

**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

EXECUTIVE SUMMARY

This application, known as 'Ellistown', covers an area of 11.37 hectares \pm (28.09 acres \pm) of residual undeveloped land in the community of Red Carpet. The application proposes to redesignate the subject lands to three different land use districts:

- M-CGd60 district (8.77 hectares), allowing for a maximum of 526 townhouses up to 12 metres in height (approximately two to three storeys);
- C-COR1f3.0h16 district (0.8 hectares), allowing for commercial or mixed use buildings up to 16 metres in height (approximately four storeys); and
- M-H1h18d155 district (1.8 hectare), allowing for multi-residential apartment buildings with up to 279 units and up to 18 metres in height (approximately five storeys).

An outline plan which proposes a concept plan for the development has been reviewed in conjunction with this application. This application also includes a proposed closure of 0.04 hectares \pm (0.09 acres \pm) undesignated portion of road right-of-way located within the plan area.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION'S RECOMMENDATION

2018 January 25

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

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 4C2018 and 104D2018; and

1. **ADOPT** the proposed closure of 0.04 hectares \pm (0.09 acres \pm) of road (Plan 0614409, Area A) adjacent to 825, 841, 901 – 68 Street SE, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Closure Bylaw 4C2018.
3. **ADOPT** the proposed redesignation of 11.37 hectares \pm (28.09 acres \pm) located at 809, 825, 841 and 901 – 68 Street SE and the closed road (Plan 3270AG, Block Z; Plan 3270AG, Block 1, Lots 1 and 2; Plan 1612085, Block 8, Lot 1; Plan 0614409, Area A) from Special Purpose – Future Urban Development (S-FUD) and Undesignated Road Right-of-Way to Multi-Residential – Contextual Grade-Oriented (M-CGd60) District, Multi-Residential – High Density Low Rise (M-H1h18d155) District, and Commercial – Corridor 1 f3.0h16 (C-COR1f3.0h16) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 104D2018.

**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

REASON(S) FOR RECOMMENDATION:

The proposal is consistent with applicable policies of the Municipal Development Plan (MDP). Supportive public infrastructure is in place and the site is located in close proximity to public parks and the regional pathway system. The proposed land use districts allow for higher density residential development and small scale commercial development that support the MDP's goals for a more compact urban form. In addition, the proposed land uses allow for development of a complete community with a range of housing that exceeds density requirements.

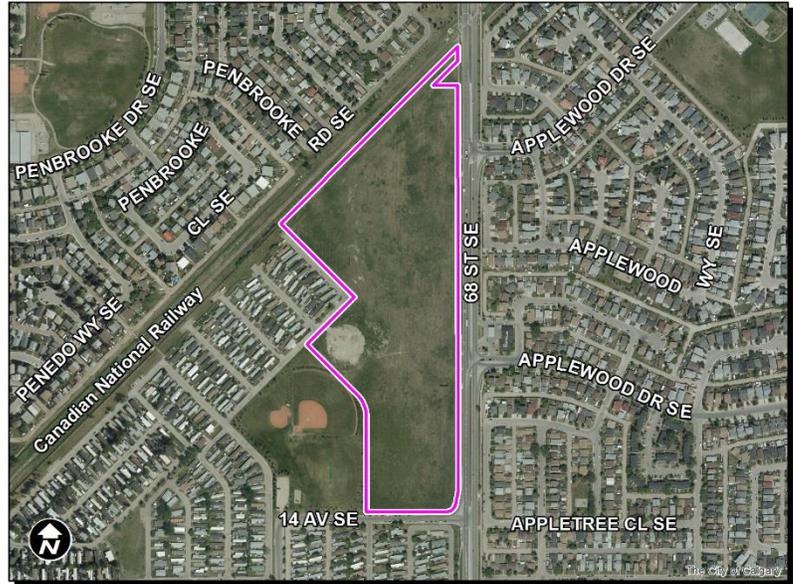
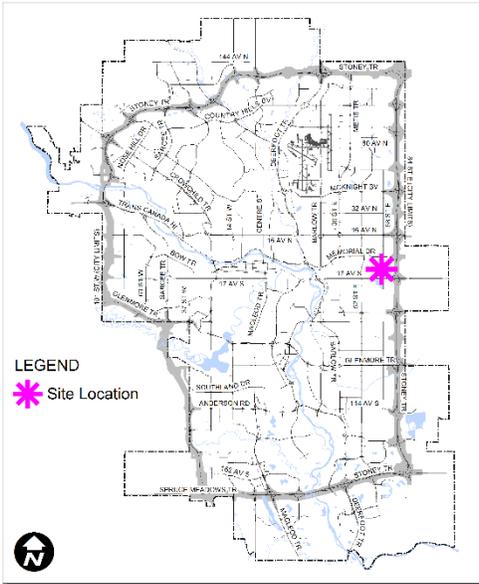
ATTACHMENTS

1. Proposed Bylaw 4C2018
2. Proposed Bylaw 104D2018

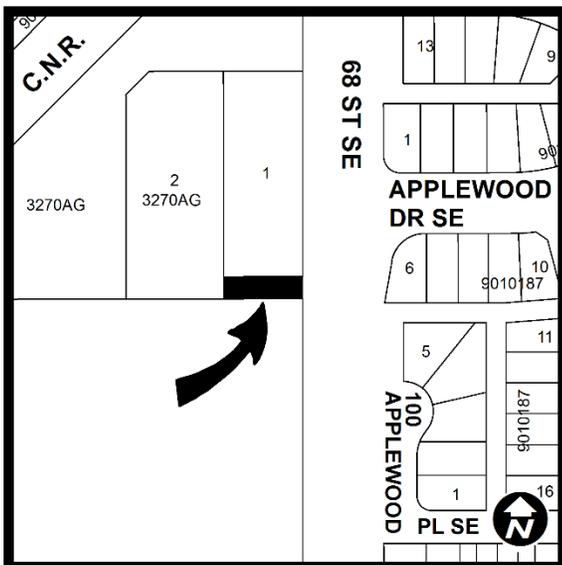
ROAD CLOSURE AND LAND USE AMENDMENT
 RED CARPET (WARD 9)
 WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
 BYLAWS 4C2018 AND 104D2018

