



AGENDA

CALGARY PLANNING COMMISSION

**TO BE HELD 2018 APRIL 19 AT 1:00 PM
IN COUNCIL CHAMBERS**

- 1. Confirmation of Agenda**
- 2. Confirmation of Minutes of Previous Meeting**
- 3. Consent Agenda**
- 4. Consideration of Tabled/Referred Items**
- 5. Consideration of Development Items**
- 6. Consideration of Other Planning Items**
- 7. Consideration of Miscellaneous Items**
- 8. Adjournment**

NOTE:
PLANS SUBMITTED TO THE COMMISSION, AS PART OF THE DEPARTMENTAL REPORTS,
ARE INCLUDED FOR THE SOLE PURPOSE OF ASSISTING THE COMMISSION IN MAKING
A DECISION AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE.

ISC: Unrestricted



CONSENT AGENDA

ITEM NO.: 3.01

David Mulholland

COMMUNITY:

Whitehorn (Ward 10)

FILE NUMBER:

LOC2017-0408 (CPC2018-0298)

PROPOSED REDESIGNATION:

From: Residential – Contextual One Dwelling (R-C1)
District

To: Residential – Contextual One Dwelling (R-C1s)
District

MUNICIPAL ADDRESS:

59 Whiteman Crescent NE

APPLICANT:

Neha Chaudhary

OWNER:

Neha Chaudhary
Mohit Rahuja

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 3.02

Breanne Harder

COMMUNITY:

Dover (Ward 9)

FILE NUMBER:

LOC2018-0034 (CPC2018-0393)

PROPOSED REDESIGNATION:

From: Residential – Contextual One Dwelling (R-C1)
District

To: Residential – Contextual One Dwelling (R-C1s)
District

MUNICIPAL ADDRESS:

3716 Doverthorn Way SE

APPLICANT:

Sergey Smadych

OWNER:

Sergey Smadych

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 3.03

Sabrina Brar

COMMUNITY:

MacEwan Glen (Ward 4)

FILE NUMBER:

LOC2018-0020 (CPC2018-0342)

PROPOSED REDESIGNATION:

From: Residential – Contextual One Dwelling (R-C1)
District

To: Residential – Contextual One Dwelling (R-C1s)
District

MUNICIPAL ADDRESS:

39 MacEwan Meadow Crescent NW

APPLICANT:

Marieta Demong

OWNER:

Joel Thomas Demong
Marieta Demong

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 3.04

David Mulholland

COMMUNITY:

Huntington Hills (Ward 4)

FILE NUMBER:

LOC2017-0409 (CPC2018-0446)

PROPOSED REDESIGNATION:

From: Residential – Contextual One Dwelling (R-C1)
District

To: Residential – Contextual One Dwelling (R-C1s)
District

MUNICIPAL ADDRESS:

7834 Hunterview Drive NW

APPLICANT:

Darlene Lourenco

OWNER:

Darlene Lourenco
Trevor Lourenco
Leslie Franandes

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 3.05

David Mulholland

COMMUNITY:

Sandstone Valley (Ward 4)

FILE NUMBER:

LOC2018-0023 (CPC2018-0447)

PROPOSED REDESIGNATION:

From: Residential – Contextual One Dwelling (R-C1)
District

To: Residential – Contextual One Dwelling (R-C1s)
District

MUNICIPAL ADDRESS:

115 Sandstone Road NW

APPLICANT:

Shawn Patrick Unrau

OWNER:

Shawn Patrick Unrau
Jun Li

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 3.06

David Mulholland

COMMUNITY:

MacEwan (Ward 4)

FILE NUMBER:

LOC2018-0040 (CPC2018-0448)

PROPOSED REDESIGNATION:

From: Residential – Contextual One Dwelling (R-C1)
District

To: Residential – Contextual One Dwelling (R-C1s)
District

MUNICIPAL ADDRESS:

104 MacEwan Meadow Crescent NW

APPLICANT:

Oliver Baezner

OWNER:

Oliver Baezner

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 3.07

Ezra Wasser

COMMUNITY:

McKenzie Lake (Ward 14)

FILE NUMBER:

LOC2018-0043 (CPC2018-0392)

PROPOSED REDESIGNATION:

From: Residential – Contextual One Dwelling (R-C1)
District

To: Residential – Contextual One Dwelling (R-C1s)
District

MUNICIPAL ADDRESS:

937 McKenzie Lake Bay SE

APPLICANT:

Trent C A Brolund

OWNER:

Trent C A Brolund
Beverly A Brolund

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 3.08

Sabrina Brar

COMMUNITY:

Montgomery (Ward 7)

FILE NUMBER:

LOC2017-0397 (CPC2018-0334)

PROPOSED REDESIGNATION:

From: Residential – Contextual One Dwelling (R-C1)
District

To: Residential – Contextual One Dwelling (R-C1s)
District

MUNICIPAL ADDRESS:

5007 - 22 Avenue NW

APPLICANT:

Alex Kurteev

OWNER:

Christopher Graca

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 3.09

Michael Davis

COMMUNITY:

Stoney 3 (Ward 5)

FILE NUMBER:

LOC2017-0162 (CPC2018-0397)

PROPOSED REDESIGNATION:

From: Commercial – Corridor 3 (C-COR 3f0.25h16)
District

To: Commercial – Corridor 3 (C-COR 3f0.4h16)
District

MUNICIPAL ADDRESS:

10580 – 42 Street NE

APPLICANT:

FAAS Architecture

OWNER:

1998285 Alberta Ltd (Harsimer Rattan (Eagle Crest
Construction))

ADMINISTRATION RECOMMENDATION:

APPROVAL

TABLED/REFERRED ITEMS

ITEM NO.: 4.01

Steve Jones
(Referred back to Administration 2017 August 24)
(Related to Item 4.02)

COMMUNITY:

Parkdale (Ward 7)

FILE NUMBER:

LOC2016-0313 (CPC2018-0466)

PROPOSED POLICY AMENDMENT:

Amendment to the Parkdale Neighbourhood Activity
Centre Area Redevelopment Plan

PROPOSED REDESIGNATION:

From: Multi-Residential – Contextual Low Profile
(M-C1) District

To: Multi-Residential – Contextual Medium Profile
(M-C2) District

MUNICIPAL ADDRESS:

3431 and 3435 – 5 Avenue NW

APPLICANT:

Seika Architecture

OWNER:

Ranjit K Wadh
Paramount Homes Inc

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 4.02

Steve Jones
(Related to Item 4.01)

COMMUNITY:

Parkdale (Ward 7)

FILE NUMBER:

DP2017-2596 (CPC2018-0472)

PROPOSED DEVELOPMENT:

New: Multi-Residential Development (1 building)

MUNICIPAL ADDRESS:

3431 and 3435 – 5 Avenue NW

APPLICANT:

Seika Architecture

OWNER:

Ranjit K Wadh
Paramount Homes Inc

ADMINISTRATION RECOMMENDATION:

APPROVAL

DEVELOPMENT PERMIT ITEMS

ITEM NO.: 5.01

Jarred Friedman

COMMUNITY:

Oakridge (Ward 11)

FILE NUMBER:

DP2016-5076 (CPC2018-0382)

PROPOSED DEVELOPMENT:

New: Multi-Residential Development (3 Buildings, 249 Units), Medical Office, Office, Supermarket, Retail and Consumer Service, (2 Buildings)

MUNICIPAL ADDRESS:

2580 Southland Drive SW and 2669 Oakmoor Drive SW

APPLICANT:

Sahuri + Partners Architecture

OWNER:

Calgary Co-operative Association Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 5.02

Gareth Webster

COMMUNITY:

Beltline (Ward 11)

FILE NUMBER:

DP2017-4812 (CPC2018-0377)

PROPOSED DEVELOPMENT:

New: Supermarket, Multi-Residential Development (2 buildings, 628 units), Retail and Consumer Service

MUNICIPAL ADDRESS:

209, 215, 227 and 231 - 12 Avenue SE, 228, 232 and 234 - 13 Avenue SE, 1203 and 1227 Macleod Trail SE and 1206 - 1 Street SE

APPLICANT:

Dialog

OWNER:

One Properties

ADMINISTRATION RECOMMENDATION:

APPROVAL

OTHER PLANNING ITEMS

ITEM NO.: 6.01 Madeleine Krizan

COMMUNITY: South Calgary (Ward 8)

FILE NUMBER: LOC2018-0011 (CPC2018-0461)

PROPOSED POLICY AMENDMENTS: Amendments to the South Calgary/Altadore Area
Redevelopment Plan

PROPOSED REDESIGNATION: From: Residential – Contextual One/Two Dwelling
(R-C2) District

To: Residential – Grade-Oriented Infill (R-CG)
District

MUNICIPAL ADDRESS: 1739 – 33 Avenue SW

APPLICANT: Sinclair Signature Homes

OWNER: Andre Sinclair
Duska Sinclair

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 6.02 Wallace Leung

COMMUNITY: Belvedere (Ward 9)

FILE NUMBER: LOC2017-0374 (CPC2018-0421)

PROPOSED REDESIGNATION: From: Special Purpose - Future Urban Development
(S-FUD) District

To: DC Direct Control District to accommodate the
additional use of Vehicle Storage – Large

MUNICIPAL ADDRESS: 8500 – 23 Avenue SE

APPLICANT: QuantumPlace Developments

OWNER: Jagroop Singh Dhaliwal

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 6.03

Ezra Wasser

COMMUNITY: Highfield (Ward 9)

FILE NUMBER: LOC2018-0031 (CPC2018-0391)

PROPOSED REDESIGNATION: From: Industrial - General (I-G) District
To: Industrial - Commercial (I-C) District

MUNICIPAL ADDRESS: 910 - 46 Avenue SE

APPLICANT: TI Studios

OWNER: C.R. Carroll Holdings Ltd

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 6.04

Josh de Jong
(related to Item 6.05)

COMMUNITY: Stoney 1 (Ward 3)

FILE NUMBER: LOC2013-0091 (CPC2018-0423)

PROPOSED REDESIGNATION: From: Special Purpose – Future Urban Development (S-FUD) District
To: Industrial – Commercial (I-C) District, Commercial – Corridor 3 (C-COR3) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Community Reserve (S-CRI) District, Special Purpose – Urban Nature (S-UN) District, and DC Direct Control District

MUNICIPAL ADDRESS: 1350 Country Hills Boulevard NE

APPLICANT: Urban Systems

OWNER: Country Hill Communities Inc

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 6.05

Josh de Jong
(related to Item 6.04)

COMMUNITY: Stoney 1 (Ward 3)
FILE NUMBER: LOC2013-0091(OP) (CPC2018-0485)
PROPOSED OUTLINE PLAN: Subdivision of 21.86 hectares ± (54.02 acres ±)
MUNICIPAL ADDRESS: 1350 Country Hills Boulevard NE
APPLICANT: Urban Systems
OWNER: Country Hill Communities Inc
ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 6.06

Peter Schryvers

COMMUNITY: West Hillhurst (Ward 7)
FILE NUMBER: LOC2018-0006 (CPC2018-0257)
PROPOSED REDESIGNATION: From: Residential - Contextual One / Two Dwelling District (R-C2) District
To: Mixed Use – General (MU-1f0.4h11) District
MUNICIPAL ADDRESS: 2002 Westmount Road NW
APPLICANT: Jennifer Dobbin
OWNER: Pritma Puneet Dhillon-Chattha
ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 6.07

Jordan Furness

COMMUNITY:

Residual Sub-Area 5E (Ward 5)

FILE NUMBER:

LOC2017-0027 (CPC2018-0399)

PROPOSED REDESIGNATION:

From: Special Purpose – Future Urban Development
(S-FUD) District

To: DC Direct Control District to accommodate large
vehicle storage

MUNICIPAL ADDRESS:

12011 - 84 Street NE

APPLICANT:

Remax Complete Development Services Ltd

OWNER:

1732370 Alberta Ltd (Bobby Kailey)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 6.08

Peter Schryvers
(related to Item 6.09)

COMMUNITY:

Saddle Ridge (Ward 5)

FILE NUMBER:

LOC2015-0205 (CPC2018-0454)

PROPOSED REDESIGNATION:

From: Special Purpose – Future Urban Development
(S-FUD) District

To: Residential – Narrow Parcel One Dwelling (R-
1N) District, Residential – Low Density Multiple
Dwelling (R-2M) District, Multi-Residential – At
Grade Housing (M-G) District and Special
Purpose – School, Park and Community
Reserve (S-SPR) District

MUNICIPAL ADDRESS:

7704 - 80 Avenue NE

APPLICANT:

Michel Berdnikoff

OWNER:

Dhillon Real Estate Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 6.09

Peter Schryvers
(related to Item 6.08)

COMMUNITY:

Saddle Ridge (Ward 5)

FILE NUMBER:

LOC2015-0205(OP) (CPC2018-0449)

PROPOSED OUTLINE PLAN:

Subdivision of 3.47 hectares \pm (8.57 acres \pm)

MUNICIPAL ADDRESS:

7704 - 80 Avenue NE

APPLICANT:

Michel Berdnikoff

OWNER:

Dhillon Real Estate Ltd

ADMINISTRATION RECOMMENDATION: APPROVAL

ITEM NO.: 6.10

Brad Bevill

COMMUNITY:

West Hillhurst (Ward 7)

FILE NUMBER:

LOC2017-0356 (CPC2018-0415)

PROPOSED REDESIGNATION:

From: Residential – Contextual One/Two Dwelling
(R-C2) District

To: Residential – Contextual Grade-Oriented Infill
(R-CG) District

MUNICIPAL ADDRESS:

2102 and 2106 - 5 Avenue NW

APPLICANT:

Civicworks Planning + Design

OWNER:

RNDSQR LTD
Andrea Christina Miller

ADMINISTRATION RECOMMENDATION: APPROVAL

ITEM NO.: 6.11

Steve Jones

COMMUNITY:

Highland Park (Ward 4)

FILE NUMBER:

LOC2018-0002 (CPC2018-0462)

PROPOSED REDESIGNATION:

From: Residential – Contextual One / Two Dwelling
(R-C2) District

To: Residential – Grade-Oriented Infill (R-CG)
District

MUNICIPAL ADDRESS:

3809 – 2 Street NW

APPLICANT:

Kubix

OWNER:

Domenico Buonincontri

ADMINISTRATION RECOMMENDATION:

APPROVAL

MISCELLANEOUS ITEMS

ITEM NO.: 7.01

Sara Kassa

COMMUNITY:

Livingston (Ward 3)

FILE NUMBER:

LOC2016-0181(OP)(B) (CPC2018-0420)

MUNICIPAL ADDRESS:

300 and 500 -144 Avenue NE

APPLICANT:

B&A Planning Group

OWNER:

Carma Ltd

ADMINISTRATION RECOMMENDATION:

FOR INFORMATION ONLY

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.01

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0298
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**Land Use Amendment in Whitehorn (Ward 10) at 59 Whitman Crescent NE,
LOC2017-0408**

EXECUTIVE SUMMARY

This application proposes to change the designation of this property to allow for the additional permitted use of Secondary Suite (basement suite) and discretionary use of Backyard Suite (garden suite, carriage house, garage suite).

