

# PROPOSED

CPC2019-0120  
ATTACHMENT 3

## BYLAW NUMBER 21P2019

### **BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE CLIFF BUNGALOW AREA REDEVELOPMENT PLAN BYLAW 2P93**

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**WHEREAS** it is desirable to amend the Cliff Bungalow Area Redevelopment Plan Bylaw 2P93, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:**

1. The Cliff Bungalow Area Redevelopment Plan attached to and forming part of Bylaw 2P93, as amended, is hereby further amended as follows:

(a) Amend the preface by adding a new paragraph to the end of subsection i. as follows:

“The Cliff Bungalow Area Redevelopment Plan (referred to as ‘this Plan’) must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2 Part 2: The Developed Areas Guidebook (see Figure 3: Land Use Policy Areas for the Special Study Area, which is the portion of this Plan that is subject to the Guidebook), the Calgary Transportation Plan (CTP) and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between this Plan and the Developed Areas Guidebook, the policies and guidelines of the Developed Areas Guidebook will take precedence for development in the Special Study Area.”

(b) Create a new section 3.6 titled ‘Special Study Area’ as follows:

#### “3.6.1 Objective

The vision of Calgary’s long term growth includes a more connected and compact city where people have more choices to live and work and on how they travel.

Key to this concept is concentrating growth in jobs and population along transportation networks and providing adequate transitions from higher intensity land uses, to lower intensity land uses. The higher intensity areas have more flexibility to provide a range of commercial businesses, recreational services and housing types, while transitions to lower built forms provide more housing options for Calgarians. Overall this pattern supports complete communities and spurs local innovation and character.

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Land use and development within the Special Study Area is intended to be consistent with the Community – High Density building block from the Developed Areas Guidebook.

### 3.6.2 Context

A Special Study Area is identified on Figure 3: Land Use Policy Areas which recognizes the two most southerly blocks in Cliff Bungalow. These blocks are primarily comprised of single-storey buildings and a relatively large amount of land dedicated to surface parking when compared to the rest of Cliff Bungalow.

These blocks are also uniquely situated and primed for strategic growth based on a context of tall buildings on the east side of 4 Street SW and proximity to the Primary Transit Network. A Key Direction of the Calgary Transportation Plan is to link land use decisions to transit. Compact, mixed-use development and pedestrian-friendly designs are required along the existing and future Primary Transit Network. This will be supported by timely investment in new transit lines and improved transit service levels to support land use intensification.

This land use and mobility context serves to anchor the 4 Street Main Street for Cliff Bungalow and Mission, as well as multiple other communities including Roxboro, Rideau Park, Elbow Park, and Upper Mount Royal.

### 3.6.3 General Policies

The following policies apply throughout the Special Study Area.

- 3.6.3.1. New development on sites adjacent to 4 Street SW and Elbow DR SW should incorporate a vertical mix of land uses, including ground-floor retail, commercial, residential, restaurant and entertainment development, with office, commercial and/or multi-residential on upper floors.
- 3.6.3.2. The Special Study Area should accommodate a large supermarket and/or other similar uses that provide various daily goods and services for residents.
- 3.6.3.3. Where large ground-floor uses such as structured parking at street level within a building footprint, or large commercial and retail uses are proposed, development should be designed to activate these uses by lining them with smaller uses that are directly accessible from the street and/or providing multiple pedestrian entrances and uses that activate the adjacent sidewalk such as street-fronting restaurant, seating, or merchandising/display areas.
- 3.6.3.4. Servicing and loading functions, access to parkades, and building mechanical systems such as air intakes and exhausts, should be strategically located to minimize impact on the streetscape and be architecturally integrated into the surrounding development.

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- 3.6.3.5. Buildings should be designed and constructed with attention to detail and a similar quality of finishing materials on all street frontages.
  - 3.6.3.6. New buildings should be made of durable, robust, and high-quality materials that are complementary to those found in Cliff Bungalow.
  - 3.6.3.7. Highest forms will be situated within the southerly “Safeway” block, transitioning to lower forms toward the corner of 24 Avenue SW and 5 Street SW.
  - 3.6.3.8. Upper storey building placement, spacing, floorplate size, orientation, and podium building design should be carefully considered to minimize the impact of wind at ground level, particularly on 4 Street SW and Elbow Drive SW, and to optimize sunlight access to streets, open spaces and private courtyards.
  - 3.6.3.9. Incorporate upper storey stepbacks, where appropriate, to enhance the pedestrian experience and human scale of buildings at grade.
  - 3.6.3.10. Land use designations shall be consistent with the land use building blocks identified on Figure 3: Land Use Policy Areas.
  - 3.6.3.11. Where a development application exceeds a floor area ratio of 3.0, the additional floor area ratio can only be achieved through the provision of community benefits on- and/or off-site throughout Cliff Bungalow and Mission including but not limited to heritage conservation, green space & parks, public realm improvements, affordable housing, multi-modal transportation infrastructure and public art.
    - a. The community benefits listed above will be implemented through a land use amendment requiring a Direct Control District for the applicable parcel.
    - b. It is at the discretion of the Development Authority to evaluate the public benefit and to allow for the use of a community benefit provision.
    - c. Where development applications include a property identified on The City’s Inventory of Evaluated Historic Resources, heritage conservation - on site or elsewhere in the community - should be prioritized as the community benefit of the associated application.”
- (c) Delete the existing Figure 3 entitled “Land Use Policy Areas” and replace with the revised Figure 3 entitled “Land Use Policy Areas”, attached hereto as Schedule “A”.

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2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR

SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK

SIGNED ON \_\_\_\_\_

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## SCHEDULE A

