

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Bayview at the northwest junction of 14 Street SW and 90 Avenue SW. It comprises three parcels, totaling 5.72 hectares ± (14.13 acres ±) of land. The existing Glenmore Landing Shopping Centre is 4.21 hectares ± (10.40 acres ±) in size, was developed in the 1980s and comprises a mix of commercial, retail and office space amounting to a total of approximately 13,564 square metres (146,000 square feet). It is currently designated as the Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District. Surrounding the Glenmore Landing Shopping Centre to the south and east is the Special Purpose – Community Service (S-CS) District, amounting to 1.51 hectares ± (3.73 acres ±) of land.

The Special Purpose – School, Park & Community Reserve (S-SPR) District lies directly to the north, the Special Purpose – Recreation (S-R) District lies directly to the northwest and the Special Purpose - Community Service (S-CS) District lies to the west. Heritage Park is located further to the north, the communities of Pump Hill to the south, Bayview to the west and Haysboro to the east.

The MAX Yellow (Route 304) northbound (Woodpark/City Centre) Bus Rapid Transit (BRT) line and 90 Avenue SW Station lie directly to the east of the site and therefore the site is within a transit station area. Pedestrians and cyclists can access the site from the BRT station, the pedestrian bridge on 14 Street SW to the east and from South Glenmore Park to the west. The site lies adjacent to a regional pathway on 90 Avenue SW, which ties into the existing network around South Glenmore Park. A future Always Available for all Ages and Abilities (5A) Network is planned for 14 Street SW to the east of the site.

Vehicular access to the site is from two locations along 90 Avenue SW. The furthest west lies at the signalized junction at 16 Street SW. The mid-block access along 90 Avenue SW is a right-in, right-out access. There is an additional access located closest to the eastern junction of 14 Street SW and 90 Avenue SW which is for emergency access only, with a bollard preventing general vehicular access.

