

Outline Plan, Policy and Land Use Amendment in Bayview (Ward 11) at multiple addresses, LOC2023-0130

RECOMMENDATION:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1067) to the 2024 December 03 Public Hearing Meeting of Council; and
2. As the Council-designated Approving Authority, approve the proposed outline plan located at 1600 and 1630 – 90 Avenue SW and 9045 – 14 Street SW, (Plan 8311942, Blocks 1, 3 and 4) to subdivide 5.72 hectares \pm (14.13 acres \pm) with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council:

3. Adopt, by resolution, the proposed Glenmore Landing Land Use and Design Framework (Attachment 3); and
4. Give three readings to the proposed bylaw for the redesignation of 2.38 hectares \pm (5.88 acres \pm) located at 1600 and 1630 – 90 Avenue SW and 9045 – 14 Street SW, (Plan 8311942, Blocks 1, 3 and 4) from Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District and Special Purpose – Community Service (S-CS) District to Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District, Multi-Residential – High Density High Rise (M-H3f5.75h65) District, Multi-Residential – High Density High Rise (M-H3f6.75h65) District, Multi-Residential – High Density High Rise (M-H3f9.0h96) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

HIGHLIGHTS

- This application seeks to establish a subdivision framework, a non-statutory land use and design framework and redesignate lands in the community of Bayview to enable a comprehensive transit-oriented residential and mixed-use development adjacent to the 90 Avenue SW Station served by the MAX Yellow Bus Rapid Transit (BRT) line.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Calgary Transportation Plan* (CTP).
- What does this mean to Calgarians? Approval of this application would enable compact redevelopment adjacent to an existing BRT line and station, creating increased housing choice and diversity, as well as retail and commercial opportunities. Furthermore, this application would set out a future vision for the long-term redevelopment of the existing Glenmore Landing Shopping Centre.
- Why does this matter? Through the proposed land use districts and the Glenmore Landing Land Use and Design Framework, the existing shopping centre and adjacent lands would redevelop over time into a vibrant, mixed-use transit station area that will contribute to Calgary's overall economic health by providing housing for residents as well as new commercial and employment opportunities in close proximity to existing transit and mobility options.

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- On 2015 February 9, Council directed Administration to work collaboratively with the owner of the Glenmore Landing Shopping Centre to explore the disposition of surplus City owned lands to be included in a comprehensive plan for redevelopment, including opportunities for the provision of non-market housing ([NM2015-02](#)). On 2024 January 30, Council received Administration's report entitled 'Summary of Public Advertisement Feedback and Request for Approval' ([IP2024-0065](#)) and authorized its recommendations. This related to the sale of City-owned lands (1630 – 90 Avenue SW and 9045 – 14 Street SW) to the owner of the shopping centre.
- No development permit application has been submitted at this time.

DISCUSSION

This application, located in the southwest community of Bayview, was submitted by Urban Systems Ltd on behalf of the landowners, The City of Calgary (Real Estate & Development Services) and CTDC #1 Alberta Ltd (Andrew Duncan) on 2023 May 12. The site is currently developed with approximately 13,500 square metres (146,000 square feet) of commercial, retail and office space.

As referenced in the Applicant Submission (Attachment 4), this application seeks approval of an outline plan, the Glenmore Landing Land Use and Design Framework and a land use amendment to facilitate a comprehensive transit-oriented residential and mixed-use development adjacent to the existing MAX Yellow BRT line and 90 Avenue SW Station. The Proposed Outline Plan (Attachment 5) and the associated Proposed Land Use District Plan (Attachment 6) are anticipated to accommodate 1,165 new residential units, as shown in the Proposed Outline Plan Data Sheet (Attachment 7). The outline plan also has an anticipated density of 203 units per hectare (82 units per acre) and will create an anticipated 354 jobs.

The proposed Glenmore Landing Land Use and Design Framework (Attachment 3) establishes a non-statutory policy document that will guide the comprehensive redevelopment and evolution of the site into a transit station area which will bring people together in a well-connected, integrated, and active urban hub, centered around a High Street. The proposed land use districts allow for a mix of residential, retail and commercial uses, as well as a new designation of existing City-owned land from the Special Purpose – Community Service (S-CS) District to the Special Purpose – School, Park and Community Reserve (S-SPR) District.