MAP 14E

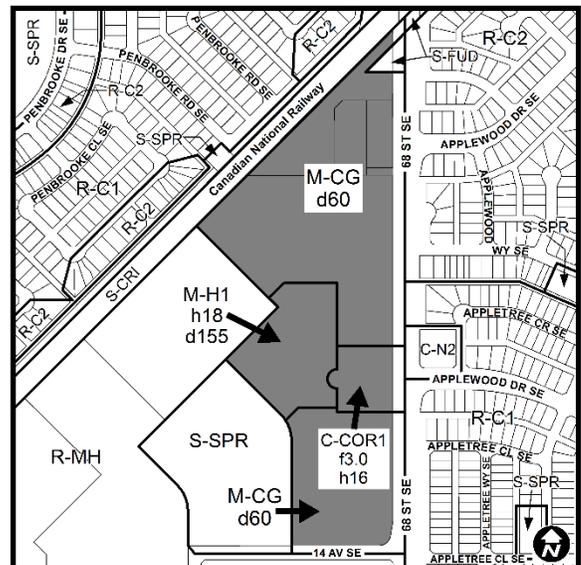
LOCATION MAPS



Road Closure Map



Land Use Amendment Map



ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018

MAP 14E

ADMINISTRATION'S RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed closure of 0.04 hectares \pm (0.09 acres \pm) of road (Plan 0614409, Area A) adjacent to 825, 841, 901 – 68 Street SE, with conditions (APPENDIX II).

Moved by: E. Woolley

Carried: 8 – 0

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 11.37 hectares \pm (28.09 acres \pm) located at 809, 825, 841 and 901 – 68 Street SE and the closed road (Plan 3270AG, Block Z; Plan 3270AG, Block 1, Lots 1 and 2; Plan 1612085, Block 8, Lot 1; Plan 0614409, Area A) from Special Purpose – Future Urban Development (S-FUD) and Undesignated Road Right-of-Way to Multi-Residential – Contextual Grade-Oriented (M-CGd60) District, Multi-Residential – High Density Low Rise (M-H1h18d155) District, and Commercial – Corridor 1 f3.0h16 (C-COR1f3.0h16) District.

Moved by: E. Woolley

Carried: 8 – 0

Comments from Ms. Juan:

- I support the land uses as it will provide a variety of housing options and likely affordable housing in this area. This is an opportunity to create an urban pocket in this community. However, in my opinion, the outline plan/concept plan before us is isolated, incomplete, has no proper entrance sequence, provides insufficient open space and the buildings are not assembled appropriately.

Comments from Mr. Friesen:

- I supported the Land Use and Outline plan for this project with some reservations. It and the adjacent trailer parks are focused on a narrow socio-economic group and it is hard to see this as a complete community in that sense. Also application of an Outline Plan in this case is odd since there is no sub-division contemplated. Developments with no City roads and no subdivided lots are an opportunity for developers to do something with relative freedom from City regulation, an opportunity to experiment with urban form and planning. I would be disappointed if this option was lost to developers.

**ROAD CLOSURE AND LAND USE AMENDMENT
 RED CARPET (WARD 9)
 WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
 BYLAWS 4C2018 AND 104D2018**

MAP 14E

Applicant:

Casola Koppe

Landowner:

Lansdowne Equity Ventures Ltd
 The City of Calgary

PLANNING EVALUATION

SITE CONTEXT

The subject lands are located on the west side of 68 Street SE, to the north of 17 Avenue SE, in the community of Red Carpet. The land comprises four parcels, as well as an undesignated road right-of-way that is proposed to be closed as part of this application. Collectively, these lands make up 11.37 hectares ± (28.09 acres ±), with the lands bound:

- to the north by the Canadian National (CN) Railway line and residential community of Penbrooke Meadows;
- to the east by 68 Street SE, and the residential community of Applewood Park;
- to the south by the Mountview Mobile Home Park; and
- to the west by a different mobile home park on lands owned by Lansdowne, as well as Mountview Park, the CN Railway line, and the residential community of Penbrooke Meadows.

The site is relatively flat with little vegetation.

The proposed road closure with this application is for a portion of the 68 Street SE right-of-way, adjacent to 825, 841 and 901 68 Street SE. The road right-of-way is approximately 0.04 hectares (0.09 acres) in size and is not built or used to access the site. Two new site access points along 68 Street SE and a third access along 14 Avenue SE are proposed for the outline plan. The closed road right-of-way will be included in the boundary of the proposed land use amendment and associated outline plan.

According to data from The City of Calgary 2017 census, the population of Red Carpet peaked in 2006 with a decline of ten percent since that time. The current unit mix in Red Carpet is 44 percent apartments and 56 percent mobile homes. Table 1 below summarizes population trends in the community of Red Carpet.

Table 1: Population Trends in the Community of Red Carpet

Red Carpet	
Peak Population Year	2006
Peak Population	1,777
2017 Current Population	1,605
Difference in Population (Number)	-172
Difference in Population (Percent)	-10%

**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

LAND USE DISTRICTS

With the exception of the undesignated road right-of-way, the subject lands are currently designated Special Purpose – Future Urban Development (S-FUD) District. This application proposes to redesignate the plan area to three different land use districts:

- Multi-Residential Contextual Grade-Oriented (M-CGd60) District
 - The proposed M-CGd60 district is intended to allow for multi-residential development within townhouse building forms that have units with direct grade access; and
 - The site would have development potential for a maximum building height of 12 metres (approximately three storeys), and a maximum density of 60 residential units per hectare (up to 526 residential units).
- Multi-Residential High Density Low Rise (M-H1h18d155) District
 - The proposed M-H1h18d155 District allows for multi-residential development in a variety of forms; and a limited range of small-scale, complementary retail and commercial uses on the main floors of multi-residential buildings; and
 - The site would have development potential for a maximum building height of 18 metres (approximately five storeys), and a maximum density of 155 residential units per hectare (up to 279 residential units), with a maximum floor area ratio (FAR) of 4.0.
- Commercial Corridor 1 (C-COR1f3.0h16) District
 - The C-COR1f3.0h16 designated area is intended to allow for small to mid-scale local commercial development with active frontages,
 - The site would have opportunities for commercial uses on the ground floor of buildings, with the option for residential and/or office uses on the upper floors; and
 - The site would have development potential for a maximum building height of 16 metres (approximately three storeys), with a maximum floor area ratio (FAR) of 3.0.

The proposed land use districts and information on density, FAR, and height are summarized in Table 2 below.

Table 2: Proposed Land Use Districts

Land Use District	Area (ha)	Minimum # of residential units	Maximum # of units	Anticipated # of units	Maximum Height (m)	Maximum FAR
M-CGd60	8.77	-	526	516	12	N/A
M-H1h18d155	1.80	270	279	270	18	4
C-COR1f3.0h16	0.80	-	-	50	16	3
Total	11.37	-	-	836	-	-

**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (2009)

The subject site is located within a Developed Residential - Established Area typology of the Municipal Development Plan (MDP) (Map 1: Urban Structure). Established Areas are comprised of residential communities that were planned and developed between the 1950s and 1990s. They are primarily residential communities containing a mix of low and medium density housing that support commercial retail in relatively close proximity. The road network in these areas is often a blend of modified-grid and curvilinear.

General land use policies for Developed Residential Areas encourage the retention of housing stock and moderate intensification in a form and nature that respects the scale and character of these neighbourhoods. Redevelopment within predominantly multi-residential areas should be compatible with the established pattern of development, consider appropriate transitions between adjacent areas and allow for a variety of residential housing typologies to meet the needs of present and future populations.

Redevelopment should support the revitalization of local communities by adding population and a mix of commercial and service uses with supporting mobility policies to encourage development of high-quality pedestrian and cycling connections and well-integrated parking solutions.

The proposed land use redesignation supports the MDP in many ways, including:

- Allowing for densification in a readily serviced, developed area (section 2.1.1.g);
- Providing a mix of residential, commercial and service uses (section 3.5.1);
- Optimizing use of existing infrastructure and services (section.2.1.4.a);
- Allowing for development of a similar scale and built form in existing low density areas but with an increased mix of low density housing types (such as Townhouse, Rowhouses). (section 2.2.5.a);
- Respecting the existing low density residential by proposing compatible development and transitioning to multi-residential development (section 2.3.2.b);
- Creating a walkable environment. The outline plan proposes effective pedestrian and cyclist connections within the site and to adjacent communities. (section 3.5.1.f); and
- Allowing for a range of housing types to help stabilize population decline and to support the demographic needs of the population (section 2.2.5.b).

Section 2.2.5.e of the MDP states that for large development sites over 1.0 hectare in the Developed Area, a comprehensive plan is required. To properly evaluate this application, a comprehensive plan, consistent with the requirement of the MDP was submitted. The associated outline plan is the comprehensive plan that addresses key planning issues

**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

associated with the development of the site, including site layout, urban design, integration with surrounding community, transportation and engineering issues, connectivity and circulation. The outline plan recommended for approval is the result of an extensive design exercise that Administration, the Urban Design Team, Urban Design Review Panel, conducted with the applicant to refine the initial design submitted in 2015 June.

Local Area Plan - Marlborough Design Brief (adopted by Council 1971, revised 1974)

The subject site is referenced in the Marlborough Design Brief. It should be noted that this Design Brief is presently being reviewed in conjunction with the upcoming report on plans for 2018 local area plan work. The Design Brief is a non-statutory plan adopted by Council in 1971 to provide planning policy context for subdivision and development within the boundary of the Marlborough Sector. The Marlborough Sector is bound by the Trans-Canada Highway, 17 Avenue SE, and Stoney Trail. The majority of this plan area has been developed into the existing communities of Marlborough, Penbrooke Meadows, and Forest Lawn/Forest Heights, with the exception of the subject site. The subject site is recognized as being part of the "remaining uncommitted area in Section 14E" within the plan, which identifies the area as intended for a mobile home park, with a recommended maximum density of 22 units per hectare (8.9 units per acre). The plan also identifies that a local convenience shopping facility will be permitted as part of a mobile home park development. This proposal will exceed the recommended density at approximately 32.4 units per hectare (13.1 units per acre). The impact of this development on local services and city infrastructure has been considered as part of the application review.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) was submitted for the proposed land use amendment and outline plan. The scope of the TIA was local, with a focus on adjacent intersections. 68 Street SE is an arterial with a posted speed of 60 kilometers per hour. Applewood Drive SE (North and South leg) and 14 Avenue SE are collector roads with a posted speed of 50 kilometers per hour. The outline plan concept have three access points, including two along 68 Street SE at Applewood Drive SE north and Applewood Drive SE south, and a third proposed access along 14 Avenue SE at the southwest corner of the site. The accesses along 68 Street SE will become the west leg to the existing three-legged intersection. The access along 14 Avenue SE will form the north leg of the intersection with the Mountview Mobile Home Park driveway. To accommodate build out of the site, intersection improvements will be required at the intersection of 68 Street SE and Applewood Drive SE (north and south intersections). Within the development, private roads with custom cross sections are proposed.

**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

Public Transit

The Applewood Park and Penbrooke Meadows communities are established with access to transit services that provide good transportation options throughout the area, as well as, the rest of the City. Additionally, the site is north of 17 Avenue SE, which is designated as part of the Primary Transit Network with future bus rapid transit.

UTILITIES & SERVICING

Sanitary sewer mains are available to service the site to the north, opposite the CN Railway line, and to the south, along 14 Avenue SE. Water mains to tie into the existing Applewood system are located on Applewood Drive SE in the east, and at the 14 Avenue SE system to the south.

Offsite water mains and sanitary sewer extensions will be required at the development permit stage, and will be at the expense of the developer. Storm sewers are presently available to service the site.

A Staged Master Drainage Plan (SMDP) and a Sanitary Servicing Study (SSS) for the plan area have been submitted and approved by Water Resources.

ENVIRONMENTAL ISSUES

Review of this application identified the need to assess concerns related to the railway and to assess potential impacts related to the historical stockpiling of soil on the subject site. In 2015, a Phase II ESA was completed and the soil results from boreholes in the vicinity of the rail line and the stockpiled soil met the applicable criteria. Considering the soil results, groundwater impacts were not suspected and no further investigation was recommended.

ENVIRONMENTAL SUSTAINABILITY

The proposed land use amendment supports the MDP sustainability policies by developing in the Developed Established Area. The site is located near amenities, employment, parks, and transit. The supporting outline plan includes a site layout that provide pathways to encourage walking and cycling within the site and to adjacent communities. Environmental sustainability will also be evaluated by Administration when individual development permits are processed.

GROWTH MANAGEMENT

The subject site is not located within an area covered by an existing Growth Management Overlay. The proposed land use amendment does not require additional capital infrastructure investment and therefore, no growth management concerns have been identified.

**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

PUBLIC ENGAGEMENT

Community Association Comments

There is currently no Community Association established for the community of Red Carpet. Given the site proximity to the Applewood Park and Penbrooke Meadows community, the application was circulated to both of these Community Associations on August 2016. The Penbrooke Meadows Community Association did not provide any comments on this proposal. The Applewood Park Community Association reviewed the initial proposal and provided comments, their comments are included in APPENDIX IV of this report and are summarized as follows:

- Concern with the proposed density and potential traffic increase in the area;
- Question if traffic signals will be installed on 68 Street SE at the north access and timing for this local improvement;
- Concern with the lack of green space available for families;
- Suggested playground or other active programming space for the proposed open space for families;
- Question about duration of construction; and
- Question about how transit services will be affected by the proposed development.

Administration also contacted both Community Associations on 2017 August 11 prior to the 2017 August 29 public information session and on 2017 December 11 to determine if they had additional comments on this application prior to development of a recommendation for Calgary Planning Commission. No response was received.

Citizen Comments

Administration received three letters from adjacent residents. The letters expressed both support for and concerns with the proposed development. The comments are summarized as follows:

- Support for the addition of commercial services within the community and local community services within walking distance;
- Support for the addition of affordable and senior housing;
- Support for the development of 'unused' land;
- The wait time for the signalized intersection at 68 Street and 17 Avenue SE is very long;
- Concerns with potential traffic increase in the area as a result of site development;
- Question if the adjacent mobile home parks will be subject to future redevelopment; and
- Concern with the closure of 68 Street SE and requested additional information on the proposed road closure location.

**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

Public Meetings

On 2017 August 29, Administration held an information session at the Penbrooke Meadows Community Association, to share details of the updated application with community members.

The goals of the information session were to:

- Inform the public of the proposed development and the City's planning processes;
- Answer any questions the public may have about the development, with City representatives and the applicant on hand; and
- Collect feedback from the public about the proposed development through a 'What We Heard Report'.

A communications plan was developed to inform the community about the project and the information session. The methods used to inform the public included:

- Large bold signs placed at high-traffic intersections in the community;
- Post card mail outs to surrounding area residents;
- Twitter and Facebook advertisement campaigns;
- Sending emails to the community members subscribed to our email list, sharing on-going project information and engagement details on the project webpage; and
- Regular and on-going communications with the Community Associations.

There were 68 people in attendance at this session and 27 feedback forms received.

What We Heard

Citizens provided a range of comments, with the main themes and areas for concern identified by community members as follows:

- The number of units being proposed is too much density and it will further impact traffic in the area. For example; citizens are concerned by the traffic volume on 68 Street SE as is and feeling that this will worsen.
- Some citizens feel that the proposed heights of the buildings are too high for the area and do not fit in with the surrounding community
- Some citizens would like to see better pedestrian connections through the site and in the surrounding areas
- Some citizens are supportive of future development and feel it will bring revitalization to the area

The What We Heard Report with verbatim comments can be found in APPENDIX V.

**ROAD CLOSURE AND LAND USE AMENDMENT
 RED CARPET (WARD 9)
 WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
 BYLAWS 4C2018 AND 104D2018**

MAP 14E

What We Did

The What We Heard Report from the 2017 August Information Session, was shared with the applicant and the key changes to the concept plan and responses to community concerns are noted below.

Issue identified	Applicant response
Pedestrian Connectivity	<ul style="list-style-type: none"> • A clear separation has been created between pedestrian and vehicular modes of transportation. Plans have been designed to create clear connectivity into, and throughout the site. The internal and external connectivity provide an organized system including primary and secondary road network and sidewalks for pedestrian, cycling; • Better walkability and connections provided throughout the site, including a three metre wide pathway on the north side of Ellisborough Boulevard to accommodate cyclists; and • The orientation of built form has been changed to reinforce the streets by fronting the commercial and residential units to the street.
Open Space	<ul style="list-style-type: none"> • The open space is now more prominent and central in the development.
Building Heights	<ul style="list-style-type: none"> • To address building height concerns, low-density buildings will be placed along the perimeter of the site to create a buffer for the apartment-type buildings. These will also be located further away from the main arteries (68 Street and 14 Avenue SE); and • The applicant's goal is to create a site that will incorporate a variety of housing types, including five storey apartment buildings and two to three storey townhomes, all the while ensuring an appealing flow with the surrounding communities and minimal obstruction of views.
Traffic	<ul style="list-style-type: none"> • A Transportation Impact Assessment (TIA) was submitted for the proposed development and reviewed by Transportation Planning; and • To accommodate build out of the site, intersection improvements will be required at the intersection of 68 Street SE and Applewood Drive SE (north and south intersection).

ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018

MAP 14E

APPENDIX I

APPLICANT'S SUBMISSION



#240, 5010 Richard Road SW
Calgary T3E 6L1

December 18, 2017

Christine Leung
Senior Planner
South Team, Community Planning

Subject: Ellistown Development: An Introduction from the Developer

On behalf of [Slokker Canada West](#), I'd like to thank you for the time and attention you have provided to the Ellistown Development and for the considered team comments shared by Corporate Planning and Applications Group (CPAG).

While we have provided an updated outline plan and a comprehensive response in the attached submission, we also wanted to include an overview of the enhancements we have made to the original plan. These changes are a result of our ongoing consultation with the City, public engagement with the Applewood and Penbrooke Community, and our desire to make a positive contribution, vitalizing an important area in east Calgary.

The right mix of housing and amenities

As with any development, we know it is important to find a reasonable balance between density and amenities in a manner that is appropriate and suitable within the greater context of community and neighbourhoods. Since there is an extensive stock of medium to high density condos in the surrounding area, Slokker Canada West has reworked the original high-density proposal for this site. This earlier proposal of 912 homogeneous apartment style units with 80,000 square feet of retail space has now been revised as a more balanced mixed unit design consisting of a greater variety of housing types, and a smaller neighbourhood centred retail area.

Within the revised outline plan you will find the proposal is for predominantly low to medium density town homes with some complementary medium to high density apartment-style condos. We have also greatly reduced the retail footprint. The current proposal provides for 836 units and 20,000 square feet of retail with opportunities for additional housing and/or professional space above.

With an overall density set slightly above 71.42 UPH, the overall density is respective of neighbouring parcels while providing a housing type with a level of affordability not readily available in this area.

The retail component is important as it will promote walkable communities and provide essential amenities for the neighbourhood – while not duplicating what is available at the nearby East Hills development.

C. Leung

ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018

MAP 14E

Enhancements improve walkability and neighbourhood character

Slokker Canada West worked through suggestions from the City to develop the following design enhancements the proposed area:

1. Moving the commercial area so that it has exposure to 68th Street. This provides better accessibility and allows for more desirable streetscapes in the interior spaces
2. Creating street oriented homes within the site that enhances walkability of the site
3. The current plan calls for a village-style community that enhances the overall neighbourhood character. Predominantly townhomes, Ellistown will draw homeowners to the area, creating a community aspect that has been lacking.
4. Elliston Park and the nearby baseball diamond are community gems. The enhancements to the Ellistown plan will create a more usage of these Calgary facilities and contribute to healthy living in the area.

A commitment to quality and design excellence

At Slokker Canada West, we are committed to delivering quality that meets or exceeds current standards. Our homes in Ellistown will reflect the quality standards of our past projects. As per the City's requirements, these townhomes will respect existing community character while fostering distinctiveness. We are pleased that our projects showcase modern color schemes and quality exterior finishes.

(Please see Attachment A – Slokker Canada West Past Projects.)

Honouring the heart of the community

We are creating a vibrant family community at Ellistown. In fact, we are working with a theme that focuses on families – from the beautiful town homes to the overall plan, including the pedestrian connection and the central area of the village connecting to commercial amenities, to the baseball diamond and nearby Elliston Park.

To help share our family focus theme, we want to honour the Ellis family – a family who have lived in this part of Calgary since the original Shepard S. Ellis homesteaded in 1912. Five generations of the Ellis family have lived in and around Elliston Park since then. Because of the family's rich history with Calgary and the surrounding area, we want honour the Ellis family.

Thank you for taking the time to read this introduction. We are pleased to present the updated outline plan to the Corporate Planning and Applications Group (CPAG).

Respectfully,



Peter Paauw
President
Slokker Canada West



ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018

MAP 14E

Committed to building inviting communities

At [Slokker Canada West](#) we are proud of the quality homes we've built in the Calgary area. The examples shown here highlight the nature of the homes we would build in the Ellistown Development.