## Community Peak Population Table

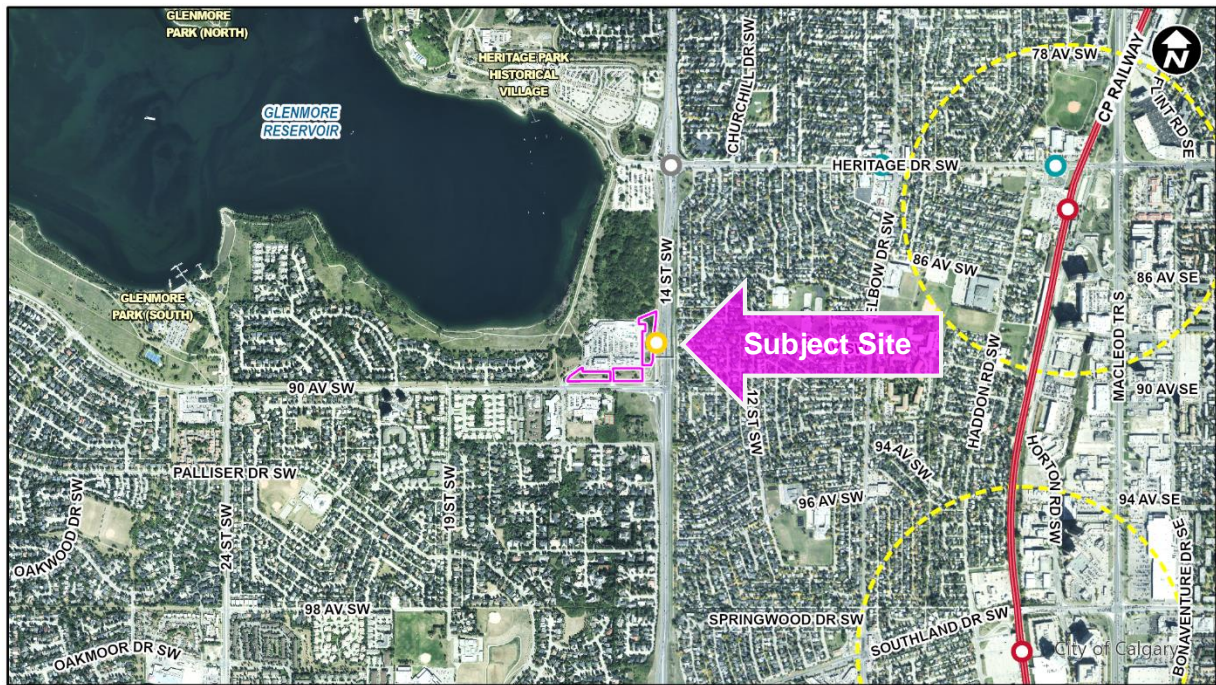
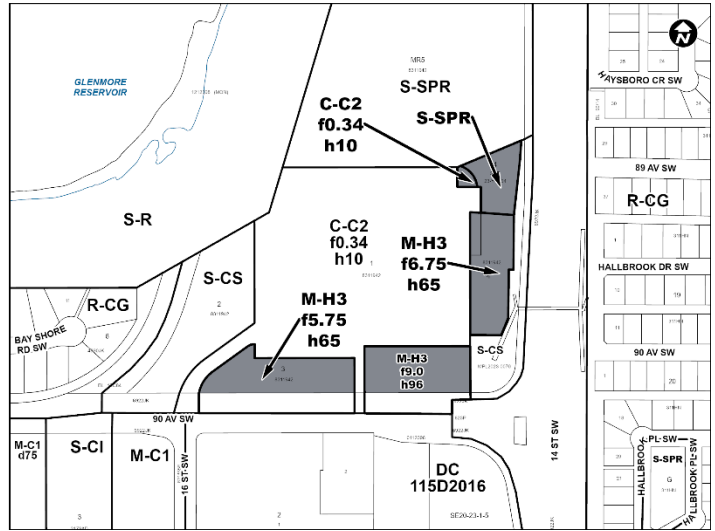
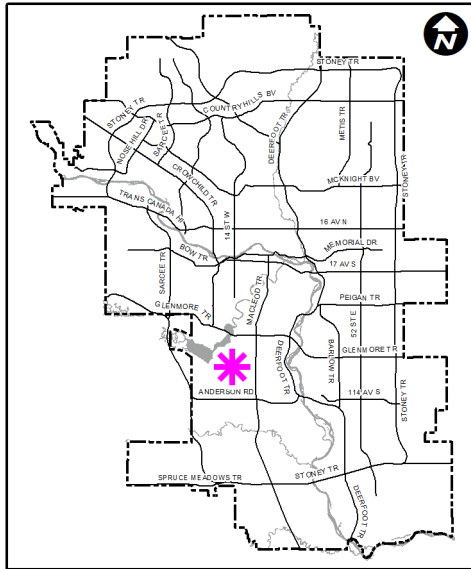
As identified below, the community of Bayview reached its peak population in 1981.

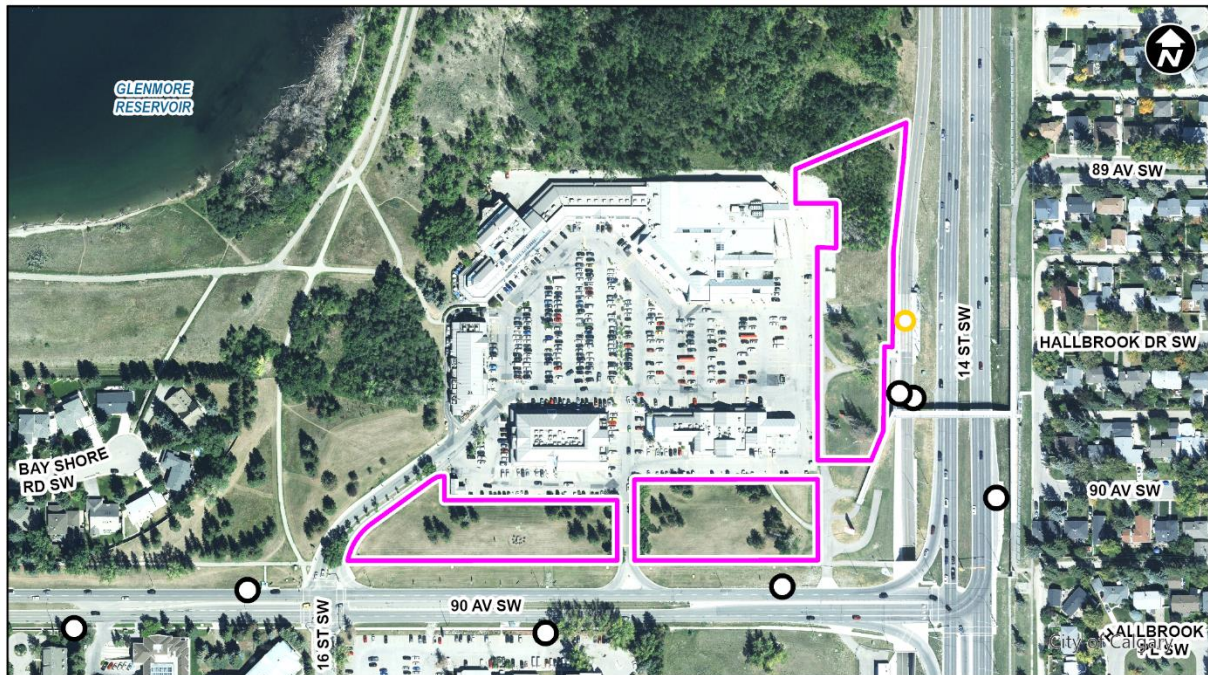
<b>Bayview</b>	
Peak Population Year	1981
Peak Population	823
2019 Current Population	751
Difference in Population (Number)	-72
Difference in Population (Percent)	-8.75%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Bayview Community Profile](#).

# Location Maps





## Previous Council Direction

On 2024 January 30, Council approved IP2024-0065, Summary of Public Advertisement Feedback and Request for Approval. This is related to the sale of City-owned parcels located at 1630 – 90 Avenue SW and 9045 – 14 Street SW.

On 2019 May 27, Council approved UCS2019-0642 authorizing the terms and conditions of the Proposed Sale of the Property. This related to the sale of 1630 – 90 Avenue SW and 9045 – 14 Street SW.

On 2015 February 09, Councillor Pincott proposed a Notice of Motion (NM2015-02), seconded by Councillor Chabot that was adopted by Council. This directed Administration to:

- a. work collaboratively with the owner of the Glenmore Landing Shopping Centre through the Transforming Planning 'Explore' process to develop a comprehensive plan for redevelopment that takes into account the future Southwest Transitway, *Municipal Development Plan* and *Calgary Transportation Plan* policy guidance, and the adjoining City owned lands: and
- b. work directly with the Glenmore Landing Shopping Centre owner to explore the disposition of surplus City owned lands to be included in the overall comprehensive redevelopment, including opportunities for the provision of non-market housing within the future development and report back to Council through the Land and Asset Strategy Committee for approval of any resulting terms and conditions of sale.

## Planning Evaluation

### Land Use

The existing Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District allows a maximum floor area ratio (FAR) of 0.34 and a maximum building height of 10 metres (approximately 3 storeys). It is intended to be characterized by large commercial developments with a wide range of use sizes and types.

The existing Special Purpose – Community Services (S-CS) District is intended to accommodate education and community uses with a limited range of small scale, public indoor and outdoor recreation facilities.

### ***Glenmore Landing Land Use and Design Framework (Non-Statutory Framework)***

Recognizing that this area will develop over many phases and years, and the short-term desire to maintain the Glenmore Landing Shopping Centre as it is today, the Framework that accompanies this application sets out the future vision for the site, as well as development and implementation policies to guide redevelopment of the entire site. These include general policies that consider the location of buildings, pedestrian routes and vehicular movements, public realm, building design and heights, floorplate and tower separation distances, landscape design and shared private amenity spaces.

The Framework also includes policies that apply to specific areas of the site. These areas have been negotiated with, and committed to, by the applicants as fundamental to the creation of a desirable integrated urban node which brings people, activities, buildings and public space together. The areas include a public amenity area, areas of activation and a 'High Street'. The specific locations, dimensions and design of these spaces will be determined through future planning application processes.

The Framework has been used by Administration to inform the proposed land use districts, the outline plan and associated Conditions of Approval. The Framework will be used to guide future development permits and possible land use redesignations in the future.

### ***Proposed Land Use Districts***

The application proposes the following multi-residential, commercial and special purpose districts, with the distribution of these districts outlined in Attachment 6, Proposed Land Use District Plan:

- Multi-Residential – High Density High Rise (M-H3f5.75h65) District, Multi-Residential – High Density High Rise (M-H3f6.75h65) District and Multi-Residential – High Density High Rise (M-H3f9.0h96) District;
- Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District

### Multi-Residential District

The proposed M-H3 District accommodates the highest intensity development of all the multi-residential districts, with a minimum density of 300 units per hectare, and allows for a variety of building forms, heights and floor area ratio (FAR). It allows for taller buildings that are located on strategic parcels, including landmark locations, along transit and transportation corridors, and nodes and employment concentrations. There are specific rules related to setback areas,

building heights adjacent to other districts and the size and location of commercial multi-residential uses.

The proposed M-H3 District is located around the southern and eastern portions of the site and comprises 1.53 hectares ± (3.78 acres ±) of the outline plan area. The proposed FAR varies from 5.75 to 9.0, whilst the proposed heights range from 65.0 metres (approximately 20 storeys) to 96.0 metres (approximately 30 storeys).

Building Heights

The applicants identified the following design considerations which influenced the proposed building heights:

- the desire to locate the tallest buildings and the highest density in close proximity to the existing BRT station in the southeast corner of the site;
- ascending building heights in order to prioritize density in proximity to transit, but also to be considerate and address the transition to the adjacent low density surrounding residential communities;
- the need to eliminate and/or reduce shadow impacts on active recreation components, such as the existing pathways within South Glenmore Park to the west;
- the need to promote sunlight into the site, as well as the overall design balance and urban design of the project; and
- the desire to reduce shadow impacts on the adjacent natural spaces to the north and north-west.

The table below indicates how the anticipated heights of buildings has been amended during the consideration of the application to create a more appropriate transition in built form and scale to the surrounding communities and the adjacent special purpose districts. Comprehensive shadow studies were submitted to Administration and have been internally verified. The conclusion is that the reduced building heights will not cast significant shadows during the hours of 10:00 a.m. and 4:00 p.m. between March 21 and September 21 onto surrounding residential communities, and that any shadows cast onto adjacent special purpose districts have been minimized to an acceptable level.

Specific Area in outline plan	Original Submission (May 2023)	Anticipated Heights (after DR1 response – October 2023)	Anticipated Heights (after DR2 response – June 2024)
M-H3 f5.75h65	115 metres	70 metres maximum	50 metres (15 storeys) to 65 metres (20 storeys)
M-H3 f9.0h96	115 metres	85 metres maximum	80 metres (25 storeys) to 96 metres (30 storeys)
M-H3 f6.75h65	115 metres	85 metres maximum	65 metres (20 storeys)

Commercial District

The existing Glenmore Landing Shopping Centre comprises 4.21 hectares ± (10.40 acres ±) of the outline plan area. As the full build-out of this area is expected to take up to 25 years, the applicants propose to retain the existing Commercial – Community 2 f0.34h10 (C-C2f0.34h10) District on the site for now.

However, the Framework (Attachment 3) includes details of the future vision for this site and also builds in future flexibility. The Framework also sets out specific building height and setback rules for this area to address the potential impacts of future redevelopment on the adjacent natural areas and pathways of South Glenmore Park to the north and west. Administration worked with the applicants to propose a variety of anticipated building heights ranging from 37 metres (approximately 12 storeys) to 75 metres (approximately 23 storeys).

Any future development on the existing Glenmore Landing Shopping Centre will require further planning applications, including subdivision, land use amendments and development permits. Furthermore, in Section 3.0 of the Framework there is a requirement that future development permit applications be accompanied by a sun shadow study to evaluate and mitigate shadowing impacts.

A new area to be designated as C-C2 f0.34h10 District is proposed in the north-east portion of the site, which comprises 0.03 hectares  $\pm$  (0.07 acres  $\pm$ ) of the outline plan area and is currently designated as S-CS District.

#### Special Purpose District

The proposed non-credit S-SPR District is located outside of the outline plan area adjacent to 14 Street SW and amounts to 0.27 hectares  $\pm$  (0.67 acres  $\pm$ ). This land will be retained in City ownership and consolidated with the greater South Glenmore Park to the north.

#### **Development and Site Design**

If approved by Council, the Framework, M-H3, C-C2 and S-SPR rules for the proposed land use districts will guide future development. Additional items that will be considered through the development permit process include, but are not limited to:

- mitigating sun shadowing to surrounding residential development and adjacent special purpose districts and natural areas;
- improving pedestrian and cyclist connections between the site, the adjacent MAX Yellow Bus Rapid Transit (BRT) line and 90 Avenue SW station, regional and local pathways;
- ensuring an appropriate building interface with 14 Street SW, 90 Avenue SW, the internal streets and 'High Street';
- creating a welcoming and safe environment for the public realm, including the public amenity space;
- providing environmental sustainability requirements;
- providing quality private and/or communal amenity spaces for future users of the site; and
- parking and access to the site.

#### ***Urban Design and Open Space***

The proposed long-term Glenmore Landing redevelopment effectively utilizes the 'Six Elements of Urban Design' principles such as Place, Scale, Amenity, Legibility, Vibrancy, and Resilience, that would enable a site transformation into a genuine transit-oriented development. These principles will help guide future approval processes and ensure that over time the site develops into a creative, vibrant and integrated urban community.

The proposals would support desired urban density with the provision of various residential and mixed-use building typologies and unit types. In addition, there is clarity on urban block typology and appropriate street interfaces, internal street network/street typology, pedestrian and bike

internal and external connectivity, and the provision of places with programming variety that will create unique community and human experiences.

Through a collaborative process, the Urban Design and Open Space Team focused on achieving unique place-making through preservation and enhancement of the surrounding natural and urban context, the creation of a central community park space, better landscaping definition at the corner at 14 Street SW and 90 Avenue SW, and the creation of a strong east-west pedestrian connection (the High Street).

### ***Urban Design Review Panel***

The Panel reviewed the proposal on 2023 March 15. The Panel framed their commentary around the following key considerations and suggestions:

1. The need for improved connectivity with the surrounding communities and South Glenmore Park, including more and better aligned pathways and an explanation how the site could address the public realm to the south and east;
2. Challenging the High Street as a pedestrian-only design. A woonerf-like design was suggested. That also included a review for the High Street termination and a connection to the park. The Panel also asked for clarity if the buildings fronting the High Street would be double fronted and a review of accessible design criteria for the BRT and public space elements that tie into the High Street;
3. Strong activation was suggested through the north-south connection from 90 Avenue SW all the way to South Glenmore Park;
4. Addressing CPTED principles through sound programming and uses, and
5. Investigating winter city design considerations as it relates to the public realm.

Overall, the panel was supportive of redevelopment at this site and appreciated the vision of increased density and intensity. The panel suggested that greater consideration be given to exploration about what user benefits could be brought into the early stages of the design and to make those firm, future commitments. Urban Design and Open Space is supportive of the changes made by the applicant to address comments raised by the Urban Design Review Panel.

### **Subdivision Design**

The proposed outline plan area covers approximately 5.72 hectares  $\pm$  (14.13 acres  $\pm$ ) and facilitates a transit-oriented, high density, high-rise development that includes a mix of residential and commercial uses. The design of the proposed outline plan responds to the context and characteristics of the site and surrounding area. This includes the location of the MAX Yellow BRT line and 90 Avenue SW station adjacent to the subject site, the location of the surrounding special purposes districts within the South Glenmore Park to the north and west and the existing communities of Haysboro, PumPhill and Bayview to the east, south and west respectively. The highest intensity multi-residential uses, which could also include commercial development, have been strategically located on the east and south portions of the plan area, with density and intensity decreasing further from the BRT station.

Other notable features of the proposal described in the Framework document (Attachment 3) include:

- a 'High Street', which will be an east-west pedestrian and cycling promenade through the existing Glenmore Landing Shopping Centre site that will connect residents and visitors from the BRT station to the east with South Glenmore Park to the west and is intended to provide a combination of active at-grade retail uses with potential for residential above;
- a public amenity space to the south of the 'High Street' which will be a key community gathering space and could include an amenity building and outdoor multi-use open lawn;
- a north-south connection within the existing Glenmore Landing Shopping Centre site, close to the centre of the plan area to connect the proposed residential buildings in the north with the 'High Street'. This north-south route will also connect pedestrians and cyclists from the central southern access point on 90 Avenue SW with the remainder of the site;
- the gateway into the plan area at the 90 Avenue SW Station will function as a 'transit plaza' and be fully integrated with the east end of the 'High Street', ensuring activity and safety for transit users, residents, and visitors;
- the gateway into the plan area from South Glenmore Park and its pathway system to the west will include a public plaza area;
- a variety of transit supportive, active uses;
- The incorporation of public art into built form and infrastructure;
- a range of housing options, building types and styles that may range from low-rise townhouses to multi-storey residential;
- the creation of an internal street network that will focus on ensuring safe, multimodal connections that support a pedestrian-oriented and attractive public realm;
- the reimagining of the current amount of commercial and retail space provided at the Glenmore Landing Shopping Centre into a pedestrian friendly environment;
- the replacement of the current at-grade parking area into primarily underground parkades. Where at-grade parking is provided, this will be a single row adjacent to the internal road;
- the provision of wide and generously landscaped pedestrian thoroughfares flanked by commercial, retail and food offerings; and
- the proposed widening of the regional pathway on 90 Avenue SW to 4.0 metres.

#### Affordable Housing

The City's Real Estate & Development Services and Housing teams are working with the applicant to align the Notice of Motion requirements, including the provision for non-market housing within the future development. This is in alignment with Council's direction through *Home is Here – The City of Calgary's Housing Strategy 2024-2030*.

#### **Density and Intensity**

Upon full build-out, the proposed plan area is expected to accommodate an anticipated 1,165 units. The proposed development is anticipated to achieve a residential density of 203 units per hectare (82 units per acre) and an anticipated intensity of 509 people and jobs per gross developable hectare (206 people and jobs per acre). The *Municipal Development Plan (MDP)* sets out a minimum intensity target of 100 jobs and population per gross developable hectare within walking distance of a transit station. The proposed development will exceed the targets in the MDP.



## Transportation

The site fronts onto 14 Street SW to the east and 90 Avenue SW to the south. Surrounding the subject site is a multi-modal transportation network, providing several high-quality mobility options to residents and visitors.

Pedestrian and wheeling connectivity is provided through existing pathways on 90 Avenue SW, 14 Street SW and the South Glenmore Park pathway system surrounding the site.

The parcel is a Transit Oriented Development (TOD) site, located directly adjacent to the Primary Transit Network and an existing BRT station which provides access to the MAX Yellow (Route 304) which services Woodbine, Southland Leisure Centre, Heritage Park, Rockyview Hospital, Mount Royal University, Crowchild Trail, Marda Loop and downtown. Details provided within the Framework, and included in the outline plan conditions, propose a redevelopment that will include pedestrian-oriented areas of activation and a 'High Street', which will facilitate social interaction and enhance the safety and overall user experience at and around the BRT station.

The Goods Movement Strategy identifies both 14 Street SW and 90 Avenue SW as being part of the "Supporting Goods Movement Corridor" Network. Current and planned vehicular access to the subject site is provided from 90 Avenue SW. The parcel is not located within an [existing Residential Parking Permit Zone](#).

A Transportation Impact Assessment (TIA) was completed during the review of this application. Assessment of the proposed redevelopment of Glenmore Landing was completed at multiple horizon years using traffic generation rates expected to occur at the site, as well as analysis using higher traffic generation rates to test the robustness of the road network. Due consideration of the future development of both the site to the south (Calgary Jewish Community Campus Corporation (JCC)) and to the west through the large Taza development, both of these areas were incorporated into the analysis. To support the increased density, several on-site and off-site improvements to the multi-modal transportation network will be provided. These improvements will include enhancements of the 5A Network, the provision of a missing 5A Network link to connect to the pathway network surrounding the site, enhancements to the BRT transit station design, as well as safety and operational improvements for vehicular movements at the intersections of 90 Avenue SW at 14 Street SW and 90 Avenue at 16 Street SW. Details of these improvements can be found in the conditions of approval (Attachment 2). Further updates to the TIA are required with each development permit application for a new building.

Administration is supportive of the proposed application for redevelopment adjacent to a BRT station, while maintaining and improving upon the existing high-quality multi-modal transportation network surrounding the site.

## Environmental Site Considerations

A Phase I and II Environmental Site Assessment report was submitted and reviewed. The reports identified no impacts to the soils on site and any contamination was below the applicable guidelines.

A Preliminary Natural Site Assessment (PNSA) was prepared by the applicants for development on the proposed M-H3 District lands in accordance with the City of Calgary Biophysical Impact Assessment Framework. The PNSA is a desktop level assessment and identifies the current ecological characteristics of the proposed M-H3 District lands and identifies mitigation measures to minimize impacts to the environment associated with development. The PNSA was reviewed by a Parks Ecologist and approval has been granted.

A condition of approval (Attachment 2) requires the submission of a full Biophysical Impact Assessment once the specifics of the development permit level of details is known for new development activity on the existing Glenmore Landing Shopping Centre.

## **Utilities and Servicing**

### ***Waste and Recycling***

Waste and recycling will be reviewed with each development permit application and suitable storage and collection will be required for each building or phase of development.

### ***Stormwater Servicing***

The storm system will connect to 14 Street SW and will be required to meet the Interim Unit Area Release Rate Requirement for Redevelopment.

### ***Sanitary Servicing***

A Sanitary Servicing Study was submitted and approved for the proposed maximum density for this application. Development on the proposed M-H3 District lands can be achieved with existing sanitary capacities, however development on the existing Glenmore Landing Shopping Centre will require upgrades to some adjacent sanitary mains or provide an additional connection to the sanitary network.

### ***Water Servicing***

A water servicing network plan was submitted and approved for this application. Additional hydrants are shown to provide increased fire coverage, and a looped connection to 14 Street SW will be required.

## **City-Led Outreach Summary**

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.

The comments received in favour of the application noted the following:

- a great location for increased density and more development like this is required nearby;
- the development should be up to 40 stories in height to maximize use of the site; and
- the proposed development would have good public space and would be linked well to pathways and transit corridors.

The comments received in opposition cited the following areas of concern:

- sale of City-owned land;
- a Local Area Plan should be in place before redevelopment is contemplated;
- lack of environmental impact, traffic impact and other reports and significant environmental impacts specifically to wildlife, groundwater table impacts, drinking water availability, nearby wetlands and trees;
- too many units and too many people proposed, the buildings are too high and will result in detrimental shadowing impacts to adjacent communities and South Glenmore Park;
- a negative impact on neighbourhood character, as the proposal does not fit with the low-density nature in surrounding communities;

- safe pedestrian and traffic access will be impacted, significant traffic congestion will be caused on 90 Avenue SW, 14 Street SW and 16 Street SW and there will be a lack of parking on the site, resulting in overspill to adjacent communities;
- loss of privacy and air quality and pollution concerns from increased intensity of uses and additional garbage created;
- social concerns, specifically increased crime and impacts to social wellbeing;
- long build out period with constant noise, dust and disruptions, particularly to existing businesses;
- poor quality of life for future residents;
- strain on public infrastructure such as health care and schools;
- these will be luxury condos, no affordable housing will be provided; and
- impacts to how the Calgary Jewish Community Campus Corporation (JCC) site to the south on 90 Avenue SW will be able to expand in the future.

The Palliser Bayview Pumphill Community Association (CA) three letters of objection identify the following areas of concern:

- the studies supplied to Administration have not been shared with the CA for independent review;
- lack of a Local Area Plan for this area;
- the current access points on 90 Avenue SW cannot cope with the density proposed, which will result in unsafe conditions for pedestrians and traffic;
- lack of parking, resulting in overspill to adjacent communities;
- height, scale and density of the development is inappropriate for this area and will be unappealing;
- strain on municipal services including educational, medical and parks/recreation facilities;
- social problems and crime from residents living in the towers;
- shadowing impacts and wind tunnels will be created;
- noise and environmental pollution;
- decrease in biodiversity and the ruin of natural beauty;
- environmental impacts on Glenmore Reservoir;
- length of anticipated construction;
- impact on water table from underground parkades;
- impact on drinking water supply and quality;
- decrease in property values; and
- the affordable housing will not be 'affordable'.

