

MISCELLANEOUS	ITEM NO: 01	
	FILE NO:	M-2013-009
	CPC DATE:	2013 December 19
	COUNCIL DATE:	2014 February 10
	BYLAW NO:	3P2014
	BYLAW NO:	4P2014
	BYLAW NO:	5P2014

RICHMOND, SOUTH CALGARY AND ALTADORE
(Ward 8 - Councillor Woolley, Ward 11 – Councillor Pincott)

RECOMMENDATION:**CALGARY PLANNING COMMISSION RECOMMENDATION TO COUNCIL:**

That Council:

1. **ADOPT** the proposed “Marda Loop Area Redevelopment Plan” excluding the appendices, in accordance with the Land Use Planning and Policy recommendation; and
2. Give one reading to the proposed Bylaw; and
3. **AMEND** the “Marda Loop Area Redevelopment Plan” by:
 - 4.1.1.7, page 21; to include reference to Solar Access;
 - Figure 4.4, page 27; to add a minimum height requirement that supports adaptive re-use, for ground floor commercial space;
 - 4.1.2.2, page 23; to insert a statement with respect to considering active uses, such as retail, live/work uses, etc., on lanes wherever possible;
 - 4.2.2.2, page 28; to insert a statement with respect to considering active uses, such as retail, live/work uses, etc., on lanes wherever possible; and
4. Give second and third reading to the proposed Bylaw, as amended.

Moved by: M. Logan

Carried: 6 – 2

Opposed: R. Honsberger and G.-C. Carra

Reasons for Opposition from Mr. Honsberger:

- At proposed build out, 1454 residents, approx 52 ppa, an increase from current population of 420.
- No consideration of infrastructure capacity.
- I am not comfortable creating a framework for such intensification with no knowledge of capacity of infrastructure.
- Do not want to see another West Memorial Sanitary situation.

Comments from Mr. Wright:

- The boundaries of the ARP do not capture all of the “shopping destination” of Marda Loop. Given the rationale was to provide a consistent vision and make the document whole and provide ease of use of the document, the boundaries at the west end (CFB East) should have been included. Secondly using boundary lines on roads rather than lanes detracts from the ability to help guide street animation. Future corridor studies should be sensitive to boundary logic.

5. **RECEIVE AND ACCEPT FOR INFORMATION** Appendix A through D of the Proposed Marda Loop Area Redevelopment Plan, in accordance with the Land Use Planning and Policy recommendation, as amended.

Moved by: M. Logan

Carried: 6 - 2

Opposed: R. Honsberger and G.-C. Carra

6. **ADOPT** the proposed amendments to the Richmond Area Redevelopment Plan, in accordance with the Land Use Planning and Policy recommendation; and
7. Give three readings to the proposed Bylaw.

Moved by: M. Logan

Carried: 6 – 2

Opposed: R. Honsberger and G.-C. Carra

8. **ADOPT** the proposed amendments to the South Calgary/Altadore Area Redevelopment Plan, in accordance with the Land Use Planning and Policy recommendation; and
9. Give three readings to the proposed Bylaw.

Moved by: M. Logan

Carried: 6 – 2

Opposed: R. Honsberger and G.-C. Carra

PLANNING COMMISSION DECISION: 2013 December 19

RECEIVED AND ACCEPTED FOR INFORMATION Proposed Marda Loop Area Redevelopment Plan Supplementary Report, in accordance with the Land Use Planning and Policy recommendation.

Moved by: M. Logan

Carried: 6 - 2

Opposed: R. Honsberger and G.-C. Carra

MOTION: The Calgary Planning Commission recommended that Council amend the “Marda Loop Area Redevelopment Plan”, 4.1.1.7, page 21; to include reference to Solar Access.

Moved by: J. Sturgess **Carried: 8 – 0**

MOTION: The Calgary Planning Commission recommended that Council amend the “Marda Loop Area Redevelopment Plan” on Figure 4.4, page 27; to add a minimum height requirement that supports adaptive re-use, for ground floor commercial space.

Moved by: J. Sturgess **Carried: 8 – 0**

MOTION: The Calgary Planning Commission recommended that Council amend the “Marda Loop Area Redevelopment Plan” 4.1.2.2, page 23; to insert a statement with respect to considering active uses, such as retail, live/work uses, etc., on lanes wherever possible.

Moved by: J. Sturgess **Carried: 8 – 0**

MOTION: The Calgary Planning Commission recommended that Council amend the “Marda Loop Area Redevelopment Plan” 4.2.2.2, page 28; to insert a statement with respect to considering active uses, such as retail, live/work uses, etc., on lanes wherever possible.

Moved by: J. Sturgess **Carried: 8 – 0**

AMENDMENT: Amend the “Marda Loop Area Redevelopment Plan”, 4.2.1.3, page 27; delete “For sites on the south side of 33 Avenue SW, between 21 Street SW and 19 Street SW, the Development Authority may consider an increase on the maximum building height to a maximum of 6 stories in 23 metres provided the proposed development:” and insert “For sites on the south side of 33 Avenue SW, and the north side of 34 Avenue SW between Crowchild Trail SW and 19 Street SW, the Development Authority may consider an increase in the maximum building height provided the proposed development:”.

Moved by: P. Battistella **Carried: 8 – 0**

AMENDMENT:

Amend the “Marda Loop Area Redevelopment Plan”, 4.2.2.1, page 28; to read “Along the street frontages, buildings that are four storeys or higher should be designed to minimize massing. A step-back or other architectural design techniques intended to minimize the mass of the building and reduce shadowing impacts should be considered.”

Moved by: P. Battistella

Carried: 8 – 0

AMENDMENT:

Appendix A be amended to clearly indicate the development scenario is for discussion and is not a implied “minimum or maximum”.

Moved by: M. Logan

Carried: 8 – 0

PROPOSAL:

To Adopt the Proposed Marda Loop Area Redevelopment Plan;
Amendments to the Richmond Area Redevelopment Plan; and
Amendments to the South Calgary/Altadore Area Redevelopment Plan

SUPPLEMENTARY REPORT

Background

The purpose of the Marda Loop Area Redevelopment Plan was to undertake a planning and urban design exercise for the Marda Loop area.

Calgary Planning Commission Directives:

At their 2013 April 25 meeting, Calgary Planning Commission adopted the following motion:

”The Calgary Planning Commission Referred the proposed Marda Loop Area Redevelopment Plan, and the amendments to the Richmond Area Redevelopment Plan and the South Calgary/Altadore Area Redevelopment Plan back to administration to address the following:

- To review the boundaries with respect to the commercial areas in the Marda Loop BRZ boundaries;
- Rationalize the recommendations with respect to the Land Use Bylaw and bring forward as appropriate any 1P2007 amendments for conformity considerations;

- To address the prescriptive policies of the Plan with respect to height, massing, density and any other matters that are not consistent with the standard land use districts of Bylaw 1P2007; and
- To review the road right of way requirements with respect to the ability to accommodate public realm improvements in the Plan.”

Subsequent to the Calgary Planning Commission meeting, Administration attended the Urban Development Institute’s Urban Densification Committee meeting in order to get some feedback on these issues. This feedback has been used to inform the responses provided in this report (A letter has also been attached to this report).

Plan Boundaries

The Marda Loop BRZ boundary follows the boundary of the proposed Marda Loop ARP with the exception of two areas. The first is to the south west of the ARP area and includes properties a block south on either side of Garrison Gate SW. This area lies within the area known as Garrison Woods and currently falls within the boundaries of the CFB East Community Plan (1998). The CFB East Community Plan addresses how the lands vacated by CFB Calgary, formerly the Currie PMQs (Permanent Married Quarters), can best be reused and redeveloped to a healthy, vibrant residential neighbourhood that would complement the surrounding communities. This Plan already sets out land use and design direction that continues to be relevant for these sites today. The Plan states that:

“The northern end of the Plan area is described as an “Urban Village”, with the intent of creating a medium density, pedestrian oriented environment with high quality amenities. The concept brings together residential and commercial activities in a location and manner that will recognize and reinforce the existing and unique character of the adjacent Marda Loop commercial district.”

The second area that is within the Marda Loop BRZ, but outside of the ARP boundaries is located on the south side of 34 Avenue SW at the corner of 20 Street SW. These sites are currently designated local commercial in the South Calgary/Altadore ARP. Administration had determined through its original analysis that this is the appropriate land use policy for these sites and therefore appropriate to leave them in the existing South Calgary ARP, rather than including them in Marda Loop ARP and reiterating the policies from the existing ARP. Further, as there is no change to the land use policy for these sites there is no advantage to including them within the new ARP.

It is also worth noting that the boundaries of the BRZ are determined by the BRZ, with approval from City Council, and are not subject to Administration’s approval. The BRZ may change their boundaries without regard to the land use and policy direction for the area. Examples can be found within Marda Loop area where properties are designated for and have been redeveloped as residential, but are still within the BRZ boundary.

Land Use Bylaw Conformity

As part of the implementation of an ARP, Administration does in some cases undertake City initiated land use redesignations in order to bring the land use for properties in the Plan area into conformance with the ARP. Administration considered the need for land use redesignations during the planning process, but decided that it was not necessary for several reasons:

- The MGA does not require the City to ensure that the land use designations are in conformance with the approved ARP.
- Administration has thoroughly reviewed the proposed ARP with the Law Department in order to ensure that there were no conformity issues between the ARP policies and the current land use designations. While the ARP and existing land use do not necessarily conform, they do not conflict. As the Marda Loop ARP is intended to be a statutory document once approved by Council it will be equal in legislative authority to the Land Use Bylaw. As a result, both documents can be used together to evaluate an application for development on a property. Further, there is limited capacity for Administration to immediately undertake City-initiated land use redesignations in this area due to other competing priorities.
- Administration is proposing to review the land use policy for all Corridors designated in the Municipal Development Plan and to use the new Commercial Residential District (approved for the downtown) in future policy implementation. This includes the Marda Loop area. As a result, Administration would rather wait until that exercise has been undertaken before expending effort and resources to redesignate the Marda Loop area only.
- It has been suggested to Administration by individuals in the development industry that there can be negative consequences that result from City initiated redesignations. Putting new land use in place without knowing what the future development might be can lead to redesignating the property again once an actual development proposal has been submitted. In addition, redesignation that allows for greater development potential may lead to an increase in the price of land, making it uneconomical to achieve the potential new density.

Prescriptive Policies

Administration recognizes that there are some policies in the Plan that may be considered prescriptive. In writing policy, Administration endeavours to ensure that there is sufficient flexibility built into the Plan to allow for individual ideas and unique design that still meets the intent of the Plan. However, there are also some policies within the Plan that have been determined through the planning process to be required to be prescriptive in order to achieve the objectives of the Plan.