**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

APPENDIX II

PROPOSED ROAD CLOSURE CONDITIONS

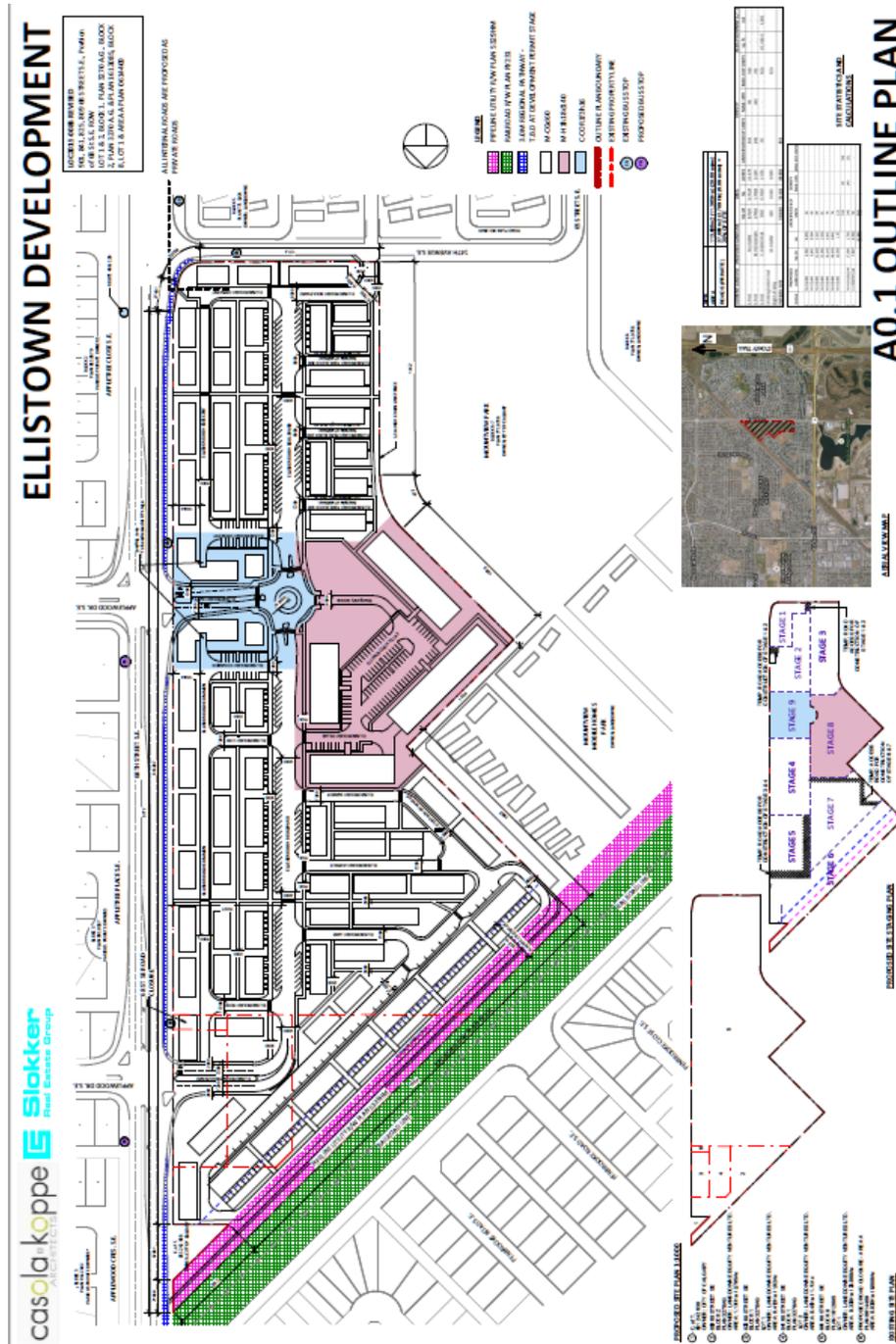
1. The applicant is responsible for all costs associated with the road closure, including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
2. That protection and/or relocation of any utilities will be at the applicant's expense and to the appropriate standards.
3. Any utility right-of-ways are to be provided to the satisfaction of the Development Authority and the City Solicitor.
4. Utility easements are to be provided as required, with a utility right-of-way plan and an accompanying easement document is to be registered concurrently with the subdivision.
5. That the closed road right-of-way be consolidated with the adjacent lands.

ROAD CLOSURE AND LAND USE AMENDMENT
 RED CARPET (WARD 9)
 WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
 BYLAWS 4C2018 AND 104D2018

MAP 14E

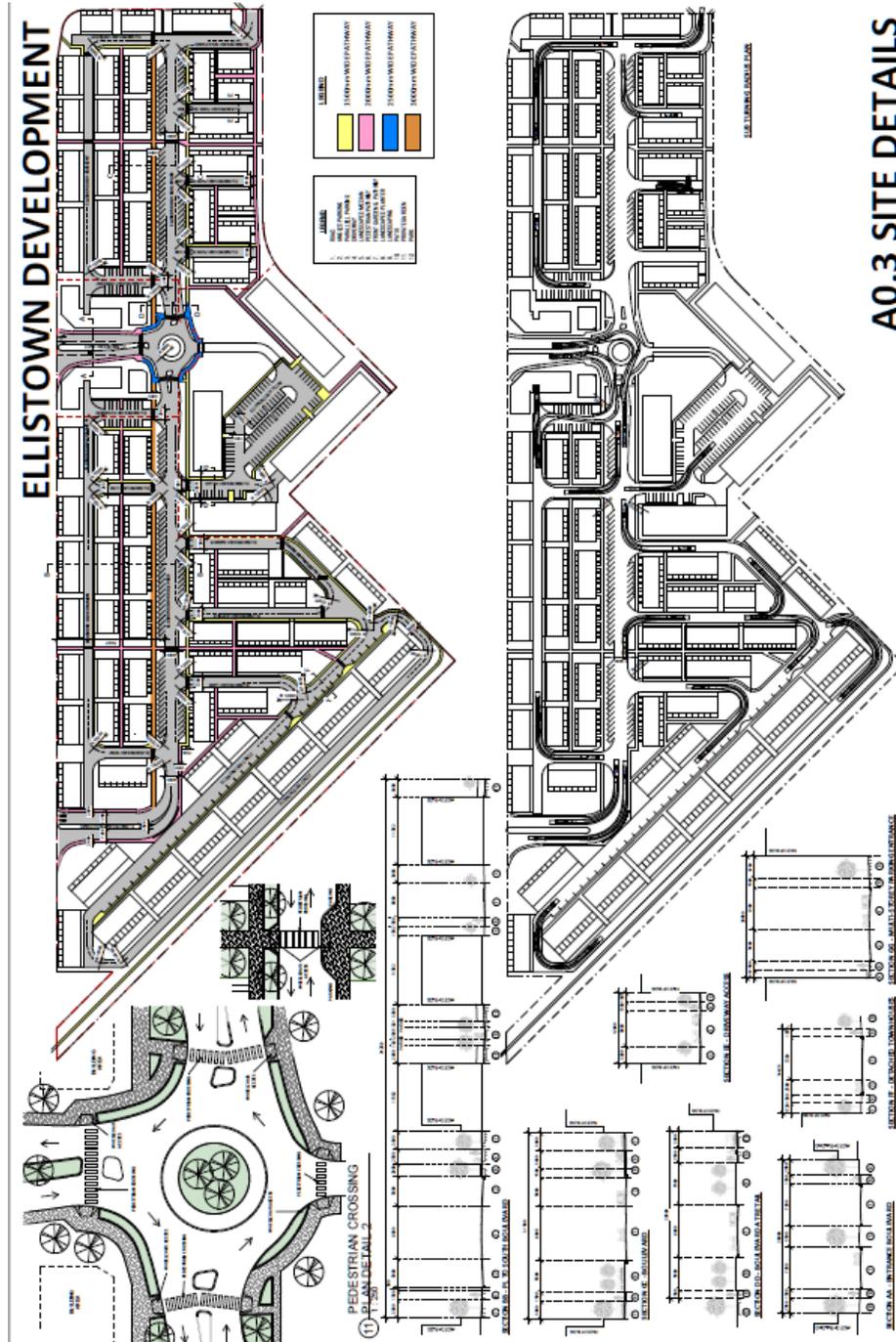
APPENDIX III

PROPOSED OUTLINE PLAN



ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018

MAP 14E



**ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018**

MAP 14E

APPENDIX IV

COMMUNITY ASSOCIATION LETTER

From: Steve [mailto:████████████████████]
Sent: Sunday, August 14, 2016 9:00 PM
To: CPAG Circ
Cc: Andrew Sutherland; Janet Rivard; ████████████████████ Ron Motteram; Sherry Desjardins; Bob Rivard; Deborah Loewen
Subject: Request for comment on application. File Number LOC2015-0085. Comments from Applewood Park Community Association.

To: Circulation Control
Planning, Development & Assessment # 8201 Regarding File Number LOC2015-0085.

The Applewood Park Community Association board has the following comments and concerns regarding the development application with the above file number.

The board is concerned with how the increased population density will affect traffic on 68 Street and will there be traffic lights installed on 68 Street at the north entrance / exit into and out of Applewood Park. Will the lights be installed before construction on the project begins?

We would anticipate that many of the residents of Ellistone Village will be young families and therefore we are concerned about the amount of green space available, and how much of it will be dedicated to playground space with playground equipment for children as well as soccer fields and baseball diamonds. There is at this time a fairly heavy usage of the playground facilities in Applewood Park with many of the people using the facilities coming from out of the area.

What will be the duration of the construction period?

How will busing be affected, particularly the 305 express and the 45?

Thank you very much for your time.

Sincerely,
Steve Ayrheart
President Applewood Park Community Association

ROAD CLOSURE AND LAND USE AMENDMENT
RED CARPET (WARD 9)
WEST OF 68 STREET SE AND NORTH OF 17 AVENUE SE
BYLAWS 4C2018 AND 104D2018

MAP 14E

APPENDIX V

WHAT WE HEARD REPORT



**Ellis Town Land-use and
Outline Plan Application**

Stakeholder Report Back: What we Heard
September 2017

Project overview

The City of Calgary received a proposal (file number LOC2015-0085) from Cosola Koppe Architects, representing the developer and landowners, to redesignate (rezone) the subject site.

The subject site is an 11.4 hectare parcel of residual undeveloped land in the community of Red Carpet. The property abuts the west side of 68 Street SE, in the area north of 17 Avenue SE.

The proposal is to change the allowable uses and development form for this property and close a portion of an adjacent road right-of-way. An Outline Plan showing the concept plan for the development is included as part of the application. The application allows for:

- Under the M-CG District (8.8 hectares), a maximum of 494 townhouses limited to 12 metre in height (about 2-3 storeys);
- Under the C-COR1f3.0h16 District (0.7 hectares), mixed-use and commercial buildings (e.g. commercial storefronts with apartments or offices above), up to 16 metres (about 4 storeys);
- Under the M-H1f3.0h18d215 District, apartment buildings (276 units) up to 18 metres (about 5 storeys); and
- the uses listed in the proposed C-COR1, M-H1 and M-CG designations.

Engagement overview

On August 29, 2017 the City held an information session at the Penbrooke Community Association, to share details of the application with community members and project members and the developer were on hand to answer any questions they had. There were 68 people in attendance.

What we heard

At this event, attendees were given the opportunity to share their thoughts on the application with the project team by filling out a comment form. We received 27 completed comment forms.

Citizens provided a diversity of comments and the main themes and areas for concern identified by community members were as follows:

- Citizens are concerned that the number of units being proposed is too much density and it will further impact traffic in the area. For example; citizens are concerned by the traffic volume on 68th Street and feel that this will worsen.
- Some citizens feel that the proposed heights of the buildings are too high for the area and do not fit in with the surrounding community

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- Some citizens would like to see better pedestrian connections through the site and in the surrounding areas
- Some citizens are supportive of future development and feel it will bring revitalization to the area
- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

Citizen feedback provides Administration and Council with valuable local knowledge of the community and the proposed development area. Administration will be sharing this report with the applicant and once Administration is ready to make their recommendation for the application, this input will also be used in reports provided to Calgary Planning Commission and City Council.

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Verbatim Comments

Content is captured as it was provided by citizens. No edits have been made unless there was personal information or offensive language which is removed with an indication that this has happened.

