



Public Hearing of Council

Agenda Item: 7.2.11



LOC2023-0373 / CPC2024-0483 Land Use Amendment

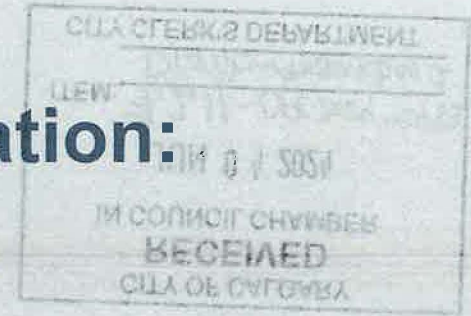
June 4, 2024

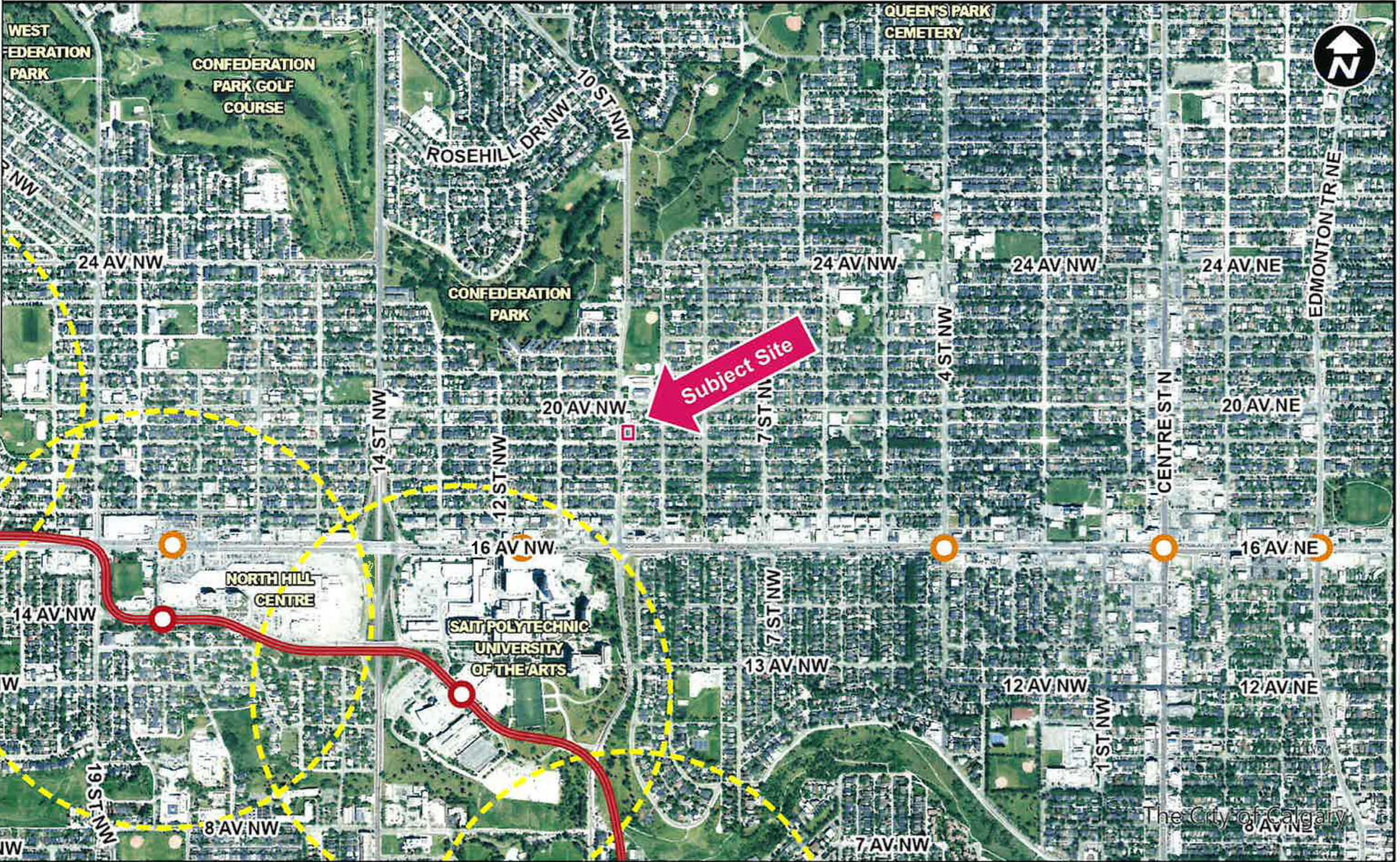
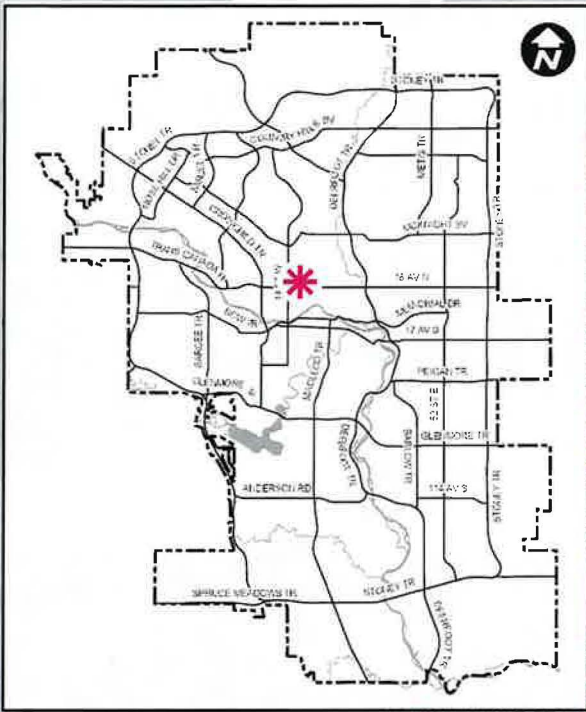
CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER
JUN 04 2024
ITEM: 7.2.11 - CPC 2024-0483
Distrib-Presentation 1
CITY CLERK'S DEPARTMENT