Height

The Plan calls for a height of four storeys through the majority of the Plan area. There was some concern from the Calgary Planning Commission that this would not be sufficient height to ensure mixed-use development. In reviewing this issue, Administration considered that Policy 4.2.1.3, which currently allows increases in building height up to six

stories for sites on the south side of 33 Avenue SW, between 21 Street SW and 19 Street SW could be amended to include sites on the block between 21 Street SW and 22 Street SW. However, the response from the UDI committee was that the current heights and densities proposed in the ARP can work for mixed-use development. UDI noted that the bigger impediment to redevelopment was the parking requirement. To construct a building up to 6 stories would require the provision of a significant amount of underground parking. The cost to provide this could negatively affect the viability of the project. Both the Marda Loop and Richmond Community Associations and the Marda Loop BRZ would be opposed to increasing heights to 6 stories.

Massing

Calgary Planning Commission expressed concern with Policy 4.2.2.1, which addresses the provision of step-backs for taller buildings. Administration has revised this policy by adding a statement that provides for greater flexibility and further clarifies the intent of the policy. The revised policy would read as follows:

- 1. Along the street frontages, buildings that are four storeys or greater should be stepped back to minimize massing. This step-back should be a minimum 3 metres and take place at either the first, second or third storey. Other architectural and design techniques intended to minimize the mass of the building and reduce shadowing impacts may be considered.*

Other Policies

The Calgary Planning Commission expressed some concern with Policy 3.2.2 in the ARP that discourages retail/commercial establishments on the ground floor of buildings of greater than 300 square metres. The intent of this policy is to encourage small-scale retail uses along the street frontage that provide for the small storefront character of the street and Administration recognizes that it is not viable for all ground floor uses to be smaller than 300 square metres. It is for this reason that Administration has used the term “discourage” rather than the more stringent terms such as “must not”, “shall not” or “should not”. The language used provides enough flexibility for Development Authority to allow for uses that require a greater floor area, while also providing direction to encourage small scale, fine grained uses along the ground floor of buildings.

Road Right-of-way Requirements

The Plan recognizes that it is important to provide for sidewalks that have sufficient width to allow for comfortable and safe pedestrian traffic. The Calgary Planning Commission was concerned that the road right of way requirements may not be able accommodate public realm improvements in the Plan. The Plan requires a minimum of 6.0 metres from the back of curb to the building face in order to ensure that new development provides for enough space for all the public realm improvements envisioned by the Plan including sidewalk, street trees and street furniture.

On 2013 December 04, The Standing Policy Committee on Planning and Urban Development approved Administration's recommendation:

"That Council refer the Corridor Program for consideration and priority setting through the Planning, Development & Assessment Department's Land Use Planning & Policy 2014 Corporate Work Program."

The Corridor Program is intended to:

- collect relevant background information and develop a profile for each of the corridors;
- develop proposals for both city-wide and corridor-specific policy where appropriate, including exploring the use of the new Commercial Residential (CR) District as the principal implementation tool; and
- assign actions to various parties who can then choose the most appropriate tool to achieve that outcome.

As the proposed Marda Loop ARP falls along a neighbourhood corridor (33 Avenue SW) this work may impact future planning policy for this area. If necessary, Administration will revisit the Marda Loop ARP to align the policies with the latest proposals that may arise from the Corridor Program work in order to ensure consistency with other corridors in the city.

Community Association Comments:

Letters from the Marda Loop and Richmond Community Associations and the Marda Loop BRZ have been included in this report. (SUPPLEMENTARY APPENDIX I)

CONCLUSION:

Administration reaffirms the recommendation of the original Calgary Planning Commission report to recommend that Council Adopt by bylaw, the Marda Loop ARP, excluding the appendices as well as the amendments to the Richmond and South Calgary/Altadore ARPs. The change to Policy 4.2.2.1 has been incorporated in the new Proposed Marda Loop ARP that has been included with this report.

LAND USE PLANNING AND POLICY RECOMMENDATION:

APPROVAL

- A. Recommend that Calgary Planning Commission **RECEIVE AND ACCEPT FOR INFORMATION** the Proposed Marda Loop Area Redevelopment Plan Supplementary Report.
- B. Recommend that Council **ADOPT**, by bylaw, the "Marda Loop Area Redevelopment Plan" excluding the appendices (APPENDIX I).

- C. **RECEIVE FOR INFORMATION** Appendix A through D of the Proposed Marda Loop Area Redevelopment Plan.
- D. That Council **ADOPT**, by bylaw, the proposed amendments to the Richmond Area Redevelopment Plan (APPENDIX III).
- E. That Council **ADOPT**, by bylaw, the proposed amendments to the South Calgary/Altadore Area Redevelopment Plan (APPENDIX IV).



April 20, 2013

Steve Jones
Senior Planner
Established Community Planning
Land Use Planning & Policy
The City of Calgary

RE: Marda Loop Area Redevelopment Plan

Dear Steve,

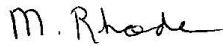
Thank you for providing the Marda Loop Business Revitalization Zone with the updated Marda Loop ARP. Overall, we are supportive of this Area Redevelopment Plan and are pleased to see this Plan move forward. The BRZ would like to provide the following comments for consideration:

- 1) Boundaries - As discussed, the ARP should be consistent with the BRZ boundaries. Under the proposed ARP, the businesses located in Garrison as well as those located at 20th Street and 34th Avenue are not included. One of the concerns with this is the ARP specifies that new automobile service centres and service stations are not allowed within the Plan area and yet the existing service station located just outside the ARP (but within the BRZ boundaries) on 34th Avenue has not been included in this Plan.
- 2) Frontage - Section 3.2.2 states that "commercial uses that do not generate significant pedestrian activity, such as financial institutions, may locate on the ground floor provided the frontage does not exceed 15 meters. The remainder of the commercial area should locate on a second floor or wrap behind adjacent retail units. Lobbies for multi-residential developments may also locate on the ground floor provided the frontage does not exceed 15 meters." This was originally 12 meters and was recently increased to 15. The BRZ would like clarification on the rationale for allowing an increase in frontage for these types of uses.
- 3) Streetscape and lighting - There is a lack of consistency with existing street furniture and lighting in Marda Loop. The BRZ therefore supports the inclusion of streetscape items in Appendix D. We have asked that the light standards included in this appendix be changed to something that is more suitable to a neighbourhood corridor. The existing light standard does not have an outlet for power or a place to hang banners, flowers, etc. While this may seem minor in the scope of this Plan, it is critical that new street furniture and lighting in the area is consistent and offers an opportunity for streetscape improvements. Improvements such as these can have a significant impact in an area and enable the BRZ to beautify and enhance the pedestrian realm.

- 4) Publicly Funded Improvements – Section 6.3.1 states that City Council may be requested to allocate funds for projects such as burying the overhead power lines. As identified in the ARP, “this improvement is considered essential in changing the character of this area into a pedestrian friendly environment.” With several new mixed-use developments underway in Marda Loop, it is critical that we work with developers and the City to establish a plan to fund the cost of burying the overhead power lines along with other needed improvements to water, wastewater and storm infrastructure.

Please feel free to contact me at (403) 685-5667 should you require any further information.

Sincerely,



Michelle Rhode
Executive Director, Marda Loop BRZ

Cc: Alderman John Mar, Alderman Brian Pincott



December 9, 2013

Steve Jones
Senior Planner, Established Community Planning
Land Use Planning & Policy
The City of Calgary

RE: Marda Loop Area Redevelopment Plan

Please accept this letter as a letter of support for the draft Marda Loop Area Redevelopment Plan. While we are supportive of this plan, we are *not* supportive of proposed modifications related to increasing the maximum height and allowing greater flexibility in regards to step-backs. These requirements, in the current version of the ARP, were added in response to feedback from the BRZ as well as community members. We respectfully request that these requirements be left in the plan.

We kindly request that you also include the letter (attached) that we submitted on April 20, 2013 as the comments related to lighting, boundaries, frontage and publicly funded improvements are still relevant.

Thank you for your consideration.

Kind Regards,

Michelle Rhode
Executive Director
Marda Loop Business Revitalization Zone (BRZ)



To whom it may concern,

The Marda Loop ARP has been a project that we have been working on in one form or another for four years. We were pleased to have been accorded the time to consult extensively with our community with the iteration that previously presented to the City.

During our community consultation, we found that the community at large was generally supportive of the intensification of the existing land use in order to foster a more dynamic business community, an increase in population density to support the growing commercial district.

Although generally supportive, our Board and our residents underlined several key desires that they wished to have reflected in any future redevelopment in the area prescribed by the ARP.

1. That heights on the North side of 33rd avenue be restricted to 16m in order to ensure a balance between the need for intense use on 33rd and a recognition of the residential zoning backing directly onto these commercial parcels.
2. That the size of the main street commercial lots be limited to 300m² ensuring a diversity of vibrant community enhancing business tenant any new commercial space.
3. That zoning if and where possible allow or prescribe a residential component.
4. That a commercial component be prescribed on the street level of any future redevelopment.
5. That setbacks be prescribed with an aim ensuring a vibrant walkable streetscape including the possibility of patios and or terraces at street level.

Whereas the Marda Loop Communities Association was in favour of the previous draft of the ARP which was presented to CPC as we were able to gather a significant amount of community input, the same cannot necessarily be said for the revisions to Policy 4.2.1.3 and Policy 4.2.2.1.

The changes to Policy 4.2.1.3 would seem to fall outside of what the MLCA could support. Our experience with the overwhelming negative sentiment within our community to buildings of this scale can only lead us to conclude that the same opposition would be expressed to the extension of the zoning allowing for edifices of six stories.

As indicated above, 3rd and 4th story setbacks are an important concession stipulated by residents of the Marda Loop Area. We have been informed that the following paragraph was to be added for clarification on the need for setback:



Marda Loop Communities Association

Along the street frontages, buildings that are four storeys or greater should be stepped back to minimize massing. This step-back should be a minimum 3 metres and take place at either the first, second or third storey. Other architectural and design techniques intended to minimize the mass of the building and reduce shadowing impacts may be considered.

The MLCA is supportive of the comments surrounding the 3m setbacks. Confusion does exist surrounding the comments surrounding 'Other architectural and design techniques'.

In sum, the MLCA is firmly in agreement with the ARP previously presented to CPC. We would not be supportive of the increase in heights as indicated by policy 4.2.1.3 and we are unable to present a firm position on policy 4.2.2.1 due to an inability to properly consult our residents.

Best regards,

Marc Doll

President

Marda Loop Communities Association.



Richmond/Knob Hill Community Association

December 9, 2013

Attention: Mr. Steve Jones
Land Use Planning & Policy
The City of Calgary
PO Box 2100, Station M
Calgary AB T2P 2M5

Re: Draft Marda Loop Area Redevelopment Plan

This is to confirm that the Richmond/Knob Hill Community Association ("the "RKHCA") generally supports the draft Marda Loop Area Redevelopment Plan in the form reviewed by the Calgary Planning Commission on April 25, 2013 (the "draft MLARP") except for some of the proposed building height limits, and in particular the proposed 16m building height limit for the parcels along the north side of 33rd Avenue SW (the "North 33rd Ave Parcels") and the proposed 23m building height limit for certain parcels along the south side of 33rd Avenue SW, which in both cases the RKHCA considers to be too high.

Across the lane to the north of the North 33rd Ave Parcels are low density R-C2 parcels which contain single family homes, the vast majority of which are recently constructed 2-storey infills (the "32nd Ave Homes"). Shadow studies prepared by the RKHCA indicate that, even taking into account the 5m rear setback and 3m upper storey stepback provided for in the draft MLARP, a row of 16m high buildings on the North 33rd Ave Parcels would prevent the main floor south-facing windows of the 32nd Ave Homes from receiving any sunlight at all for around 11 weeks each winter, from mid November to late January (see attached sample images). The RKHCA considers this amount of overshadowing to be excessive, and extremely unfair to the current owners of the 32nd Ave Homes, who purchased or constructed their homes on the understanding that the current 10/12/14m building height limits applicable to the North 33rd Ave Parcels would prevent any future redevelopment of those parcels from materially impacting their access to sunlight, even in the winter months when the sun is at its lowest. On the other hand, the RKHCA would also very much like to see a number of the North 33rd Ave Parcels redeveloped, and understands that the current 10m building height limit applicable to a number of those parcels may hamper such redevelopment.

Accordingly, in an effort to create a reasonable balance that will both facilitate redevelopment of the North 33rd Ave Parcels and limit the amount of overshadowing of the 32nd Ave Homes, the RKHCA is requesting that the draft MLARP be revised to provide for the North 33rd Ave Parcels to be subject to either:

1. Slightly lower building height limits, somewhere in the range of 12m to 14m; or
2. A more significant rear stepdown requirement, along the lines of the one provided for in similar circumstances in the recently approved 50th Avenue SW Area Redevelopment Plan (16m stepping down to 10m within 12m of the rear property line).

With respect to the proposed 23m building height limit for certain parcels along the south side of 33rd Avenue SW, the RKHCA's view is that the construction several years ago of the 23m Treo building at 2033 33 Avenue SW has had a significant negative impact on Marda Loop's pedestrian environment, making that stretch of 33rd Avenue SW noticeably colder, windier and less pleasant to walk along. This is particularly apparent during Marda Loop's annual Marda Gras street festival, when that stretch is consistently less crowded with either people or kiosks than the rest of the closed-off portion of 33rd Avenue SW. The RKHCA is concerned that more 23m buildings along the south side of 33rd Avenue SW will turn even more of Marda Loop into a cold, windy, unpleasant place to walk. If Marda Loop absolutely must have more 23m buildings (and we are not convinced that it needs to), then the RKHCA's suggestion would be to put them along the north side of 34th Avenue SW, so that their shadows fall primarily on the backs of the buildings along the south side of 33rd Avenue SW, as that would allow more sun to reach the pedestrians, shops, street cafes, and street trees on 33rd Avenue SW. Better yet, rather than providing for any more 23m buildings, consider increasing density in the Marda Loop area by rezoning the stretch of 33rd Avenue SW east of 19th Street SW from low density R-C2, which makes no sense along such a busy "primary transit" route, to medium density multi-residential. In this regard we would also point out that 80% of those who attended the MLARP open houses that were held back in 2011 felt that the proposed building heights were too high.

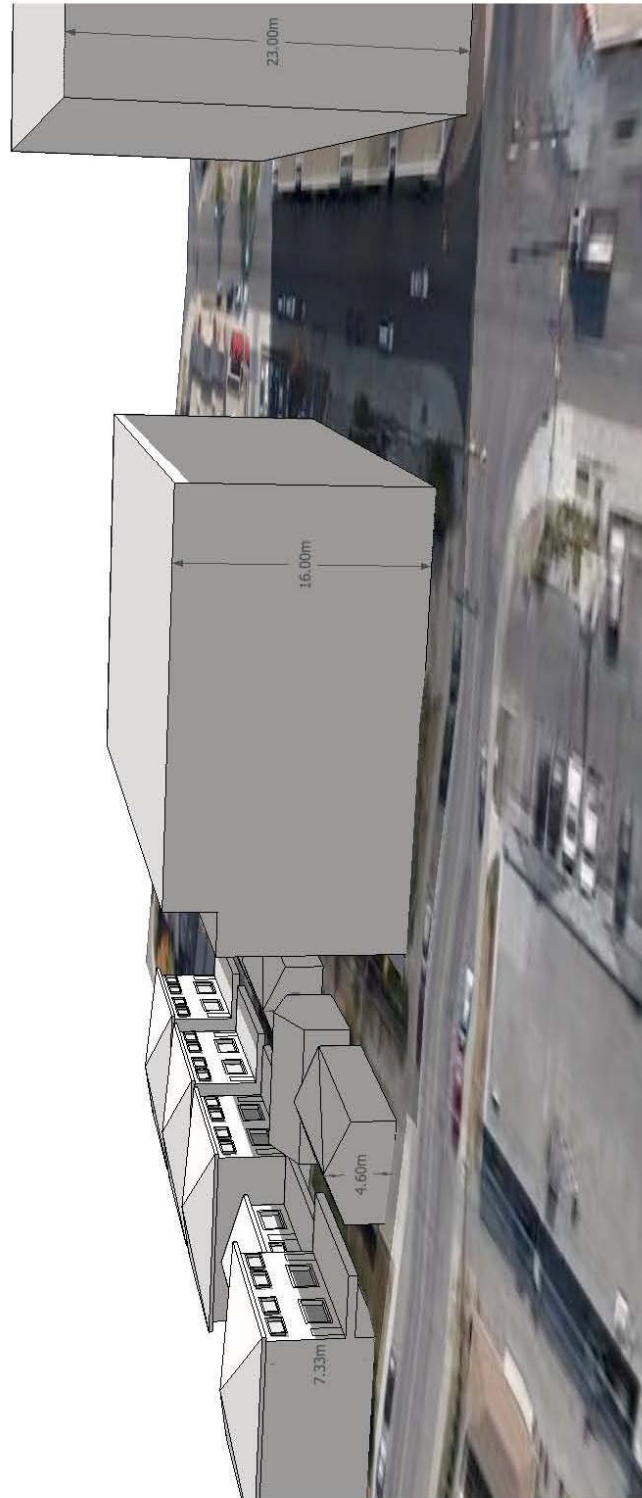
Thank you.

Doug Roberts
Director & Chair, Development Committee
Richmond/Knob Hill Community Association
C/o 2126 28 Avenue SW
Calgary AB T2T 1K5

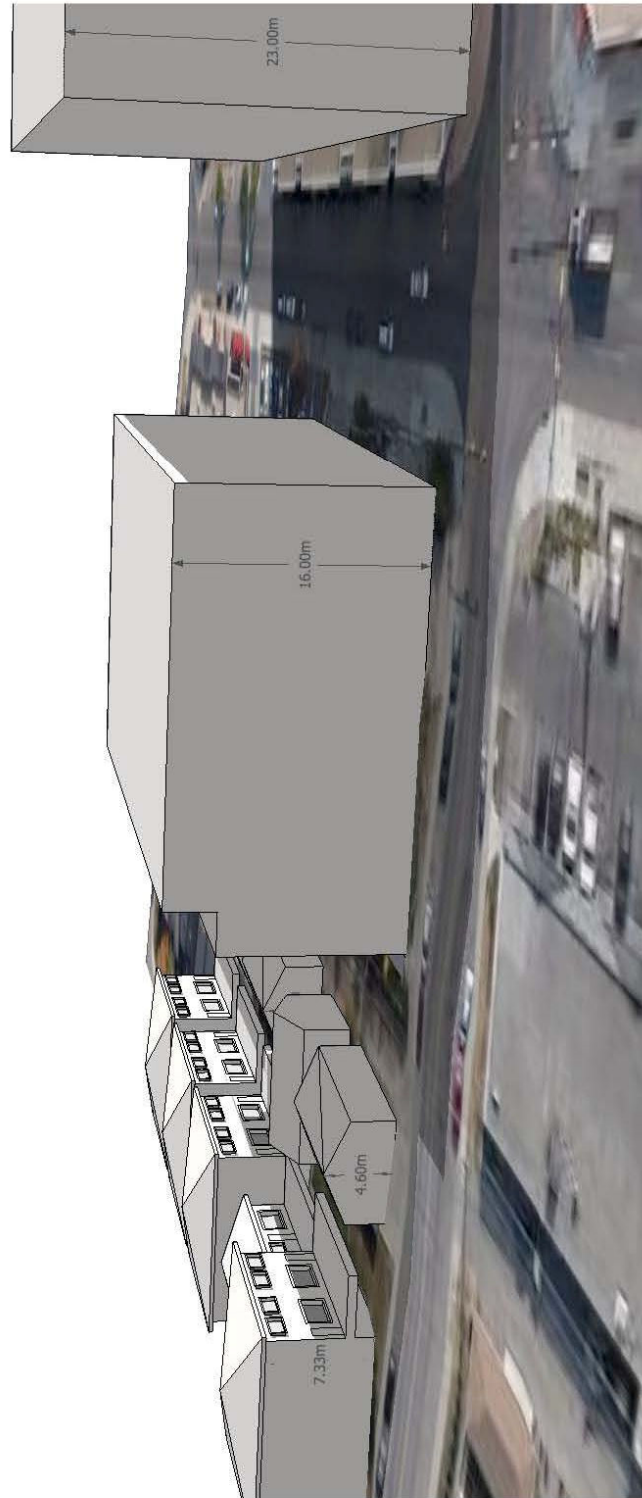
Enclosures



Odeon Shadow Study 3a -- With 16m Building (Proposed Max Height) at 12:00pm on November 15



Odeon Shadow Study 3b -- With 16m Building (Proposed Max Height) at 12:00pm on January 27



**URBAN DEVELOPMENT INSTITUTE - CALGARY**

December 9, 2013

Delivered by Email

City of Calgary
Land Use Planning & Policy
P.O. Box 2100, Station M, #8117
Calgary, AB T2P 2M5

Attention: Steve Jones, Senior Planner, Established Community Planning

Dear Sir:

Re: Marda Loop Area Redevelopment Plan

We would like to express our appreciation to you and your team for engaging UDI-Calgary members, active in redevelopment, to provide feedback regarding the Marda Loop Area Redevelopment Plan.

In proceeding, we would request that you give consideration to the following overarching recommendations:

- Ensure the density maximums are not used as minimums and that the cost to develop parking spaces underground, especially on small sites, does not preclude development that could otherwise occur without needing to reach a minimum, and not market supported, density requirement.
- Match building height expectations to the building code limited height limits for certain types of building materials.

Parking

There appears to be a reluctance to accept on-street parking as part of the available supply notwithstanding transportation reviews have indicated the on-street parking within two blocks would lend itself to this.

A small parking management study for the City, conducted in approx. 2004, looked at parking supply, use and inefficiencies...as well as consideration of the Parking Authority assigned management of the parking as one overall pool and not a number of disparate uses. However, that the concept of shared parking was not widely supported by the local BRZ at the time.

Infrastructure

The City may be required to contribute to improvement of existing infrastructure, power lines, road networks, and sanitary sewer, at or over capacity. Individual building owners, in particular on a small site, are being allocated a disproportionate cost to make neighbourhood improvements with no financial compensation from the City.

For example, one developer has been required to spend \$500,000 to bury Enmax' power lines in order to develop a 14,000 sf lot with barely 2x FAR density. The power lines will have to be buried for more than a city block to accommodate just the site; hence the major cost benefitting others, including the neighbourhood as a whole, being funded by one small landowner.

Restaurant Size

The small restaurant definition of 75 square metres of public area is too small and not aligned with tenant requirements. It should be double that, i.e. 150 square meters, to facilitate the opening and operating sustainability of a viable restaurant.

Should you have any questions regarding the foregoing, please do not hesitate to contact me.

Sincerely,



Michael Flynn
Executive Director

- c.c. Jaydan Tait, UDI Chair, Urban Densification Committee
and Brookfield Residential
- c.c. UDI Calgary - Urban Densification/Redevelopment Action Committee



REPORT TO CALGARY PLANNING COMMISSION

MISCELLANEOUS	ITEM NO: 06	
	FILE NO:	M-2013-009
	CPC DATE:	2013 December 19 2013 April 25
	COUNCIL DATE:	
	BYLAW NO:	
	BYLAW NO:	
	BYLAW NO:	
	BYLAW NO:	

RICHMOND, SOUTH CALGARY AND ALTADORE
(Ward 8 - Alderman Mar, Ward 11 – Alderman Pincott)

PROPOSAL:

To Adopt the Proposed Marda Loop Area Redevelopment Plan ;
Amendments to the Richmond Area Redevelopment Plan; and
Amendments to the South Calgary/Altadore Area Redevelopment Plan

PLANNING COMMISSION DECISION: 2013 April 25

The Calgary Planning Commission **REFERRED** the proposed Marda Loop Area Redevelopment Plan, and the amendments to the Richmond Area Redevelopment Plan and the South Calgary/Altadore Area Redevelopment Plan back to the Administration to address the following:

- To review the boundaries with respect to the commercial areas in the Marda Loop BRZ boundaries.
- Rationalize the recommendations with respect to the Land Use Bylaw and bring forward as appropriate any 1P2007 amendments for conformity considerations
- To address the prescriptive policies of the Plan with respect to height, massing, density and any other matters that are not consistent with the standard land use districts of Bylaw 1P2007.
- To review the road right of way requirements with respect to the ability to accommodate

public realm improvements envisioned by the Plan

and return to Calgary Planning Commission no later than 2013 December 19

Moved by: R. Wright

Carried: 7 – 0

Comments from Ms. Wade:

- 3.22 Larger than “300 sq.m” should be based upon economic viability and arrange - too limiting
- 4.2.1 Building height
Flexibility up to 6 storeys, 5 storeys is too difficult to generate a successful economic proforma.
- 4.2.2 Building Mass
Minimum “3m” setback, need flexibility to design 2m
Step back at 2 or 3 storeys should be relaxed to 1 storey
- How to integrate cyclist into public realm on figure 4.2 and 4.1 with curb line and utility right of way.
- Consider how dogs will be accommodated
 - Poo bags
 - Hooks for dog tie up
 - Grass
- More open policies on building height or massing to permit creative design solutions for interesting building which address shadowing and building uses.
- Permit residential at street level crates more variation to the streetscape a continuous wall of commercial may be very difficult to achieve economically and need to consult with an economic consultant or a body like Calgary Economic Development Commission.

Comments from Mrs. Gondek:

- Is it possible to revisit or create a guideline around the stakeholder engagement process when developing ARPs?
- All stakeholder interests would be best served by inclusion in the earliest stages possible.
- Specifically, private partners like developers, retailers, design specialists and/or builders should be asked to designate representative to provide industry perspectives as part of the engagement process.

PURPOSE:

The main purpose of the Marda Loop Area Redevelopment Plan (available through the Land Use Planning & Policy Business Unit or at www.calgary.ca/mardaloop) was to undertake a planning and urban design exercise for the Marda Loop area. As a result, the Administration in collaboration and consultation with local residents and landowners has prepared the Marda Loop ARP. The Plan proposes statutory policy to guide development over the next 30 years and includes policies to aid in the implementation of the Plan.

BACKGROUND:

At a meeting between the Planning Department and members of the Marda Loop (formerly South Calgary/Altadore) Communities Association (CA) and the Marda Loop Business Revitalization Zone (BRZ) in June of 2010, a number of concerns were raised. In response to the input received, the Administration put forward a proposal that included undertaking a planning and urban design exercise for the Marda Loop commercial area. This work was to be used to develop a City Council approved policy that could be used primarily by The City, developers, the CAs and the BRZ to review development proposals.

The Marda Loop ARP provides a policy framework to guide the long-term redevelopment of this inner-city area. The Plan provides clear policy direction for key aspects such as the vision, scale, urban form and character for Marda Loop's redevelopment.

PLANNING EVALUATION:

Existing Conditions

Marda Loop is located within the southwestern quadrant of the city and in close proximity to the downtown core. The Plan area boundaries are defined by Crowchild Trail SW to the west; the lane north of 33 Avenue SW between Crowchild Trail SW and 19 Street SW and the lane north of 34 Avenue SW between 18 Street SW and 19 Street SW to the north; 18 Street SW to the east; 34 Avenue SW between Crowchild Trail SW and 19 Street SW and 36 Street SW between 19 Street SW and 18 Street SW to the south. The Plan area is primarily focused on the corridors of 33 Avenue SW and the north side of 34 Avenue SW as these areas are primarily commercial. Due to its proximity to 33 Avenue SW and potential to redevelop in a manner similar to the rest of the Plan area, the Plan also includes an existing commercial block that is situated along 18 Street SW and 19 Street SW, between 34 and 36 Avenue SW.

Marda Loop is currently characterized by a mix of commercial, multi-residential, and low-density residential land uses. Sites within the area have undergone redevelopment at various points in time, and as a result, the current land use and development pattern within Marda Loop is varied and inconsistent. Although there are some newer mixed-use buildings in the area, buildings are primarily single-use (commercial or residential). Building heights vary from one to six storeys, with most buildings not exceeding two storeys in height. Newer developments are built to the extent allowed under their land use district, whereas older developments are typically built below the extent allowed by their land use districts.

Vision & Guiding Principles

The ARP envisions Marda Loop to become a vibrant, successful area that will cater to both residents and visitors alike. Through mixed-use development and moderate increases in density, the area will incorporate a desirable mix of residences, shops, and offices that enhance the liveability of the area during the day and at night. A high standard of urban design respects the existing community character through human-scaled buildings and by providing sensitive transitions to the adjacent residential streets. The area will feature a pleasant, walkable public realm with wide sidewalks, street trees, attractive lighting and street furniture.

The Guiding Principles represent the key concepts from the Vision as well design intents for future redevelopment in the Plan area. These principles are intended to apply to both an area-wide and site-specific perspective, and will inform planning policy and future development within the Marda Loop area.

Land Use

The majority of future development within Marda Loop is intended to be mixed-use, however, certain areas feature a stronger commercial or residential component in order to take advantage of locational attributes. The Plan area is divided into two land use policy areas which set out clearly defined land use objectives: a Commercial Mixed-Use area and a Residential/Retail area. Both policy areas are intended to provide for development that will encourage pedestrian activity, transit ridership and diversity in the population and users of the area.

Built Form and Site Design

Buildings within the Marda Loop area are intended to foster a vital and active pedestrian-oriented street life. They should relate well to the street and to each other, provide opportunities to maintain views and sunlight penetration to streets and minimize shadowing. Buildings should enclose streets and spaces through height and massing, forming inviting 'urban rooms' where the public life of the neighbourhood can thrive.

Site Design

The success of Marda Loop is dependent not only on architectural design and use of buildings but equally on the spaces between them. Planning of individual sites is to consider the relationship between streets, sidewalks, landscaping and building edges. It is also important to consider the location and design of parking so that it does not detract from the quality of the urban environment.

All urban design elements within the Plan area are intended to contribute to a varied yet coherent Marda Loop identity – while providing amenity in the form of interesting and walkable sidewalks, streets designed as outdoor public rooms and usable public outdoor space. The streetscape policies of this Plan are intended to foster and guide the development of a diverse and walkable urban environment.

Building Design

Buildings within the Plan area should help to characterize and define the street, enhance the sense of place and contribute to the high quality expected within the community. Buildings should give consideration to issues of massing, form, facade articulation and location of entrances. For taller buildings the upper storeys should be pulled back from the street to minimize shadowing and building mass and to allow for views of open sky. The tallest building heights have been placed central to the Plan area with the lower building heights situated throughout the rest of the area. This creates new opportunities for redevelopment that reinforces the pedestrian oriented nature of these streets while providing appropriate built form transitions to the low-density, low-rise residential community.

Mobility

The vision of this Plan requires a balanced transportation network, providing convenient and efficient access to all modes of transportation: walking, bicycling, transit and motor vehicles. To achieve this balance, streets and sidewalks should be designed as multi-functional spaces, safe and pleasant for all users. In the Marda Loop area, the street network is a street grid with reasonable block lengths, a variety of routes throughout the area, and easy wayfinding. However, with the intent to create a network of complete streets, opportunities to further integrate streets with the pedestrian, bicycle, and transit infrastructure should be capitalized upon.

The Calgary Transportation Plan (CTP) classifies 33 Avenue SW as a Neighbourhood Boulevard. Neighbourhood Boulevards support retail and medium-density residential corridors. Pedestrians and cyclists have the highest priority. These streets are destinations, but primarily for the local communities surrounding them.

Implementation

From the larger scale development of Garrison Woods in Altadore to the increasing prevalence of infill housing in the area, these communities have already experienced significant redevelopment and growth within their communities. Despite this substantial redevelopment investment, there has been modest investment associated with the original infrastructure along the 33 Avenue SW corridor and even fewer improvements along 34 Avenue SW and the intersecting streets. It is proposed that the Plan area will need to be supported through public infrastructure improvements to ensure area enhancements. Addressing the infrastructure deficit within the Plan area will both ensure success of the area and support the development and growth that has already occurred in the South Calgary and Altadore communities at large.

	2010 Population	1991 Population	2010 Dwelling Units	1991 Dwelling Units
Altadore	8,847	6,217	4,422	2,749
Richmond	4,028	3,830	2,192	1,878
South Calgary	3,746	3,353	2,221	1,764

Source: The City of Calgary. "Developed Areas Growth and Change 2010." Land Use Planning & Policy

Richmond and South Calgary/Altadore ARP Amendments

The proposed amendments to the Richmond and South Calgary/Altadore ARPs focus on deleting and editing components of the ARPs that contradict or conflict with the Marda Loop ARP, including adjusting the study area boundaries to reflect the boundary of the Marda Loop ARP. In addition, a Land Use Policy map is being proposed to be added to the South Calgary/Altadore ARP. These maps are fairly standard in ARPs and provide for a spatial representation of the land use policy that is currently in the ARP. The addition of this map will help to clarify the land use envisioned for the area. These amendments do not create new policy or modify the intent of the existing policies within the Richmond and South Calgary/Altadore ARPs.

Public Engagement & Planning Process

The development of the Marda Loop ARP was informed by extensive public consultation. An Advisory Group was established and consisted of members of the Marda Loop and Richmond Community Associations, as well as the Marda Loop Business Revitalization Zone. The Advisory Group was consulted regularly throughout the development of this Plan and provided considerable input into its direction and policies.

The general public was also consulted through several Open Houses. At the Open Houses, attendees were given the opportunity to review concepts and policies under development and to provide feedback verbally. The public also provided feedback through questionnaires available at the Open Houses and online. The questionnaires were used to further guide the project and to inform specific policies.

CONCLUSION:

After extensive community and stakeholder engagement, alignment with the MDP/CTP and other corporate plans and policies, Land Use Planning and Policy has prepared the Marda Loop ARP. The proposed Marda Loop ARP has been created to in accordance with the sustainable long-term growth for The City of Calgary. Effective implementation will require a coherent, consistent and comprehensive approach, as set out in this Plan.

LAND USE PLANNING AND POLICY RECOMMENDATION:

APPROVAL

- A. Recommend that Council **ADOPT**, by bylaw, the "Marda Loop Area Redevelopment Plan" excluding the appendices (APPENDIX I).
- B. **RECEIVE FOR INFORMATION** Appendix A through D of the Proposed Marda Loop Area Redevelopment Plan.
- C. That Council **ADOPT**, by bylaw, the proposed amendments to the Richmond Area Redevelopment Plan (APPENDIX III).
- D. That Council **ADOPT**, by bylaw, the proposed amendments to the South Calgary/Altadore Area Redevelopment Plan (APPENDIX IV).

CPC 2013 December 19 CPC 2013 April 25	M-2013-009	APPENDIX I	Page 1
---	------------	-------------------	--------

Proposed Marda Loop Area Redevelopment Plan
(Separate Distribution)

The Proposed Marda Loop Area Redevelopment Plan is provided through the following link:
www.calgary.ca/mardaloop

Proposed Marda Loop Area Redevelopment Plan - Aerial Site View



CPC 2013 December 19 CPC 2013 April 25	M-2013-009	APPENDIX III	Page 1
---	------------	---------------------	--------

Proposed Amendments to the Richmond Area Redevelopment Plan

1. In the Summary, under Land Use and Development, Commercial, delete the third bullet point in its entirety.
2. Delete existing Map 1 entitled “Study Area” and replace with revised Map 1 entitled “Study Area”.
3. In Section 1.1 Study Boundaries, delete the existing text in its entirety and replace with the following text:

“The boundaries of the Richmond A.R.P. are illustrated in Map 1 (Study Area).”

4. In Section 2.1.3.5 Transition Policy, delete the text “sites 7, and 11” and replace with “site 7”.
5. Delete existing Map 2 entitled “Land Use Policy” and replace with revised Map 2 entitled “Land Use Policy”.
6. In Section 2.1.4.6, delete Site 2 in its entirety.
7. Delete existing Map 3 entitled “Sites Requiring Implementation Action” and replace with revised Map 3 entitled “Sites Requiring Implementation Action”.
8. In Section 2.2 Commercial, delete subsection 2.2.3.2 in its entirety.
9. Delete existing Map 4 entitled “Proposed Commercial Centre”.
10. In Section 2.2.4.1, delete the text “and other development within the commercial centre”.
11. In Section 2.2.4.4, delete Sites 11 and 13.
12. In Section 2.2.4.4, delete the existing text following the table in its entirety.
13. Delete existing Map 5 entitled “Community and Area Schools” and replace with Map 4 entitled “Community and Area Schools”.
14. In Section 5.2, delete the following text from the last sentence:

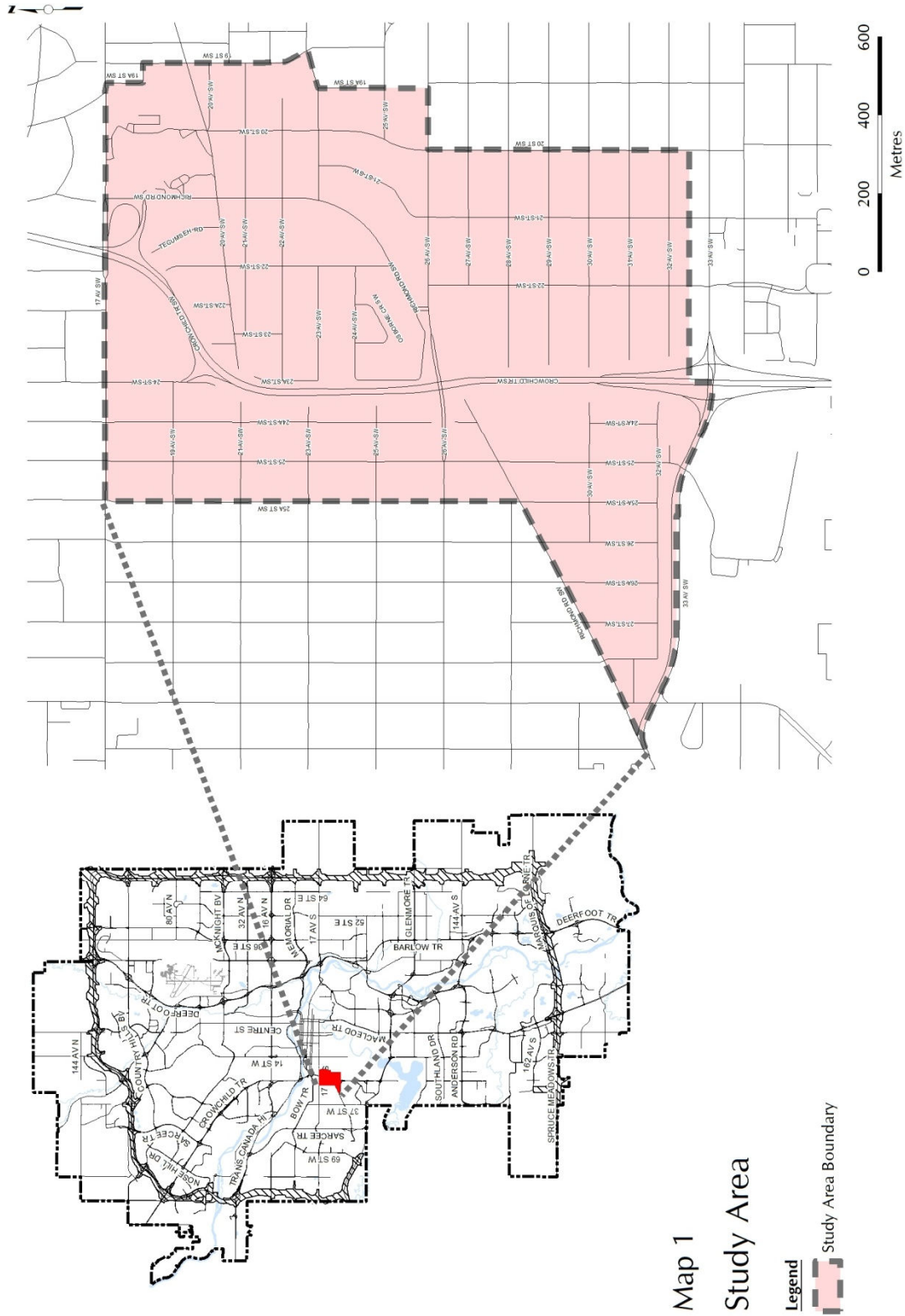
“in the heart of the proposed commercial centre”

15. Delete existing Map 6 entitled “Transportation System” and replace with Map 5 entitled “Transportation System”.

16. In Section 5.4.4, delete the following text:

“even though the commercial centre proposed for the 33 and 34 Avenue and 20 Street area represents a lesser amount of development than the designation allows.”

Richmond Area Redevelopment Plan - Proposed Map 1, Study Area



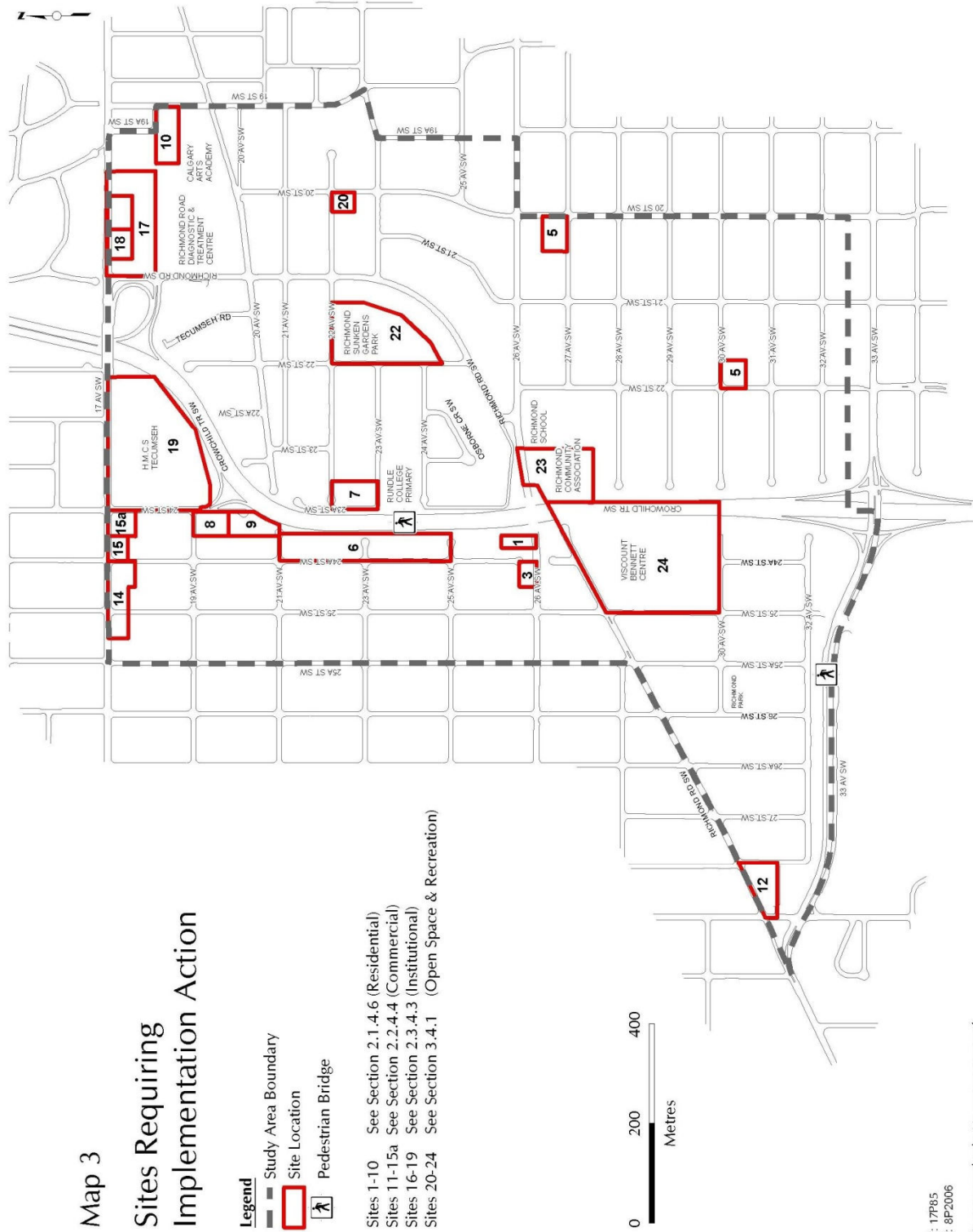
Richmond Area Redevelopment Plan - Proposed Map 2 , Land Use Policy



Approved: 17985
Amended: 8P2006

This map is conceptual only. No measurements of distances or areas should be taken from this map.