Know City wants densitybut ? - this is too much. 2 to 4 stories only. Have no 5 storeys in the area. Senior population growing - stairs are hard to climb. Develop some unique places with 1 floor townhomes or with 2 suites, one for a caregiver (NOT a renter). Consider your commercial area through the perspective of a "gathering" place so programming can occur. Need some tot lots as I assume families are also the target. Make srue lots of parking underground & safe for children. Do not like the word "burrough" - too English, we are very cultural diverse. Please keep me informed [personal info removed].
I hope this development goes ahead, so long as the density is not too high.
Signalize the intersection of 68th St and 14th Ave. Intersection is unsafe for everybody, including cars, transit, buses. Plus parking along 14 Ave - makes roadway to narrow, like a one lane roadway.
68 St traffic is a serious problem now at such hours. If this is built, traffic will be a real serious problem. I don't see any plans to help (ie. Widening 68 St, extent Memorial drive then to Stoney or put under17 Ave. No senior facilities ie. Housing. No special bus lanes from 17 ave into Ellistown.
Feel anything over 4 storeys high will not fit into the area & will be out of place. Traffic flow on 68th St can be heavy now anytime of day. Increased traffic will just add to the problem. If turning left from abbercove DR SE onto 68th is hard enough now. Feel that the number of proposed units is way to high for this area. Need to consider schooling for families in all those units.
There is no doubt that the field could use something put there however adding more people in a tight space is a little ridiculous. Why not a sportsplex or a library? Why not take care of the people in the existing communities? That piece of land next to a park could be used more wisely, again promote healthy living build an ice rink, skate park, rock wall. Somewhere people can go without having to travel far from home, send their kids and feel safe knowing where they are. As well a road on 14th is unwise with how many people park on that road nowadays why are you trying to make a situation worse. Money may make our world spin but isn't time to take care of what's existing instead? So putting low income housing is not what any of the local residents want. Put it out by East Hills. We do not want or need crime put into our neighbourhood. Another issue is teh fact that we have Global Fest, not enough security this year. With tons of people having lack of respect for the people in their homes now add more? You all need to sit and rethink the use of this space!
I think it is a Great Idea & very overdue! The weed filled eye-sore does nothing to promote our neighbourhoods. A big park would have been great, but ideally condos, retail & green space makes sense. I do hope green space is visible more than buildings but still nice to see something being done!
Any buildings should not exceed the height of present buildings adjacent tor across from them. Other than that - have at er!

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<p>This is a much needed development - beautiful actually and it would make living in the NE/SE feel less like we are "the poor end of the city". But, would someone <u>please</u> extend the sidewalk on the north side of 17 Ave SE so a person can walk, bikes, use their motorized scooter etc. to go from Applewood, Ellisborough, the trailers parks to Easthills Mall without walking in mud or being bogged down where one sidewalk ends and another one begins.</p>
<p>It seems really nice. My only concern is now accurate. The pictures are showing. Flat roofed condos, In our winter climate a sloped roof is preferred.</p>
<p>Looks okay so far.</p>
<p>Would like to see some single family stand alone houses. Not liking the idea of 5 story units, would prefer nothing over 3 stories.</p>
<p>Traffic on 68 St is congested now. Adding all these units will create even reater problem. I say no to the project. Resolve the 68 St first and then go for this proposal.</p>
<p>Can see a lot of traffic conjestion already on 68 E to 17 to Eastport shopping - Costco, Walmart, banks, Theater. Only 1 left turn at light on 68 & 17 so at rush hour lots of traffic now. Will be much more conjested with another 900 or so people.</p>
<p>We live in Penbrooke trailer park. Some of the concerns we have is there are only one entrance intot he park on 17 Ave SE at 68 St SE. If there was ever an emergency we would have major concerns. We also need lights at the corner of 17 Ave SE at 62 St. It would be nice if they would open up 14 Ave SE into our park or off 68 St SE.</p>
<p>We don't need more people in the area it will be crowded we thought it is going to be comercial (like Superstore or No Frills) & would suggest a senior community type (Bungalow style villas)</p>
<p>Worn idea. No no no building. I need commercial or build something for old people like bungalow. Not 2000 pepole in the area to crowded for this area.</p>
<p>Very worried about increased traffic on 14 Ave & 65 St. 14 Ave - is a major bus route and already there are many people parking on both sides during the day. Makes road a little narrow, even worse in winters when there are snowbanks. During both rush hours there is an increase of traffic cutting through on both 65 St & 14 Ave.</p>
<p>Live at [personal info removed] limited access to property is restricted to one way off of 17 Ave next 7-11. I have had three neighbors in car accidents this year alone! What can be done mayor's office and area councillor don't car.</p>
<p>Looking forward to new neighbours!</p>
<p>I, as a resident of Applewood, I strongly oppose the rezoning of land. The fact that existing structures (ie trailer park will be an eyesore to future development I believe is what is pushing this review ahead. That, in itself, is a shameful situation. The fact of the matter is there are many, many units already located w in a small radius. As it is, 17th Avenue is cluttered with condominiums, & I am mindful of the further condo development that will be undertaken shortly east of both street. How many condos are too many?? I believe the space should be left zoned as is. We do need another 1,300 units w in such a small area. I do not mind stating that any decision in favour of this rezoning will impact my vote @ election time.</p>

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Not happy - need less population - more green space. Amount of traffic on 14 Ave is very concern. ? Needs to everyone - more studies are needed! No access to 14 ave / traffic lights on 14 flow of traffic needs to improve.
Really needs more planting & is lacking in looks - at least the complexes on 17 Ave across from the dump have better appeal. This looks like I expect - ghetto. Enough of cementing everything.
I am a resident of Heritage Estates. I have one concern, about foot traffic or automobile traffic, increasing due to new project. I do not wish to see extra folks in my neighbourhood that do not live there. I feel there would be a lack of respect for the homes and property of the residents. Please consider separating the two developments. Thank you.
I think Mountview Mobile Home park will make a nice neighbour.