The application proposes a mix of housing types, aligns with the Notice of Motion to provide affordable housing, and exceeds the minimum threshold of 100 people or jobs per gross developable hectare within walking distance of a BRT station.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

ENGAGEMENT AND COMMUNICATION

- Outreach was undertaken by the Applicant
- Public/interested parties were informed by Administration

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Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. The detailed breakdown of the engagement efforts undertaken by the applicant can be found in the Applicant Outreach Summary (Attachment 8).

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners.

Administration received 23 responses in support, nine responses of neutrality and 428 responses in opposition to the proposed development from the public. Furthermore, a petition with 64 signatures in opposition to the proposed development has been received. A summary of comments received can be found in the 'City-Led Outreach' section of Attachment 1.

The Palliser Bayview Pumphill Community Association provided three letters in opposition on 2024 July 21, 2023 November 12 and 2023 July 5, which can be found in Attachment 9. The Haysboro Community Association provided two letters in opposition on 2024 July 22 and 2023 December 20, which can be found in Attachment 10. The Chinook Park - Kelvin Grove - Eagle Ridge Community Association provided two letters in opposition on 2024 September 10 and 2024 July 22, which can be found in Attachment 11. The Oakridge Community Association provided a letter in opposition on 2024 September 16, which can be found in Attachment 12.

The reasons cited by the Palliser Bayview Pumphill, Haysboro, Chinook Park - Kelvin Grove - Eagle Ridge and Oakridge Community Associations can be found in the 'City-Led Outreach' section of Attachment 1.

Administration worked with the applicant to address concerns raised by local residents and the Community Associations. Building heights were significantly reduced from 115 metres to a maximum of 96 metres and were also adjusted throughout the site to mitigate potential shadowing impacts on adjacent communities, as well as the natural areas and public pathways to the north and west in South Glenmore Park. To support the increased density proposed, several on-site and off-site mobility improvements to the multi-modal transportation network, including walking and wheeling connections, are proposed. More detail about these improvements is provided in Attachment 1. Furthermore, the proposed Glenmore Landing Land Use and Design Framework (Attachment 3) provides long term direction for the design, layout and public realm to be provided across the site throughout its development over time. A summary of changes made to the application since the completion of formal public engagement in December 2023 is provided in Attachment 13.

Following full consideration of all applicable planning considerations, the public concerns raised, the applicant's responses and changes made to the application during its review, Administration has determined the proposal to be appropriate. Redevelopment of under-utilized land adjacent to an existing BRT station to provide residential units and a future redevelopment of the existing

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shopping centre will make efficient use of existing infrastructure and support the MAX Yellow BRT. Should the proposed M-H3 land use districts be approved, the number of units, number of buildings, height, massing and design of buildings, vehicular and pedestrian access and safety, number and location of parking stalls for residents and visitors, loading stalls and waste and recycling facilities will be reviewed and determined at the development permit stages.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use amendment application will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposal would enable housing and employment opportunities in the established area, providing Calgarians with more choices for where to live and work. It would also align with Council direction from the 2015 Notice of Motion and the *Home is Here – The City of Calgary's Housing Strategy 2024-2030*, by increasing housing supply and by providing affordable housing options within the future development. The adjacent BRT line and existing 90 Avenue SW Station, improved mobility networks within and surrounding the site and new local amenities would all improve the existing site conditions and support quality of life for existing and future residents, as well as for the adjacent communities.

Environmental

The applicant has indicated that they plan to pursue measures as part of future development permit applications which could align with the objectives of the *Calgary Climate Strategy – Pathways to 2050*. The intensification of development and realization of TOD on this site could help reduce greenhouse gas emissions compared to existing development and by reduced dependence on driving. More information can be found in Attachment 1.

Economic

The ability to develop a variety of housing types as well as new retail and commercial uses would contribute to Calgary's overall economic health by providing housing for residents and employment opportunities adjacent to the BRT line and 90 Avenue SW Station.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

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ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Outline Plan Conditions of Approval
3. Proposed Glenmore Landing Land Use and Design Framework
4. Applicant Submission
5. Proposed Outline Plan
6. Proposed Land Use District Plan
7. Proposed Outline Plan Data Sheet
8. Applicant Outreach Summary
9. Palliser Bayview Pumphill Community Association Responses
10. Haysboro Community Association Responses
11. Chinook Park - Kelvin Grove - Eagle Ridge Community Association Responses
12. Oakridge Community Association Response
13. Summary of Changes made to the Application since December 2023

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform