronts due to the very uninviting activities surrounding the site.
- Excellent use of comparative site designs and central park space and really appreciate the comparative analysis in the presentation and to support the revision.
- Appreciate how Administration listened to CPC comments, worked to revise the plan, address why they could not apply comments, like active street frontage.
- Great example of how we can work together.

POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014

MAP 34SS

2014 September 11

AMENDMENT: In Appendix II of the report submitted to CPC on 2014 February 27, "Proposed Direct Control Guidelines" delete guideline "14(3)(c)" in its entirety.

Moved by: P. Battistella

Carried: 8 – 0

Reasons for Approval from Mr. Battistella:

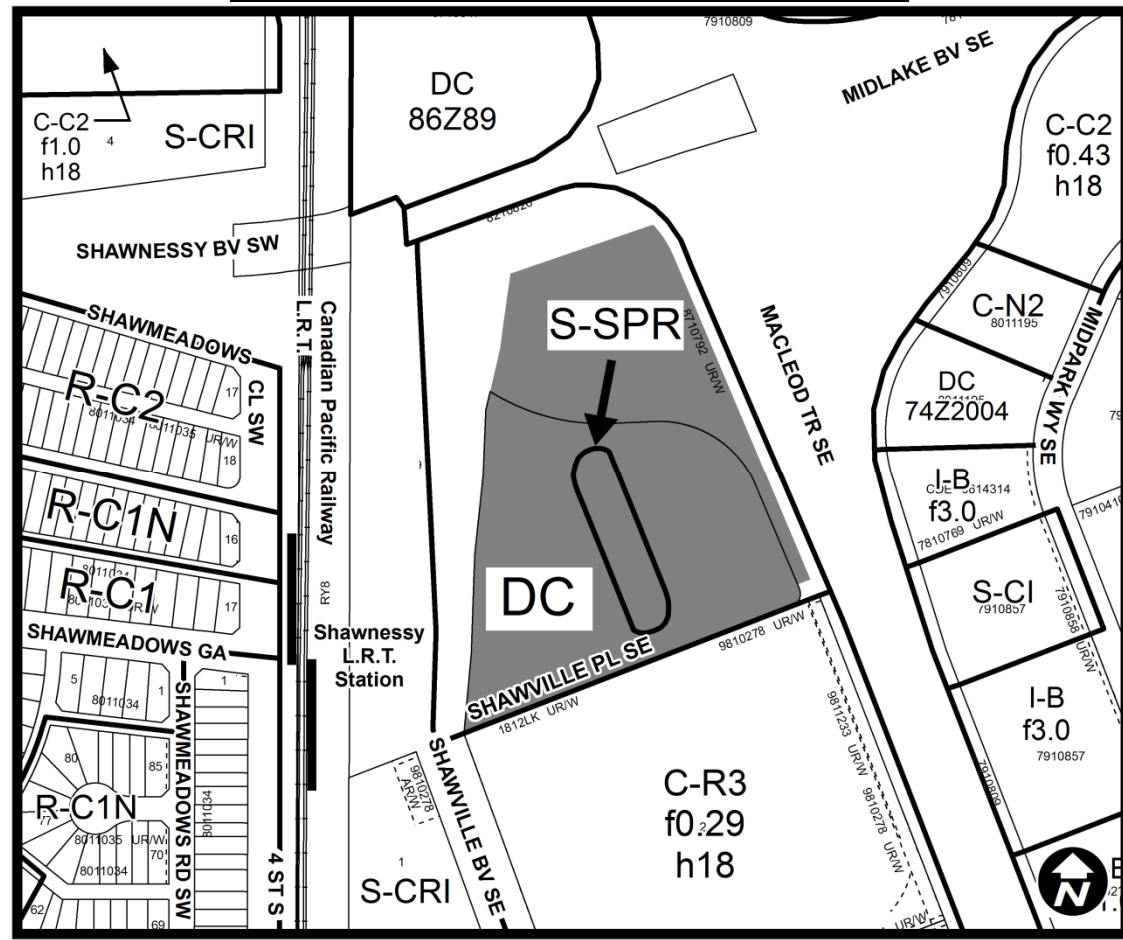
- Powers to relax parking requirements is provided for in the Land Use Bylaw and the MGA. Limiting it to 10 percent may not be appropriate for all developments. The 3.5 FAR limits development potential that could have been evaluated at the development permit stage. A 5.0 FAR could have been considered with reduced heights to 50 metres.

POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014

MAP 34SS

SUPPLEMENTARY APPENDIX I

REVISED PROPOSED LAND USE DISTRICT MAP

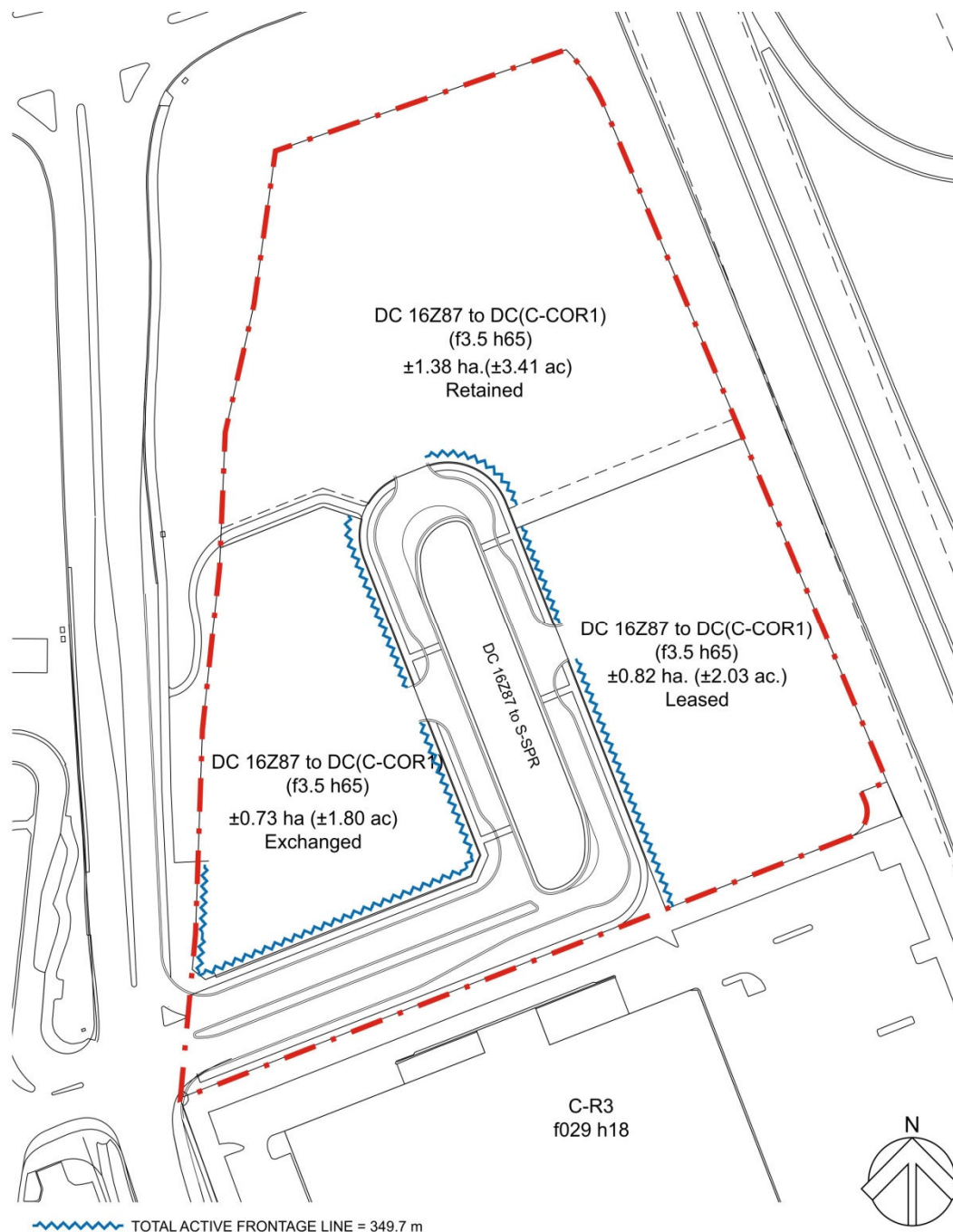


POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014

MAP 34SS

SUPPLEMENTARY APPENDIX II

PROPOSED SCHEDULE C



POLICY AMENDMENT AND LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE
BYLAWS 32P2014 AND 120D2014

MAP 34SS

SUPPLEMENTARY APPENDIX III

**PROPOSED AMENDMENT TO THE REVISED MIDNAPORE
PHASE 2 AREA STRUCTURE PLAN**

- (a) In Subsection 4.2(b), entitled "Commercial Areas", following "General commercial uses" insert ", multi-residential and mixed use development".

POLICY AMENDMENT & LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

SUPPLEMENTARY REPORT

PREVIOUS CALGARY PLANNING COMMISSION DIRECTION

The Land Use Amendment and Outline Plan were originally presented to the Calgary Planning Commission (CPC) on 2014 February 27.

The Calgary Planning Commission **REFERRED** the proposed land use amendment back to Administration to reconsider the conceptual master plan, as a means to encourage and allow achievement of the land use and the City's T.O.D. objectives on the site (ultimately an intense mixed use and pedestrian friendly environment internally and externally connected by a high quality public realm). Reconsideration should include:

- e) Internal roadway alignment;
- f) Parcel layout;
- g) The need for private or public park; and
- h) Active frontage along Shawville Boulevard SE.

To return on or before the 2014 April 24 Calgary Planning Commission meeting.

A request for tabling from Administration at the 2014 April 24 Calgary Planning Commission meeting for no more than 90 days to continue working on a solution was granted.

REQUEST FOR TABLING

As noted in the 2014 February 27 meeting of the Calgary Planning Commission, the subject site presents several significant challenges concerning site layout and implementation. Since the approved tabling at the 2014 April 24 meeting, several departments have been in coordination on this effort and are close to reaching final agreement on solutions that address items Calgary Planning Commission requested to be reviewed in the referral.

Administration requests a tabling of this agenda item for a period of no more than 45 days to continue work on this application to address the items expressed by the Commission in the referred motion noted above and to return to on or before 2014 September 11 Calgary Planning Commission meeting.

POLICY AMENDMENT & LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

The Calgary Planning Commission **TABLE** the proposed policy amendment and land use amendment at 15733 and 15755 Macleod Trail SE to no later than 2014 September 11 Calgary Planning Commission meeting to allow for continuing consultation with the Applicant.

2014 July 31

The Calgary Planning Commission **TABLED** the proposed policy amendment and land use amendment at 15733 and 15755 Macleod Trail SE to no later than 2014 September 11 Calgary Planning Commission meeting to allow for continuing consultation with the Applicant.

Moved by: R. Wright

Carried: 8 – 0

POLICY AMENDMENT & LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

SUPPLEMENTARY REPORT

PREVIOUS CALGARY PLANNING COMMISSION DIRECTION

The Outline Plan was originally presented to the Calgary Planning Commission (CPC) on 2014 February 27.

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- i) Internal roadway alignment;
- j) Parcel layout;
- k) The need for private or public park; and
- l) Active frontage along Shawville Boulevard SE.

To return on or before the 2014 April 24 Calgary Planning Commission meeting.

REQUEST FOR TABLING

As noted in the 2014 February 27 meeting of the Calgary Planning Commission, the subject site presents several significant challenges concerning site layout and implementation. Administration requests a tabling of this agenda item for a period of no more than 90 days to continue work on this application to address the items expressed by the Commission in the referred motion noted above.

ADMINISTRATION CONSULTATION WITH APPLICANT

Administration continues to consult with the Applicant. Several meetings have been conducted with Roads, Transportation, Parks, Urban Development and Planning to consider new alignments and inclusion of Municipal Reserve. However due to the complex nature of this development there has not been significant time to fully review and amend proposed plans. Administration needs additional time to work with the Applicant to further refine the application to meet the goals of the Calgary Planning Commission and City T.O.D. objectives.

ADMINISTRATION REPORT
TO CALGARY PLANNING COMMISSION
2014 SEPTEMBER 11
2014 JULY 31
2014 APRIL 24

ISC: UNRESTRICTED
CPC2014-132
LOC2013-0007
Page 13 of 31

POLICY AMENDMENT & LAND USE AMENDMENT
SHAWNESSY (WARD 13)
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

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2014 April 24

The Calgary Planning Commission **TABLED** the proposed policy amendment and land use amendment at 15733 and 15755 Macleod Trail SE to no later than 2014 July 31 Calgary Planning Commission meeting to allow for continuing consultation with the Applicant.

Moved by: R. Wright

Carried: 8 – 0

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

EXECUTIVE SUMMARY

The applicant proposes redesignation of 3.83 hectares \pm (9.46 acres \pm) located at 15733 and 15755 Macleod Trail SE in the community of Shawnessy. The proposed redesignation will allow for the construction of a transit oriented development that includes the development of up to 340 multi-residential units, 39,158 square metres (421,500 square feet) of office space and 7,645 square metres (82,300 square feet) of commercial retail space. A public park is to be constructed within the subject site and designated as Special Purpose – School, Park and Community Reserve (S-SPR) District.

PREVIOUS COUNCIL DIRECTION

No previous direction provided.

ADMINISTRATION RECOMMENDATION(S)

2014 February 27

That Calgary Planning Commission recommend **APPROVAL** of the proposed Land Use Amendment.

REASON(S) FOR RECOMMENDATION:

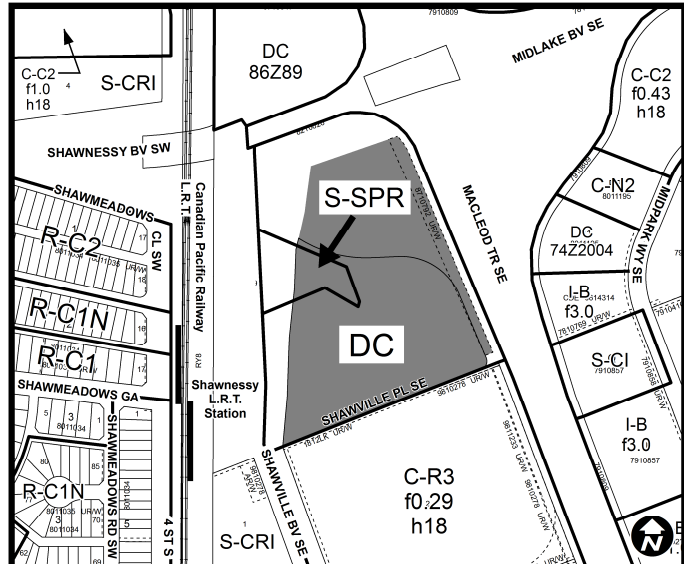
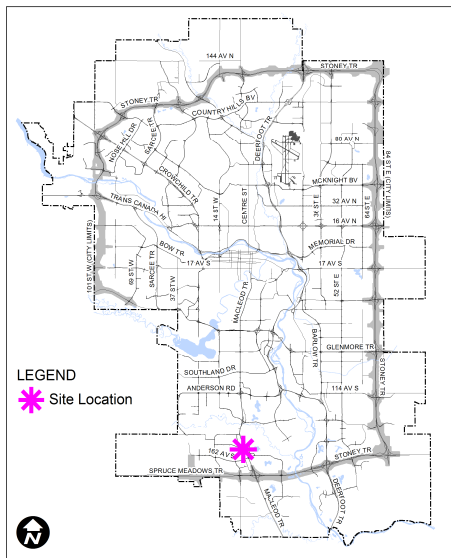
The subject site, while challenging in geometry and general connectivity, is a good location for a development that increases the density and utilization of an existing operating transit station. The co-location of both residential and office uses on site allows the opportunity for residents to live and work within their neighbourhood. This development begins the transformation of a district located in close proximity to a light rail station and aligns with City policies and the Municipal Development Plan (MDP) goals to intensify existing urban areas throughout the City.

Servicing to this site already exists and the proposed development, through the review of a Transportation Impact Assessment, has been determined that the introduction of a mixed use transit oriented development will not over tax the existing network. The close proximity of this site to a light rail station increases the opportunity for users to utilize public transportation to access this site.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

LOCATION MAPS



LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 3.83 hectares \pm (9.46 acres \pm) located at 15733 and 15755 Macleod Trail SE (Plan 8710049, Area A; SW 1/4 Section 34-22-1-5) from DC Direct Control District to Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate a transit oriented mixed use development with guidelines (APPENDIX II).

2014 February 27

MOTION: The Calgary Planning Commission accepted correspondence from:

- Bennett Jones LLP dated 2014 February 27,

as distributed, and directs it to be included in the report as APPENDIX V.

Moved by: G-C. Carra

Carried: 7 – 1

Opposed: T. Mahler

MOTION: That Calgary Planning Commission **DIRECT** Administration to undertake a housekeeping amendment to Section 4.2 (b) of the Revised Midnapore Phase 2 Area Structure Plan to clarify that multi-residential and mixed use development are permitted in the Commercial Area, and bring the proposed amendment to the same Public Hearing of Calgary City Council as the Land Use Amendment associated with LOC2013-0007.

Moved by: R. Wright

Carried: 8 – 0

The Calgary Planning Commission **REFERRED** the proposed land use amendment back to Administration to reconsider the conceptual master plan, as a means to encourage and allow achievement of the land use and the City's T.O.D. objectives on the site (ultimately an intense mixed use and pedestrian friendly environment internally and externally connected by a high quality public realm). Reconsideration should include:

- a) Internal roadway alignment;
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To return to CPC no later than 2014 April 24.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

Moved by: G-C. Carra

Carried: 7 – 1

Opposed: R. Honsberger

Reasons for referral from Ms. Gondek:

- If this was an applicant who was not the City (through IBI Group), we would say that this should be one site and the land exchange issues, etc. should be resolved before coming to CPC or Council. The “delicate” nature of the negotiations should not concern us.
- Understanding that this is a challenging site, I am still of the opinion that this proposal is weak. Activating frontages on the inside of the development excludes the opportunity to engage with the surrounding streets and sidewalks that could draw in people. This site should “face” towards Shawville Boulevard SE and Shawnessy Boulevard SE (in the commercial component).
- The Municipal Reserve as proposed is in an odd space. I feel that there should be 100 percent cash in lieu and leave the green space to the developer.

Comments from Ms. Wade:

- I do not support the “active” frontage design direction due to the constraints of the site: CP Railway, LRT and McLeod to the east, Shawnessy Boulevard to the north which is raised, LRT and Shawville to the west and the rear of the Superstore to the south create an unfriendly environment. I encourage working with the site constraints and manage pedestrian walkways to access the LRT.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

Applicant:

IBI Group

Landowner:

The City of Calgary

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	Yes	5
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	5
Legislation and Policy <i>Does the recommendation create capital budget impacts or concerns.</i>	No	6
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	Yes	6
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer and storm) concern</i>	Yes	6
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	6
Public Engagement <i>Were major comments received from the circulation</i>	No	7

*Issue - Yes, No or Resolved

**LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE**

MAP 34SS

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the southeast community of Shawnessy. It is located in a Major Activity Centre, with a major retail centre existing due south. Residential communities are located to the west, and the site is bounded by Macleod Trail SE (Skeletal Road) to the east and Shawnessy Boulevard SW (Divided Arterial) to the north.

The applicant proposes to increase the intensity of the subject site to 3.5 FAR. The current Direct Control District allows primarily only auto-oriented uses, with a low density threshold. The subject lands currently are an open field with a small access road off of Shawville Boulevard SW.

LAND USE DISTRICTS

The proposed land use is a Direct Control District that helps facilitate the development of a transit oriented development. The applicant proposed to utilize the Commercial - Corridor 1 (C-COR1) land use district for the subject lands, however C-COR1 does not accommodate multi-residential developments, nor does it provide necessary guarantees for the development of a walkable district intended to be developed on this site.

Additionally; Transportation, through their review of the Transportation Impact Assessment, expressed concerns regarding the opportunity for the subject sites to be developed in a way that could adversely impact the transportation network if too much retail was to be constructed in this area, which is likely if the C-COR1 district was the only land use on site.

The proposed Direct Control District utilizes much of the C-COR1 land use district. A DC is appropriate rather than a stock district in order to achieve a maximum FAR of 0.5 for all commercial uses; to introduce Active Frontage Lines, which are intended to ensure buildings on this site orient towards areas of high pedestrian traffic; provide direction on location of building entrances; and to minimize the amount of parking on site. The DC District includes a map, contained in APPENDIX III, that will provide direction for further stages of planning that identify Active Frontage Lines. This addition is a result of utilizing a land use district that is more suitable for linear sites. C-COR1 encapsulates primarily the variety of uses that encourage mixed-use pedestrian friendly transit oriented development; however additional provisions beyond the stock district are required in order to accommodate this subject site.

The 0.5 FAR requirements for commercial uses equates to approximately 14,957 square metres (161,000 square feet) of potential development on the site, and ensures that the numbers provided in the Transportation Impact Assessment will not be exceeded. In addition, this Direct Control District utilizes parking maximum restrictions on site to ensure the development is not over parked, and provides for further parking reductions dependant on the submission of and acceptance of a parking study.

**LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE**

MAP 34SS

Land will be dedicated totaling 0.19 hectare (0.48 acre) for Special Purpose – School, Park and Community Reserve (S-SPR). This land will be developed into an urban park that will incorporate a plaza feature and pathway connections to the LRT station.

LEGISLATION & POLICY

The proposed development is consistent with existing policy.

1. **Municipal Development Plan** - The subject lands are shown on the Urban Structure Map of the MDP (Map 1) as part of a Major Activity Centre, which calls for mixed use development at a high intensity.
2. **Area Structure Plan** - The subject property falls under the Midnapore Phase 2 Area Structure Plan (ASP). The ASP identifies the site as falling within the Commercial Area, which allows for general commercial uses, multi-family residential development, and other compatible institutional uses.

TRANSPORTATION NETWORKS

Access to the site is via the existing signalized intersection on Shawville Boulevard SW. A Transportation Impact Assessment (TIA) was submitted, which assumed 340 dwelling units, 39,158 square metres (421,500 square feet) of General Office and 7,645 square metres (82,300 square feet) of Commercial – Retail. Based on these proposed development assumptions, Transportation has approved the assessment with the understanding that if the mix of uses implemented deviates from the presumed uses, additional TIA work may be required.

UTILITIES & SERVICING

Water, Sanitary, and Storm is available for the plan area. All extensions required to service the plan area are to be done at the expense of the Developer.

ENVIRONMENTAL ISSUES

Not applicable

ENVIRONMENTAL SUSTAINABILITY

Not applicable

GROWTH MANAGEMENT

This application does not present any concerns with regard to the City of Calgary's Growth Management policies and does not require an adjustment of the capital budget.

PUBLIC ENGAGEMENT

**LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE**

MAP 34SS

Community Association Comments

In response to the circulation of this Outline Plan application, Administration received a letter from the Community Planning Director of the Shawnessy Community Association (Shawnessy CA). This letter is attached in APPENDIX IV.

In response to this letter, Corporate Properties and Buildings engaged the community. Two meetings were held with the Shawnessy CA. The most recent meeting was 2013 February 04 where many of the associations' concerns with the proposed Outline Plan & Land Use Redesignation were addressed. In particular, a shadowing study was presented to the Shawnessy CA and the preliminary findings coming from the Transportation Impact Assessment were discussed.

Administration understands that the CA expressed concerns about local traffic however, Transportation has confirmed that the proposed development will not adversely impact the Transportation network. Administration has worked with the applicant to ensure that the design of the site will be conducive to the principles of a Transit Oriented and Mixed-Use Development, which will minimize the number of vehicle trips on the road network. Additionally, administration has worked with the applicant to design the intersection and road network within the plan area to accommodate the vehicles and pedestrians accessing this development.

Additional restrictions provided in the Direct Control, limiting the amount of commercial development, ensures the proposed development will not adversely impact the transportation network.

Citizen Comments

No citizens' comments were received for this application.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

APPENDIX I

APPLICANT'S SUBMISSION

This submission is on behalf of the City of Calgary for Land Use and Outline Plan approval on the subject site to achieve two key objectives.

Intent & Vision

First, the proposed Outline Plan is intended to satisfy an existing land exchange agreement that the City has with a private land owner. Under the terms of the agreement, the City is required to subdivide the two existing parcels and create a minimum of three parcels; one to be exchanged/transferred to the private landowner, one to be leased with an option to purchase, and one to be retained by the City. The exchanged and leased sites need to be 0.72 ha (1.78 ac) and 0.82 ha (2.02 ac) respectively and ideally be next to each other, fronting either Macleod Trail S or Shawville Boulevard SE, and not located at the northern portion of the subject lands abutting Shawnessy Blvd. The remaining land, 2.29 ha (5.66 ac), will contain the proposed new public road, a public park, and one lot to be retained by the City.

The second objective is to re-designate the subject lands from an old DC district to support serviced development instead of its current limited service status. This is also part of satisfying the land exchange agreement. Furthermore, the intent is to also ensure the proposed land use and outline plan facilitates a mixed-use development appropriate for this Transit Oriented Development site.

Site Context

The Subject site is located in the southeast quadrant of Calgary and within the community of Shawnessy. Bordering the subject site is Shawville Boulevard SE to the west, Shawnessy Boulevard SE to the north, and Macleod Trail S to the east. The subject site is adjacent to the Shawnessy LRT station and is generally flat, vacant grassland with no existing structures. An existing retail centre lies to the south of the subject site.

Design Layout

The proposed cul-de-sac provides an efficient link to the centre of the site and facilitates an efficient lot configuration to satisfy the land exchange agreement. The proposed layout facilitates the development of public roads to be integrated with private streets or walkways to create an attractive, permeable, and pedestrian-friendly environment. This will be achieved through a public access easement across the new parcels to ensure an internal loop or grid network is achieved. Although the public road dedication appears to be a cul-de-sac, the overall site access will form an internal and well-connected loop with strong building orientation to the streets, either public or private.

The proposed Shawville Place will be the new entry into the development and this divided collector (East-West leg) will be aligned with the entry to the bus loop and park and ride to the west. Continuing eastward into the site, Shawville Place will turn ninety degrees to the north and transition into a collector road (North-South leg). The East-West leg will include wide separate sidewalks on both sides (2.0 metres) of the street that will provide the pedestrian friendly routes to and from this development to the Shawnessy LRT station. The boulevards on

**LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE**

MAP 34SS

the East-West leg are to be lined with trees and have limited driveway interruptions. The North-South leg will have similar attributes, except that the sidewalks are monowalks versus separate walks and some site access points/driveways are permitted. Nonetheless, the sidewalks will remain 2.0 metres wide and trees will be planted in the boulevards wherever possible, to ensure a safe and enjoyable pedestrian experience.

This proposed road configuration also facilitates future redevelopment of the lands to the immediate south. As future redevelopment or intensification occurs to the south adjacent to this TOD site, the elbow of the proposed "L" shaped road will transition into a "T" intersection, providing a safe and efficient road system to integrate future development traffic that may come from the south.

A Municipal Reserve Parcel has been integrated within the left centre of the site and intended to be a central public gathering space for the site. This MR will be more urban in nature and be framed by building frontages to the north and south. However, it will be open to the west towards the LRT station and will include a pathway connection from an internal point of the site to the existing pathway system running along the east side of Shawville Boulevard. The existing pathway system connects to the LRT Station, Shawnessy Town Centre further south, and the existing pathway on the north side of Shawnessy Boulevard. Any additional MR that is required will be provided for via a cash-in-lieu payment.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to accommodate:
- (a) a pedestrian and transit oriented mixed use **development**;
 - (b) a balanced distribution of **density**;
 - (c) a range of **commercial uses** with some restrictions on size and location within **buildings**;
 - (d) **multi-residential developments** with a variety of built forms;
 - (e) flexibility in the mix and intensity, built form and size; and
 - (f) **building** locations, **setback areas**, and **landscaping** that create sensitive interface treatment with **adjacent 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.

General Definitions

- 4 In this Direct Control District
- (a) **commercial uses** means the **uses** in sections 5 and 6 of this Direct Control District Bylaw, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Unit, Multi-residential Development, Office** and **Residential Care**.

Permitted Uses

- 5 The **permitted uses** of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6 The **discretionary uses** of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District, with the addition of:
- (a) Food Kiosk;
 - (b) Multi-Residential Development;
 - (c) Restaurant: Food Service Only – Large; and
 - (d) Restaurant: Licensed – Large.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

Bylaw 1P2007 District Rules

- 7 Unless otherwise specified, the rules of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 8 (1) The maximum **floor area ratio** is 3.5.
- (2) The maximum **floor area ratio** for **commercial uses** is 0.5.

Building Height

- 9 The maximum **building height** is 65.0 metres.

Building Orientation

- 10 (1) A **public entrance** for **uses** located on ground floor must face the Active Frontage Line identified in Schedule C.
- (2) **Motor vehicle parking stalls** and loading stalls must not be located between a **building** and Active Frontage Line identified in Schedule C.

Building Facade

- 11 (1) The length of the **building** façade that faces an Active Frontage Line identified in Schedule C must be a minimum of 80 per cent of the length of that Active Frontage Line.
- (2) In calculating the length of the **building** façade, the depth of any required **rear** or **side setback areas** will not be included as part of the Active Frontage Line identified in Schedule C.
- (3) The **Development Authority** may consider a relaxation of the minimum 80 per cent Active Frontage Line where appropriate due to:
- (a) Unique site location,
 - (b) **Use** characteristics; and
 - (c) The test for relaxations in section 31 or 36 of Bylaw 1P2007 is met.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

Use Area

- 12 (1) Unless otherwise referenced in subsections (2) and (3), the maximum **use area** for **commercial uses** on the ground floor of **buildings** is 465.0 square metres.
- (2) Two **commercial uses** can have a maximum **use area** greater than 465.0 square metres provided no greater than 1115.0 square metres of this **use area** is located on the ground floor.
- (3) The maximum **use area** of a:
- (a) **Catering Service – Minor**, or a **Catering Service – Minor** combined with any other **use**, is 300.0 square metres;
 - (b) **Cinema**, or a **Cinema** combined with any other **use**, is 550.0 square metres; and
 - (c) **Supermarket**, or a **Supermarket** combined with any other **use**, is 1400.0 square metres.
- (4) The following **uses** do not have a **use area** restriction:
- (a) **Addiction Treatment**;
 - (b) **Assisted Living**;
 - (c) **Custodial Care**;
 - (d) **Dwelling Units**
 - (e) **Hotel**;
 - (f) **Live Work Units**;
 - (g) **Multi-Residential Development**;
 - (h) **Office**; and
 - (i) **Residential Care**.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

Location of Uses within Buildings

- 13 (1) Unless otherwise referenced in subsection (4), the following **uses** must not be located on the ground floor of **buildings**:
- (a) **Counseling Service**;
 - (b) **Health Services Laboratory – with Clients**;
 - (c) **Instructional Facility**;
 - (d) **Medical Clinic**;
 - (e) **Place of Worship – Small**;
 - (f) **Post-secondary Learning Institution**;
 - (g) **Residential Care**; and
 - (h) **Social Organization**.
- (2) A minimum 20.0 percent of the **gross floor area** of the ground floor of each **building** in this Direct Control District must be able to accommodate **commercial uses**, subject to Section 8(2) of this Direct Control District.
- (3) A **commercial use** must not be located in a stand-alone **building**.
- (4) **Office, Dwelling Units** and **Multi-Residential Development uses** may be located on the ground floor.

Motor Vehicle Parking Requirements

- 14 (1) The minimum **motor vehicle parking stall requirements** for each **use** is the maximum **motor vehicle parking stall requirement** provided for each **use**, except for **Multi-Residential Development** and **Dwelling Units**.
- (2) Where a **building** contains three or more **units** with shared entrance facilities in a **Multi-Residential Development**, the maximum number of **motor vehicle parking stalls** is 1.5 stalls per **unit**.
- (3) The **Development Authority** may consider a relaxation of the minimum required **motor vehicle 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

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

this Direct Control Bylaw due to unique sites, location or use characteristics; and

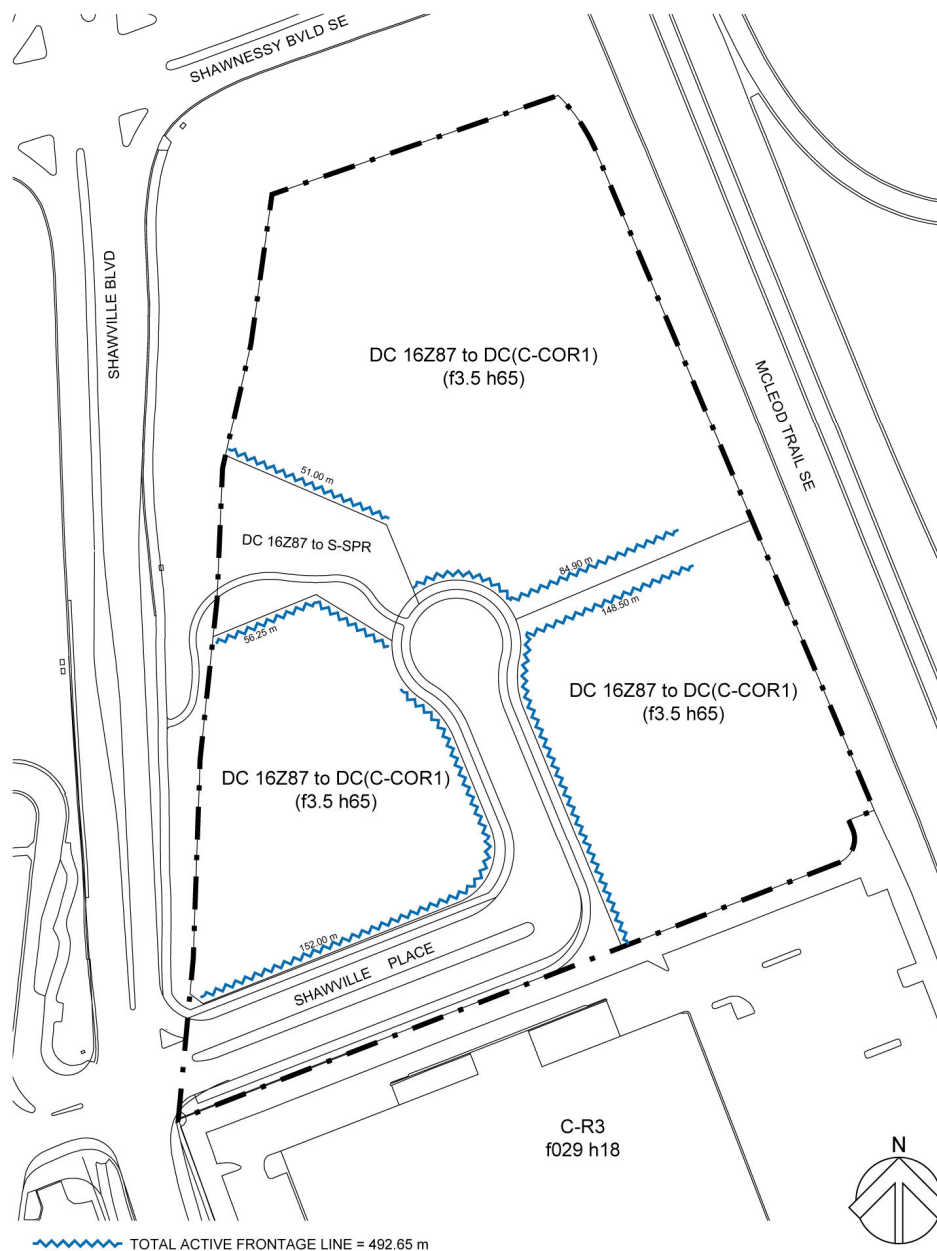
- (b) the test for relaxations in section 31 or 36 of Bylaw 1P2007 is met.
- (c) The **Development Authority** may consider a relaxation of the minimum required **motor vehicle stalls** and **visitor parking stalls** for a **development** by a maximum of 10.0 per cent if the test for relaxations in section 31 or 36 of Bylaw 1P2007 is met.

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

APPENDIX III

SCHEDULE C – ACTIVE FRONTAGE LINE



LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

APPENDIX IV

Community Association Comments

Shawnessy Community Association
P.O. Box 76115, Millrise RPO
Calgary, AB T2Y 2Z9

25 February 2014

RE: LOC2013-0007: 15225 & 15733 Macleod Tr SW - Proposed Subdivision and Land Use Change

Dear Malcolm,

Thank you for the opportunity to meet with you to discuss the proposed Land-Use Redesignation associated with 15755 & 15733 Macleod Trail SW lands. This letter provides a follow up to a previous letter from Shawnessy Community Association, dated January 15 2013, our recent meeting and additional material sent by you via email, containing the outline plan, concept plan, massing studies, proposed DC guideline and an executive summary of the (TIA) Transportation Impact Assessment.

The Community expressed its concern with imposing additional traffic demands at the intersection of Shawnessy Boulevard and Shawville Boulevard. It is clear from the excerpt of the TIA report that this intersection will continue to operate at or beyond capacity, although it is recognized there are limited opportunities for localised improvements.

The reconfiguration of the single point of access to the site (Shawville Place SE) to allow dedicated turn lanes and signalling improvements is viewed as a positive in this respect. It has been suggested, however that a wider traffic study of the Shawnessy area should be undertaken in line with proposed up-scaling in density suggested by the MDP, along with traffic signal timing optimization for the town centre as a whole.

The proposed density for the site of 3.5 FAR seems excessive given the limitations imposed by the existing traffic intersection. The Conditions of Approval state that additional TIA work 'may' be required at Development Permit stage. It would be our recommendation that a limitation be enforced through a reduction in floor area ratio in the proposed DC or that a maximum be established for the overall site based on current capacity and future demand. It would not be in the community's interests to see overdevelopment of the site

With respect to other points discussed, the proposed feeder road into the site is now more satisfactorily located, creating a better connection to existing and future roadways. We encourage the applicant to consider trees and landscaping and appropriately-scaled frontages to enhance the street appeal at this location. In addition, the massing studies presented for the various configurations appear to have limited overshadowing effects on neighbouring residential properties. It would be expected that these findings be reconfirmed at the Development Permit stage.

We thank you for taking the time to review the concerns of the community and wish you luck with your endeavours.

Sincerely,

Will Craig
On behalf of Shawnessy Community Association



ADMINISTRATION REPORT
TO CALGARY PLANNING COMMISSION
2014 SEPTEMBER 11
2014 JULY 31
2014 APRIL 24
2014 FEBRUARY 27

ISC: UNRESTRICTED
CPC2014-132
LOC2013-0007
Page 31 of 31

LAND USE AMENDMENT
SHAWNESSY - WARD 13
SHAWNESSY BOULEVARD & SHAWVILLE BOULEVARD SE

MAP 34SS

APPENDIX V

Letter Submitted



Bennett Jones LLP
4500 Bankers Hall East, 855 - 2nd Street SW
Calgary, Alberta, Canada T2P 4K7
Tel: 403.298.3100 Fax: 403.265.7219

Bonnie J. Anderson
Lawyer
Direct Line: 403.298.4487
e-mail: andersonb@bennettjones.com
Our File No.:

February 27, 2014

VIA EMAIL & FAX 403-268-5982

Attention: Calgary Planning Commission
City of Calgary
800 Macleod Trail SE
PO Box 2100 - Station M
Calgary AB T2G 2M3

Dear Sir/Madam:

Re: Application: LOC2013-0007
Address: 15733 and 15755 Macleod Trail SE
Applicant: IBI Group

We can advise that we have recently been in discussions to purchase the above-noted lands from the City. We were made aware just yesterday that the offer was not accepted, and that a land use redesignation application in respect of the lands would be proceeding on today's agenda.

Our clients have an interest in the above-noted lands by way of a land exchange agreement with the City. We would ask that our interest be recognized and that we be given a reasonable opportunity to make submissions in respect of the Application.

Given the short notice, we will be unable to attend this afternoon's meeting before CPC in person. We provide this letter to formally request an adjournment of the Application to allow our client sufficient time to provide a formal submission.

Yours truly,

BENNETT JONES LLP

A handwritten signature in dark ink, appearing to read 'Bonnie J. Anderson', written over a horizontal line.

/bja

cc: Craig Sklenar

www.bennettjones.com

WSLegal056846/001601/0044720v1

C. Sklenar