The Haysboro Community Association's two letters of objection identify the following areas of concern:

- residents do not feel that adequate information has been provided, such as all background reports (such as the Traffic Impact Assessment);
- further engagement should be undertaken before a decision is made on this application;
- impacts on water supply, wildlife, wetlands, geotechnical stability;
- strain on existing population, parks and utilities; and
- shadows will be cast into the community.

The Chinook Park - Kelvin Grove - Eagle Ridge Community Association's two letters of objection identify the following area of concern:

- further engagement should be undertaken before a decision is made on this application;
- traffic concerns raised by the Traffic Impact Assessment;
- increased scale and density of the development during the course of the consideration of the application;
- impact on the water table from underground parkades; and
- shadowing impacts.

The Oakridge Community Association's letter of objection identified the following areas of concern:

- lack of transparency – reports could be viewed, but copies were not allowed;
- the FAR proposed is much higher than other developments in the community;
- no Local Area Plan is in place to guide redevelopment of Glenmore Landing; and
- the Traffic Impact Assessment has identified improvements to 14 Street SW and 16 Street SW at the intersection with 90 Avenue SW which are required in advance of the redevelopment of Glenmore Landing.

## Legislation and Policy

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns with the policy direction of the [South Saskatchewan Regional Plan](#), which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### **Growth Plan (2022)**

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed outline plan and use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The subject parcels are located within the Developed Residential - Established Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP).

The MDP includes general policies that support redevelopment in a more compact urban form by locating new housing and jobs within higher intensity, mixed-use areas that are close and well-connected to the Primary Transit Network (PTN) and specifically LRT and BRT stations. Transit Supportive Land Use Framework policies specifically speak to development meeting a minimum threshold of 100 people or jobs per gross developable hectare within walking distance of a transit station and encourage the redevelopment of underutilized commercial sites near the PTN as mixed-use and/or employment intensive sites. Furthermore, providing transit-supportive land uses in close proximity to transit service is critical to attracting ridership and making it a viable and efficient travel choice.

The MDP policies recognize that compete communities are achieved over time by accommodating growth, existing and future residents and businesses within communities of varied intensities at appropriate locations throughout the city.

The MDP speaks to the importance of achieving balanced growth to make the best use of existing land, reducing the cost of City services, locating residents closer to where they work, shop and play, and supporting increased mobility options.

This application aligns with the MDP policies. It will allow for increased housing and commercial opportunities on this comprehensive redevelopment site, thus helping the city achieve its growth targets. It will leverage the municipal investment made in the MAX Yellow BRT line and provide strong linkages to the existing 90 Avenue SW station. Furthermore, 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 the BRT station.

### **Calgary Climate Strategy (2022)**

This application includes actions that address the mitigation objectives of the [Calgary Climate Strategy - Pathways to 2050](#). The outline plan proposes high density development, a compact form and a broad mix of commercial and residential uses. This supports lower emissions per dwelling unit, and also enables more Calgarians to utilize the existing BRT and local regional pathway infrastructure to choose travel options that produce low or no greenhouse gas emissions. Walking and wheeling infrastructure is also proposed throughout the plan area to establish these as safe and desirable travel options.

Furthermore, the applicants have advised that they may consider the following design elements: EV charging stalls, and EV future ready stalls, a backup power source, reductions to embodied carbon and waste, high efficiency mechanical equipment and a high-performance building envelope and that they will explore solar readiness and the use of low carbon technologies. These items will all be considered at future development permit stages.

### **Transit Oriented Development Policy Guidelines (2004)**

The [Transit Oriented Development Guidelines](#) provide direction for the development of areas typically within 600 metres of an existing BRT station or an existing or future LRT station. The Guidelines encourage development that creates a higher density, walkable, mixed-use environment within station areas in order to optimize use of transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike.

The proposal meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing the existing parcels and infrastructure, as well as increasing density adjacent to the BRT station which will support this existing public investment.

### **Local Area Plan**

There is no local area plan for Bayview. The boundary of the *Heritage Communities Local Area Plan* ends at 14 Street SW and does not apply to this site.

### **Glenmore Design Brief (Non-Statutory – 1973)**

The Glenmore Design Brief was intended to provide a viable land use pattern and policy for population and density for the area. Map 4 'Land Use and Circulation System' identifies the subject site as a 'Sector Shopping Centre'. This application aligns with the policies contained in the document.