Calgary Planning Commission's Recommendation:

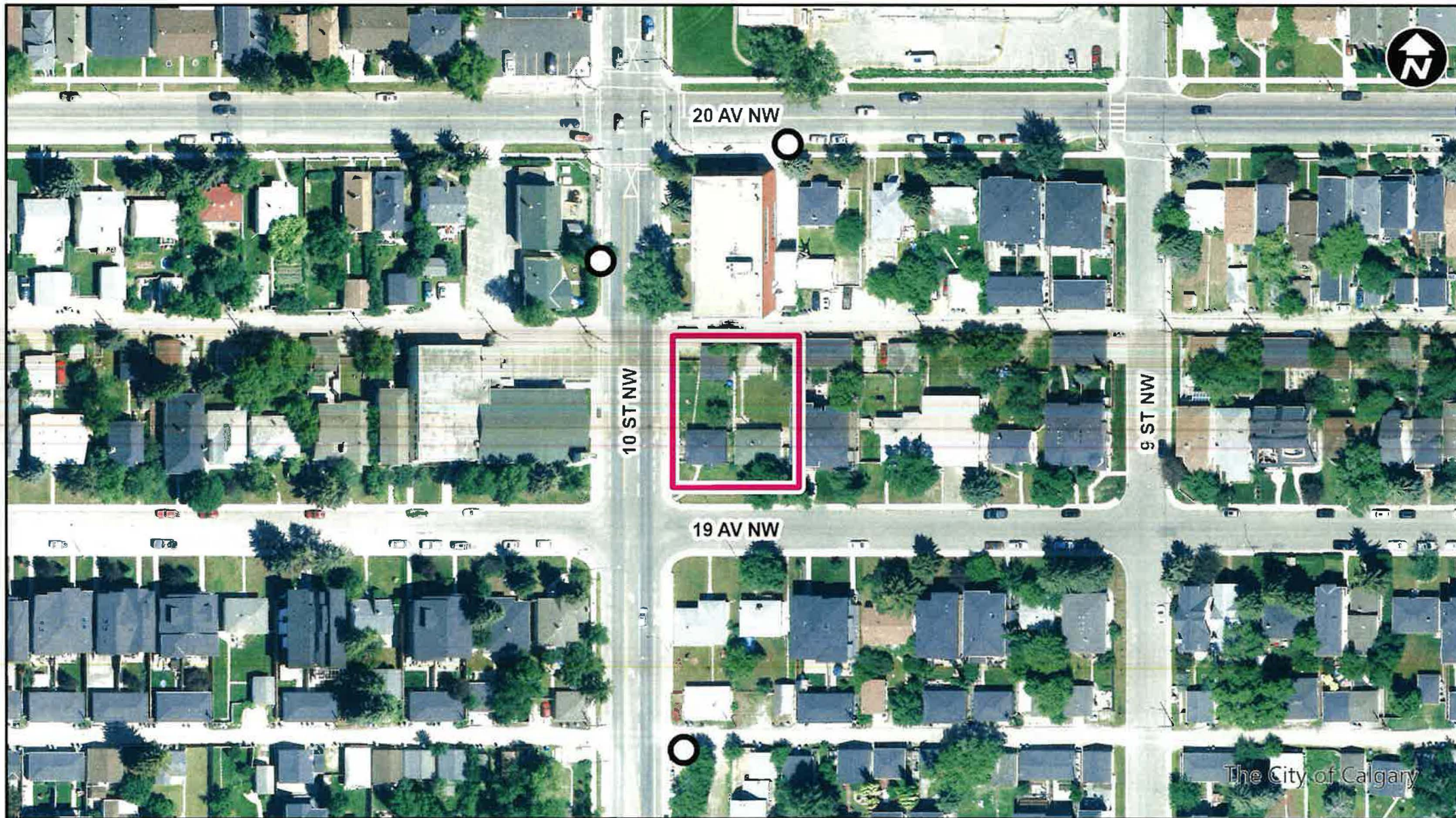
That Council:

Give three reading to **Proposed Bylaw 174D2024** for the redesignation of 0.11 hectares \pm (0.28 acres \pm) located at 1024 and 1030 – 19 Avenue NW (Plan 3150P, Block 20, Lots 12 to 15) from Residential – Contextual One / Two Dwelling (R-C2) District and Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.





- LEGEND**
- 600m buffer from LRT station
 - LRT Stations**
 - Blue
 - Downtown
 - Red
 - Green (Future)
 - LRT Line**
 - Blue
 - Blue/Red
 - Red
 - Max BRT Stops**
 - Orange
 - Purple
 - Teal
 - Yellow



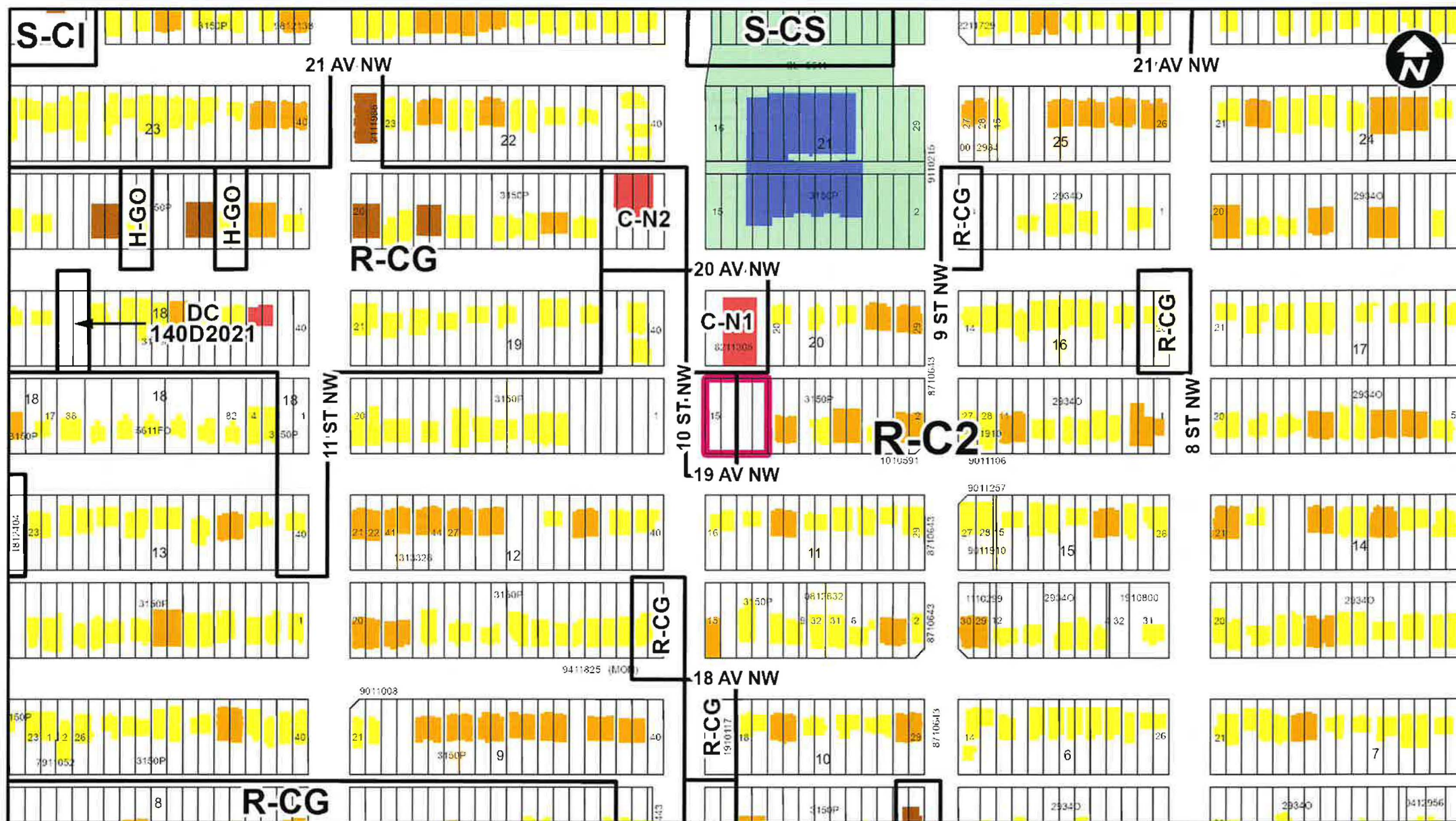
○ Bus Stop

Parcel Size:

0.11 ha
29m x 36m

LEGEND

- Single detached dwelling
- Semi-detached / duplex detached dwelling
- Rowhouse / multi-residential
- Commercial
- Heavy Industrial
- Light Industrial
- Parks and Openspace
- Public Service
- Service Station
- Vacant
- Transportation, Communication, and Utility
- Rivers, Lakes
- Land Use Site Boundary





Proposed Housing – Grade Oriented (H-GO) District:

- Intended to accommodate grade-oriented residential developments in a form and scale consistent with low density residential areas
- Maximum height of 12.0 metres
- Maximum floor area ratio of 1.5