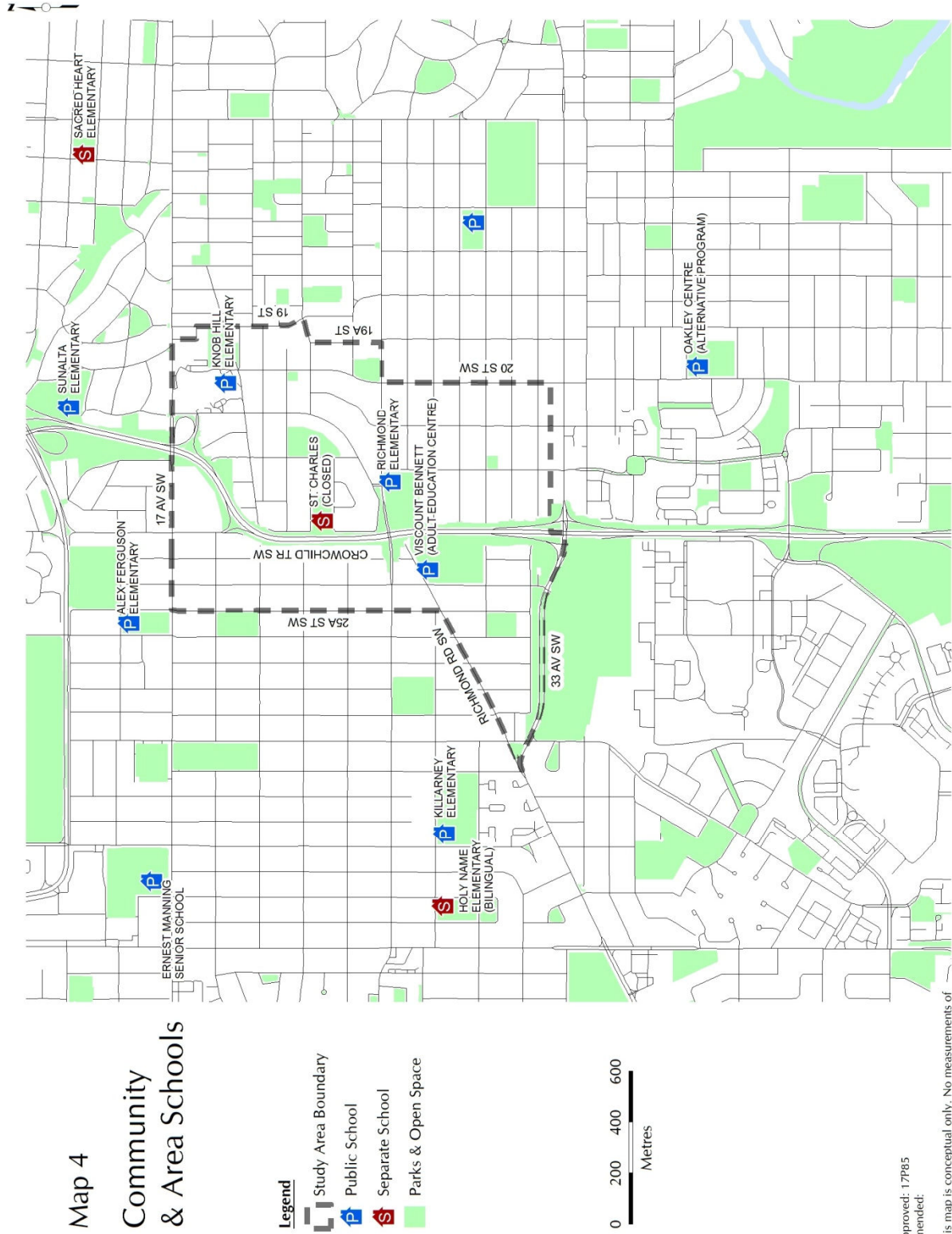
Richmond Area Redevelopment Plan - Proposed Map 3, Site Requiring Implementation Action



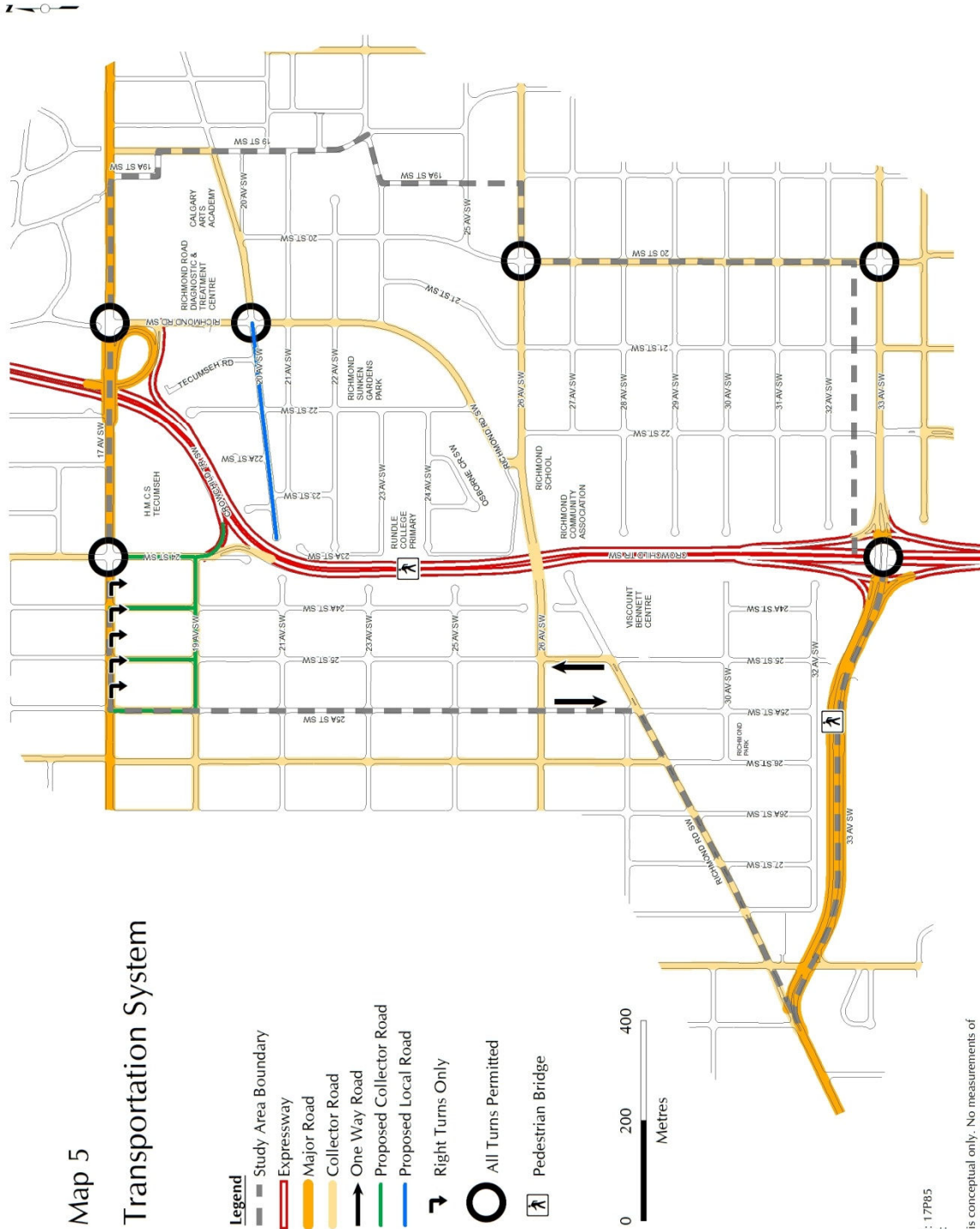
Approved: 17P85
Amended: 8P2006

This map is conceptual only. No measurements of distances or areas should be taken from this map.

Richmond Area Redevelopment Plan - Proposed Map 4, Community & Area Schools



Richmond Area Redevelopment Plan – Proposed Map 5, Transportation System



Map 5
Transportation System

- Legend**
- Study Area Boundary
 - Expressway
 - Major Road
 - Collector Road
 - One Way Road
 - Proposed Collector Road
 - Proposed Local Road
 - Right Turns Only
 - All Turns Permitted
 - Pedestrian Bridge

0 200 400
Metres

Approved: 17P85
Amended:

This map is conceptual only. No measurements of distances or areas should be taken from this map.

CPC 2013 December 19 CPC 2013 April 25	M-2013-009	APPENDIX IV	Page 1
---	------------	--------------------	--------

Proposed Amendments to the South Calgary / Altadore Area Redevelopment Plan

1. In the Summary, under Residential Land Use, delete the last sentence of the third bullet point.
2. In the Summary, under Commercial Land Use, delete the second bullet point in its entirety.
3. In Section 1.1 Study Boundaries, delete the existing text in its entirety and replace with the following text:

“The boundaries of the South Calgary/Altadore A.R.P. are illustrated in Map 1 (Study Area).”
4. Delete existing Map 1 entitled “Study Area” and replace with revised Map 1 entitled “Study Area”.
5. In Section 2.2 Context, insert the words “and illustrated in Map 2” at the end of the fourth paragraph.
6. In Section 2.3 Policy, add Map 2 entitled “Land Use Policy”.
7. In Section 2.4.2 Action Required, delete and replace the words “see Map 2” with “see Map 3”.
8. Delete existing Map 2 entitled “Sites Requiring Implementation Action” and replace with revised Map 3 entitled “Sites Requiring Implementation Action”.
9. In Section 2.4.2 Action Required, delete sites 8, 8 (a), 8 (b), 8 (c), and 9.
10. In Section 3.2 Context, delete the following text:

“A larger node at 34th Avenue between 17th and 19th Streets serves very much a local function. It contains a number of buildings as outlined in the smaller nodes above as well as one large, one storey building and parking lot presently used as a Safeway grocery store. This store is intended to be relocated within the community which would allow for redevelopment of the site for medium density residential uses.”
11. In Section 3.2 Context, delete the section entitled “Commercial Centre – 33rd and 34th Avenues” in its entirety.
12. Delete existing Map 3 entitled “Marda Loop Commercial Centre”.
13. Delete subsection 3.3.3 Commercial Centre in its entirety.
14. In Section 3.4 Implementation, delete Districts C-2(12) and C-3(23) from the table.
15. Delete Section 3.4.2 in its entirety.

CPC 2013 December 19 CPC 2013 April 25	M-2013-009	APPENDIX IV	Page 2
---	------------	--------------------	--------

16. Delete existing Map 4 entitled “Area School Facilities & Park/Open Space” and replace with revised Map 4 entitled “Area School Facilities & Park/Open Space”.

17. In Section 7.2 Context, delete the following text:

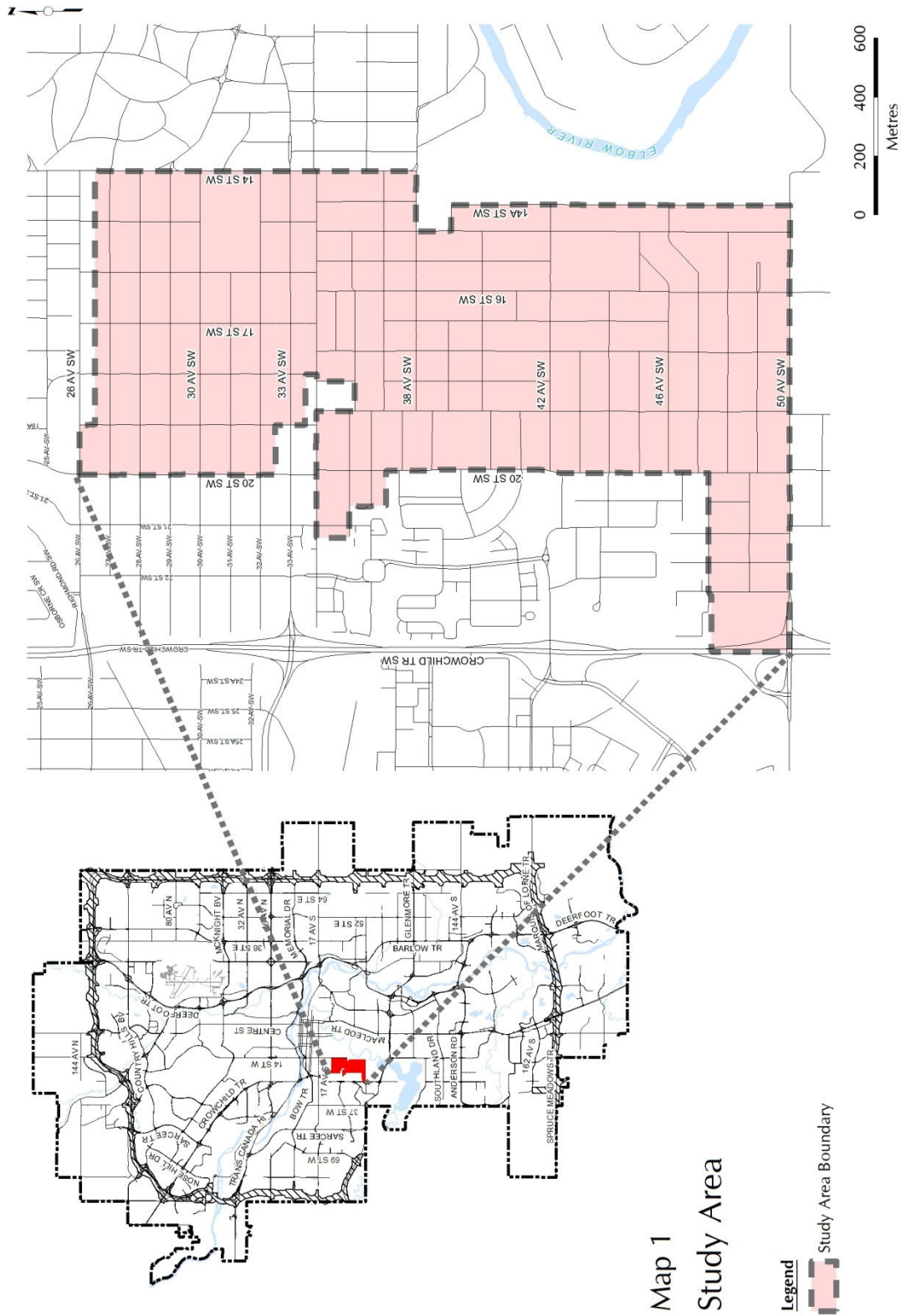
“With the present commercial land use designations along 33rd and 34th Avenues, traffic volumes exceed acceptable standards for a collector road.”

18. Delete existing Map 5 entitled “Transportation System” and replace with revised Map 5 entitled “Transportation System”.

19. In Section 8.2.2 Senior Citizens Accommodation, delete the following text:

“One possible site for such a complex would be the Eastern Star Site (City owned) at the east end of the block bounded by 33rd and 34th Avenues and 21st and 22nd Street W. (Site 14 in Map 2). Another site, owned by the Alberta Mortgage and Housing Corporation at 3401 - 21 Street S.W., would also be an appropriate location for such a facility. The Alberta Department of Housing recognizes the need for a seniors housing project in this community in the future and may well provide one at this location.”

South Calgary/Altadore Area Redevelopment Plan Proposed Map 1, Study Area

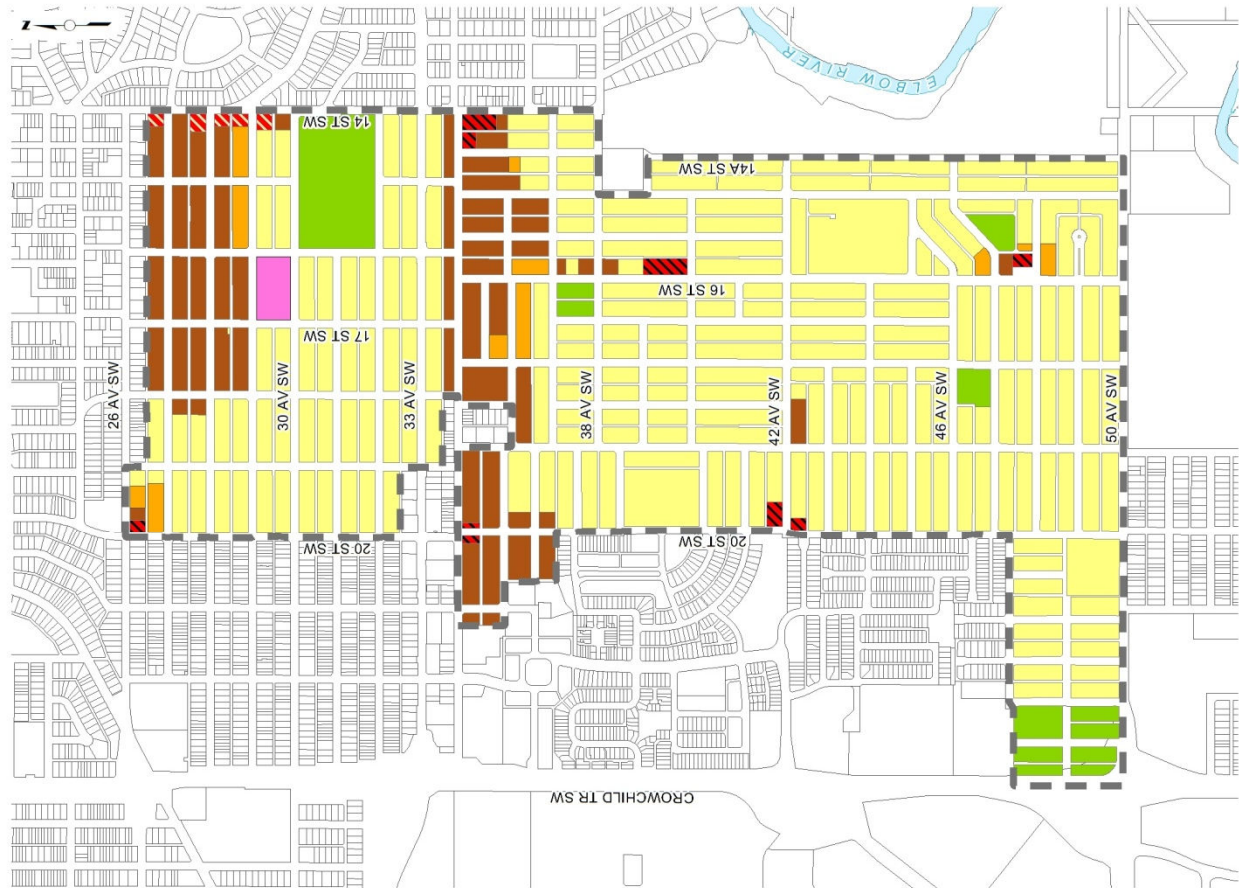


Approved: 13P86

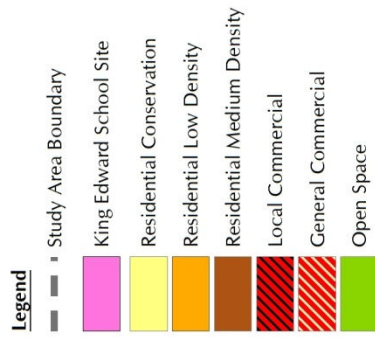
Amended:

This map is conceptual only. No measurements of distances or areas should be taken from this map.

South Calgary/Altadore Area Redevelopment Plan Proposed Map 2, Land Use

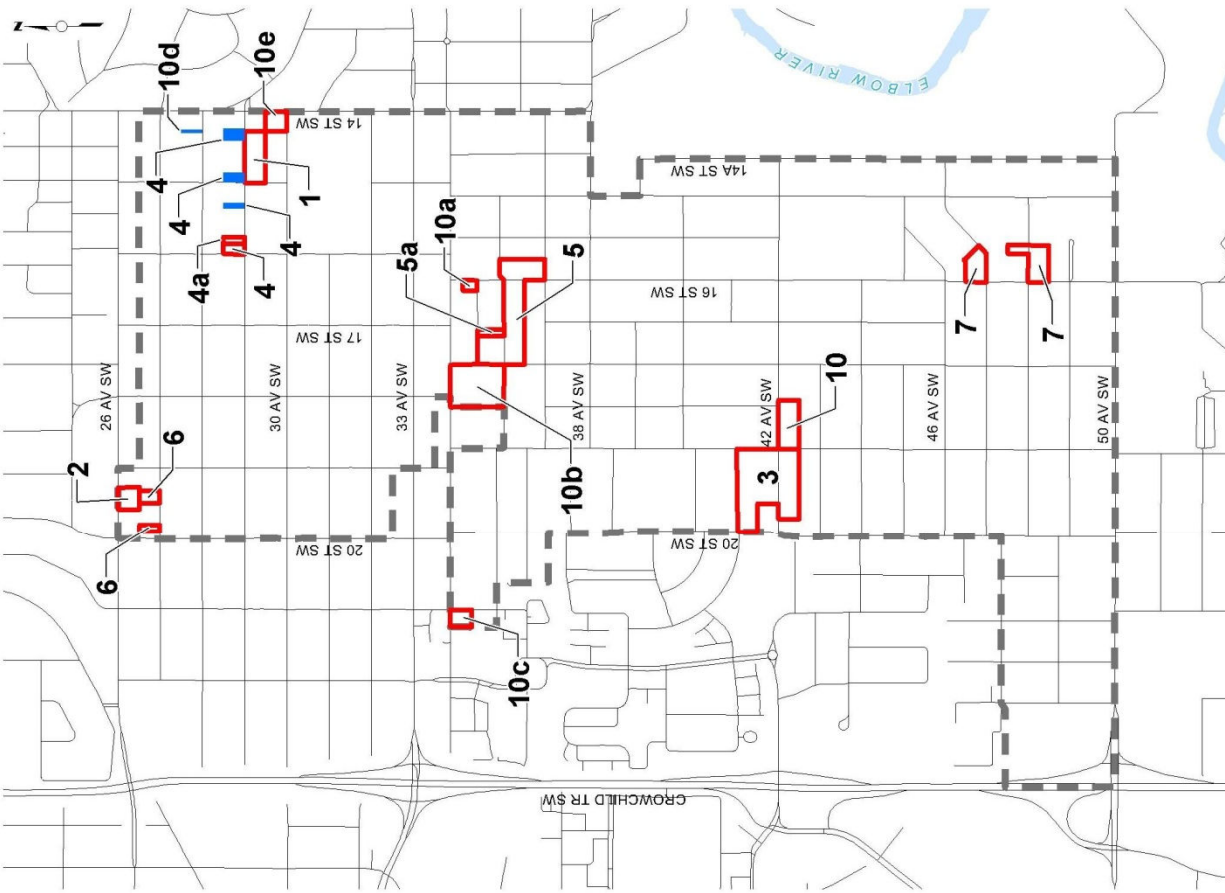


Map 2
Land Use Policy

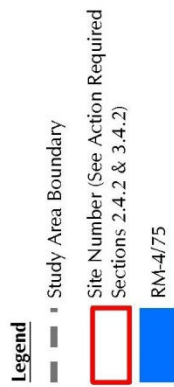


Approved:
Amended:
This map is conceptual only. No measurements of distances or areas should be taken from this map.

South Calgary/Altadore Area Redevelopment Plan Proposed Map 3, Sites Requiring Implementation Action

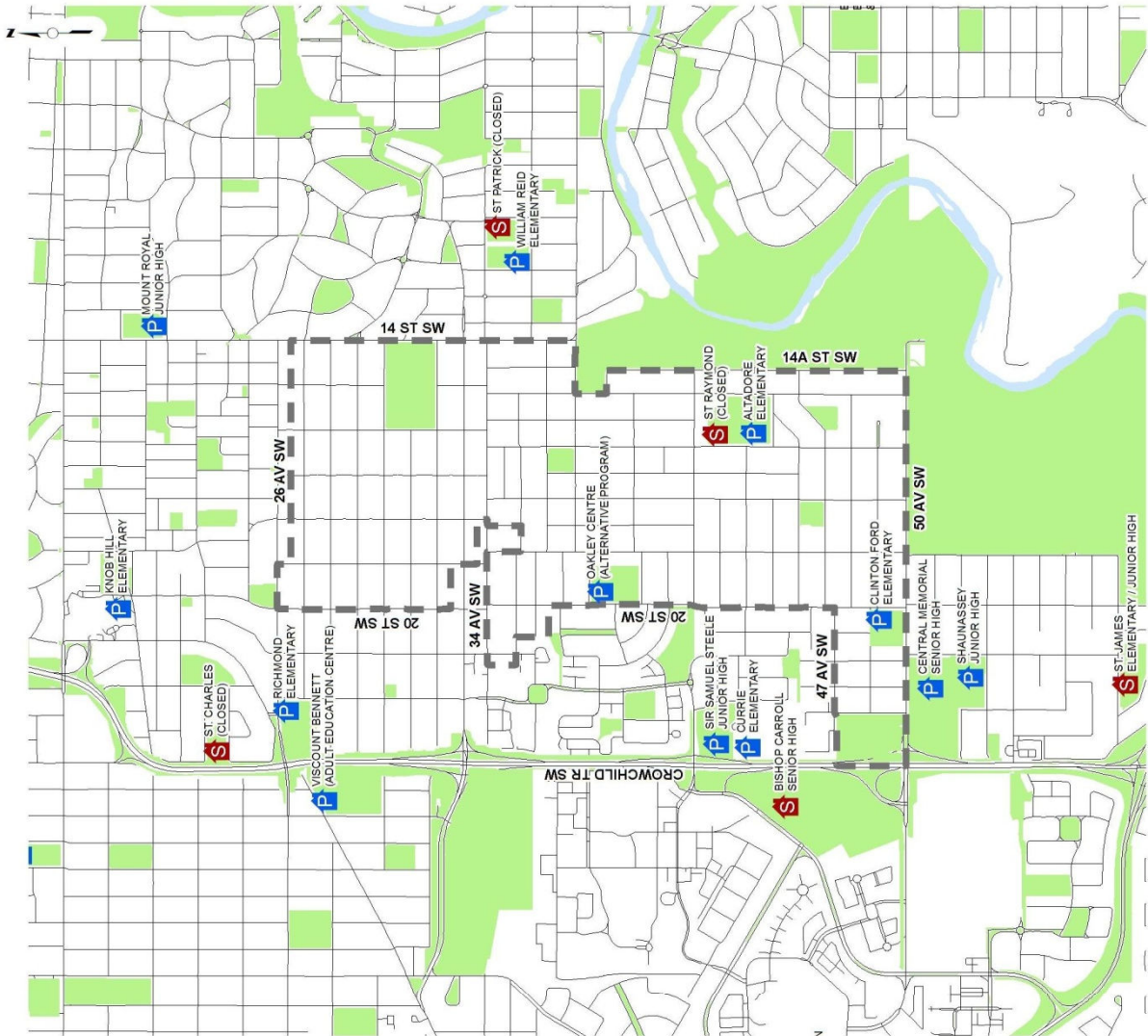


Map 3 Sites Requiring Implementation Action



Approved: 13P86
Amended: 29P2011
This map is conceptual only. No measurements of distances or areas should be taken from this map.

South Calgary/Altadore Area Redevelopment Plan Proposed Map 4, Area School Facilities & Park/Open Space



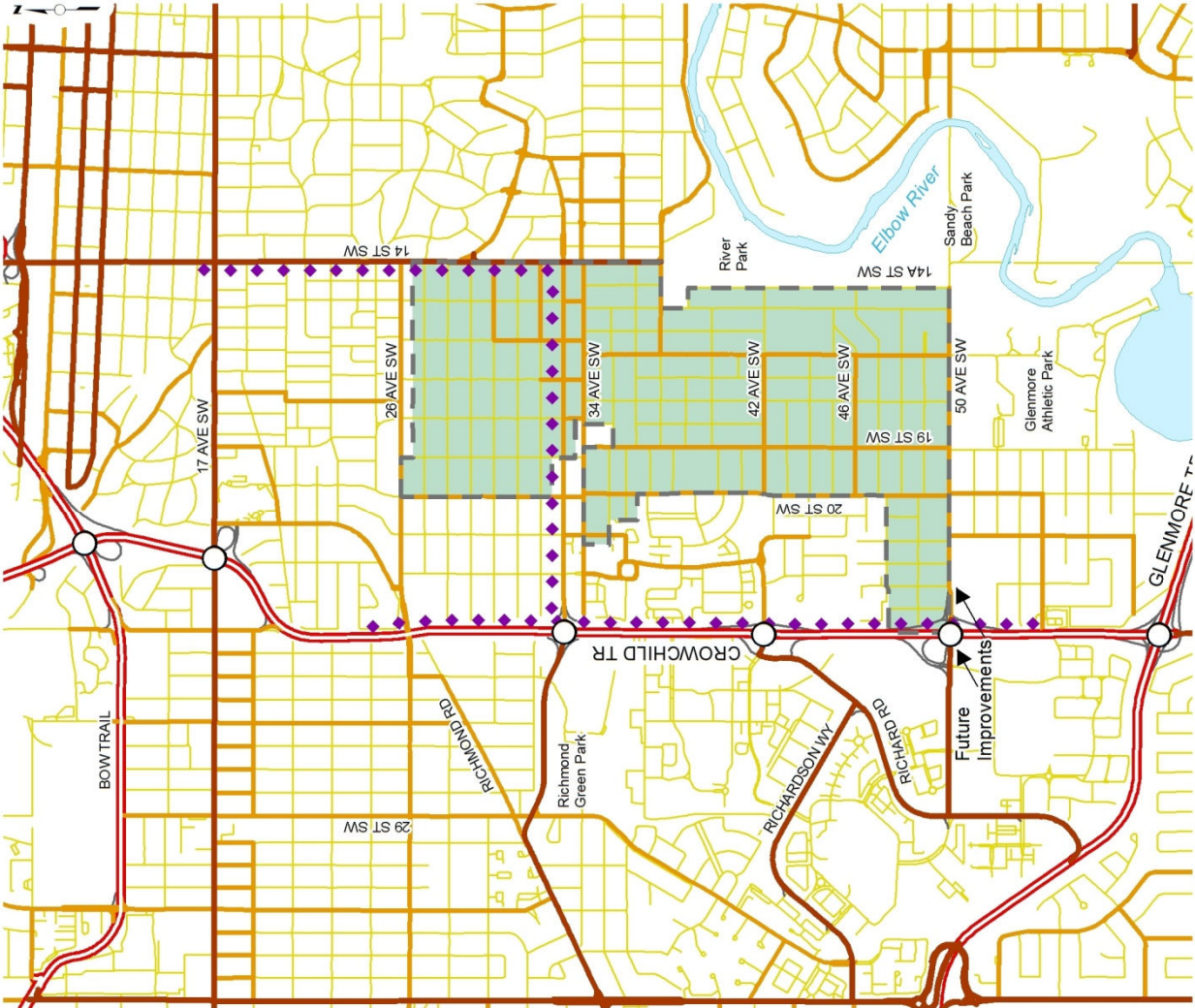
Map 4
Area School Facilities
& Park / Open Space

- Legend**
- Study Area Boundary
 - Calgary Board of Education
 - Separate School
 - Parks & Open Space

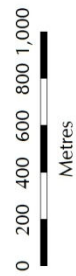
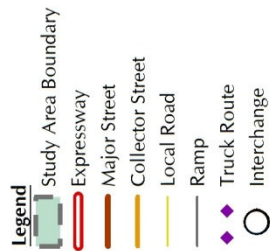
0 200 400 600 800 1,000
Metres

Approved: 13P86
Amended: 6P2013
This map is conceptual only. No measurements of distances or areas should be taken from this map.

South Calgary/Altadore Area Redevelopment Plan Proposed Map 5, Transportation System



Map 5
Transportation System



Approved: 13P86
Amended:
This map is conceptual only. No measurements of distances or areas should be taken from this map.