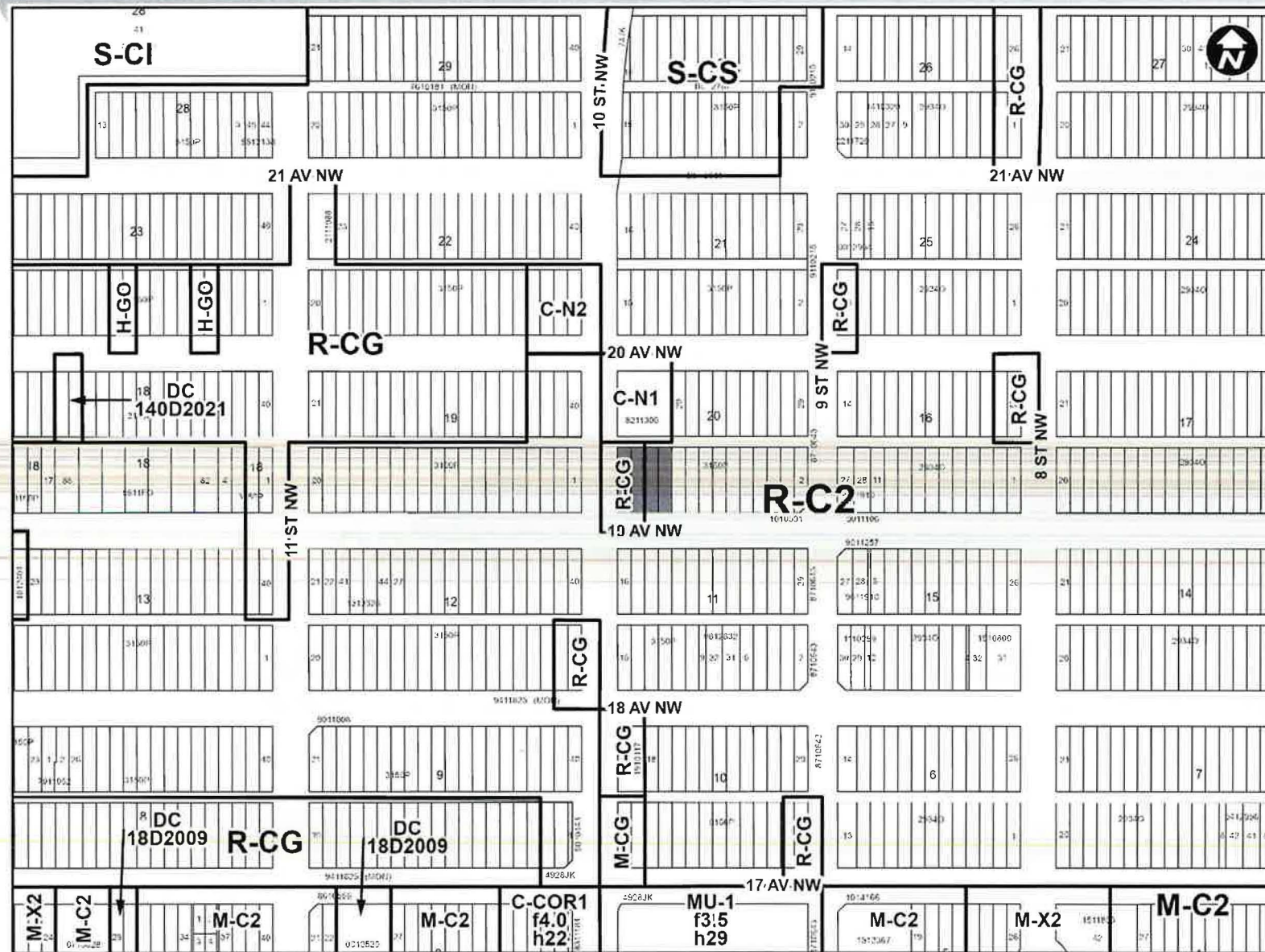


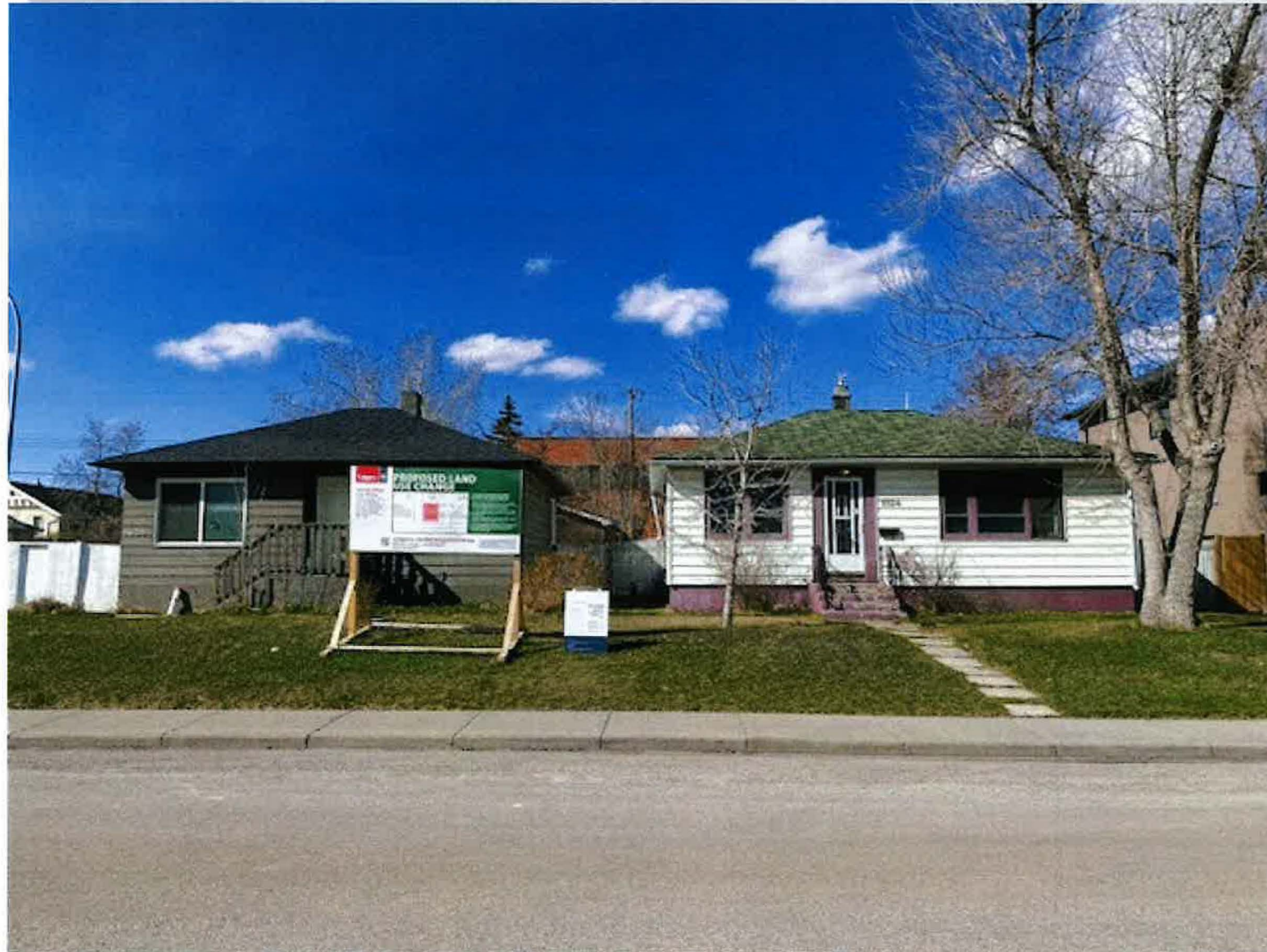
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Supplementary Slides



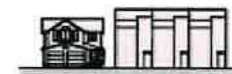






Legend

-  No Scale Modifier
-  Limited (up to 3 Storeys)
-  Low - Modified (up to 4 Storeys)
-  Low (up to 6 Storeys)



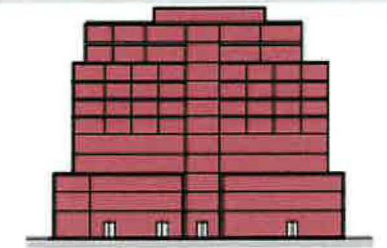
Limited

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single-detached, semi-detached and rowhouse residential development and small stand-alone commercial or mixed-use buildings.



Low

- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use and industrial buildings.



Mid

- Buildings of twelve storeys or less.
- Focus on appropriate **street wall height** and **public realm** interface.
- Typically characterized by apartments, offices and mixed-use buildings.

PART 15: HOUSING DISTRICTS

Division 1: Housing – Grade Oriented (H-GO) District

Purpose

1386 The Housing – Grade Oriented (H-GO) District:

- (d) should only be designated on *parcels* located within:
 - (i) an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories; or
 - (ii) the Centre City or Inner City areas identified on the Urban Structure Map of the Calgary Municipal Development Plan and also within one or more of the following:
 - (A) 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the Calgary Municipal Development Plan;
 - (B) 600 metres of an existing or capital-funded LRT platform;
 - (C) 400 metres of an existing or capital-funded BRT station; or
 - (D) 200 metres of primary transit service.

2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially oriented areas of the North Hill Communities, where people go to shop and gather. While people also live in these areas, the **public realm** and **built form** are designed to support frequent pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street.

Policy

Land Use

- a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.
- b. Vehicle-oriented uses are discouraged:
 - i. in areas of high pedestrian activity;
 - ii. within **transit station areas**; or,
 - iii. where the use interferes with access to cycling infrastructure.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:
 - i. be oriented towards the street;
 - ii. not locate parking between a building and a higher activity street;
 - iii. provide access to off-street parking and loading areas from the lane, where possible;
 - iv. provide frequent entrances and windows that maximize views to and from the street;
 - v. use building articulation to provide a well-defined, continuous **street wall** and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,
 - vi. accommodate small variations in the **street wall** to integrate amenity space.

- d. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street, where feasible;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and,
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.
- e. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- f. The **public realm** should provide continuous, unobstructed pedestrian routes supported by high-quality landscaping for pedestrian comfort.
- g. Landscaped areas should be located to enhance and complement the interface between the building and the **public realm**.
- h. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. accommodate a range of uses;
 - ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.

2.4 General Policies

2.4.1 Built Form

The following policies focus on the interface of the **public realm** with buildings. By focusing on this interface, the Plan supports the area's primary uses while promoting development that provides for increased activity, comfort and safety. The design of buildings, sites and the **public realm** contribute to local identity and a sense of place.

The policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales, including Industrial Transition areas within these categories. The **built form** policies do not apply to Industrial General.

Unless otherwise stated, these policies must be read in conjunction with the policies for each specific policy area in the subsequent sections. These policies are to be applied primarily through the planning applications process and are intended to guide future development.

- n. Development on streets with road rights-of-way setbacks should use the setback area to provide for an improved **public realm** and create safe, welcoming pedestrian environments. Design considerations are subject to technical feasibility and may include, but are not limited to:
 - i. Improved sidewalks (width, surface treatment, accessibility);
 - ii. enhanced landscaping;
 - iii. street trees, where feasible, using high-quality standards for tree planting including the use of high-quality soil material, sufficient soil volume and other best practices/techniques to promote long-term sustainability of newly planted trees;
 - iv. street furniture; and,
 - v. integration with transit stops.