The proposed Residential – Contextual One Dwelling (R-C1s) District is a residential designation in developed areas that is primarily for single detached homes that may include a secondary suite.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares \pm (0.09 acres \pm) located at 59 Whitman Crescent NE (Plan 7711574, Block 3, Lot 25) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council also reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This will encourage the development of legal and safe suites throughout the city over the next 2 years.

On 2018 March 12, Council approved adding Secondary Suite as a listed discretionary use in R-C1, R-1 and R-C1L. Council also approved adding Backyard Suite to these districts, but delayed the effective date until Administration has completed the creation of restrictive standards relating to the design of Backyard Suites. Council also approved the Policy to Guide Discretion for Secondary Suites and Backyard Suites, which provides additional policy oversight.

On 2013 September 16, Council directed Administration to remove fees associated with land use redesignation and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

BACKGROUND

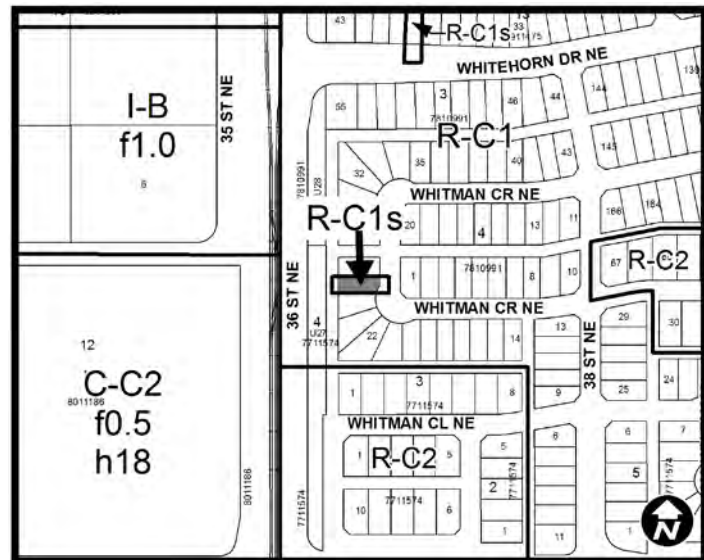
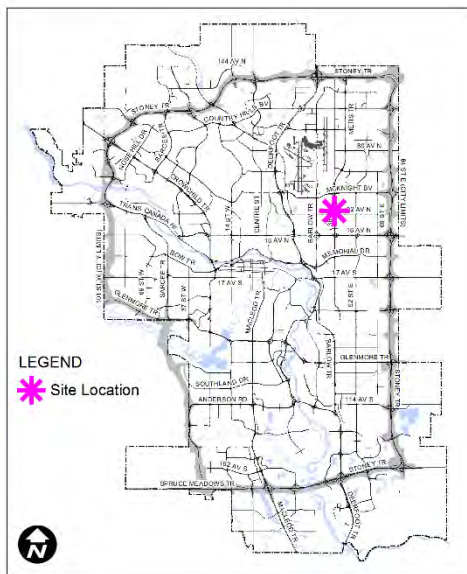
To Administration's knowledge there is an existing suite located on the parcel and the application was submitted as a result of a complaint.

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Land Use Amendment in Whitehorn (Ward 10) at 59 Whitman Crescent NE,
LOC2017-0408

Location Maps



Land Use Amendment in Whitehorn (Ward 10) at 59 Whitman Crescent NE, LOC2017-0408

Site Context

The subject site is located in the northeast community of Whitehorn. Surrounding development consists of low-density residential to the north, east, and south with 36 Street NE located immediately west of the site. The site is approximately 12 metres by 30 metres in size and is developed with a one-storey single detached dwelling. Although there is currently not a garage the site has lane access and there is ample room to develop a garage or surface stalls.

As identified in *Figure 1*, Whitehorn has experienced a population decline from its peak in 2015.

Figure 1: Community Peak Population

Whitehorn	
Peak Population Year	2015
Peak Population	12,421
2017 Current Population	11,985
Difference in Population (Number)	-436
Difference in Population (Percent)	-4%

Source: *The City of Calgary 2017 Census*

Additional demographic and socio-economic information may be obtained online on [Whitehorn](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal would allow for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules.

Infrastructure

Transportation Networks

Pedestrian and vehicular access to the site is available from Whitman Crescent NE and the rear lane. The area is served by Calgary Transit, with bus stops located within 150 metres walking distance on Whitehorn Drive NE, and the Whitehorn LRT station within 400 metres walking distance on 36 Street NE. On-street parking adjacent to the site is unregulated.

Utilities and Servicing

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
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**Land Use Amendment in Whitehorn (Ward 10) at 59 Whitman Crescent NE,
LOC2017-0408**

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

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

Administration received an email advising that the Whitehorn Community Association would not provide comments on this application (Attachment 2).

No citizens' comments were received by the Calgary Planning Commission report submission date.

Engagement

No public meetings were held by the applicant or Administration.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The site is located within a Residential - Developed – Inner City area on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding Developed Residential Areas, Neighbourhood Infill and Redevelopment, and Housing Diversity and Choice.

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

An Environmental Site Assessment was not required for this application.

Planning & Development Report to
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CPC2018-0298
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**Land Use Amendment in Whitehorn (Ward 10) at 59 Whitman Crescent NE,
LOC2017-0408**

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed R-C1s District is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the *Municipal Development Plan* and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Applicant's Submission
2. Community Association Letter
3. Important Terms

Applicant's Submission

Point 1)

We want our basement suite safe and legal. After land use re-designation process, we will go for the development permit and basement suite design alteration according to Alberta building code and Calgary City standards assuring tenant safety and comfort. Secondary suite (basement) can be a good alternative source of income for us, which improves our family financial situation. From the last three years property owner (male) is unemployed and struggling to find a job, the spouse is only working and currently on Maternity EI due to first child born and our expenses are increasing.

The other benefit to the surrounding community and the City of Calgary can be, an alternative low-cost residence, which helps to solve affordable housing problem in the City, where the population is growing fast. The secondary suite accommodates an additional family in the same house. Therefore, City does not need to invest to develop physical infrastructures. Not only the City's infrastructure development cost has it been reduced, dense population of the area makes transit operation more cost-effective. In addition to this, secondary suite permission motivates landlord to develop suite and rent it. It can increase property valuation as well as a property tax which can increase City's revenue remarkably.

In last, the location of this house makes very easy accessible to Whitehorn LRT station and various bus stops including bus no. 100 for airport, Aidrie Ice Intercity bus, bus no. 555 Dashmesh Culture Centre, bus no. 73 University of Calgary. Overall, it is a suitable house to approve for secondary suits land re-designation and I would like to request City council to provide a permit for re-designation of land use for this parcel.

Point 2)

We did not engage with our neighbours and community association due to:

- a. We found so many negative responses by neighbours and community association on other secondary suite applications which we found online on www.Calgary.ca city in our neighbouring area.
- b. We do not drive and currently taking care of our 9+ months old first baby ourself without any help of family member or daycare due to limited resources.

Point 3)

There will be NO parking problem because we both do not drive and do not have any car and fully rely on Calgary Transit due to Whitehorn LRT Station and various bus stops is only 2 minutes walk away from our home and its very convenient. In front of our house NO any another neighbour park their car means in our lane there are few cars as compare to street parking spots and in front of our house parking always remain vacant. So, in front of our house, 3-4 cars can easily park on the public street daily.

Point 4)

NO, there will be no negative impacts of this development that we are aware off. Even it will give a positive impact because of tenants nearby business will be benefited by increased sale and customer retention due to various grocery stores, gas station, drug stores, Hospital, family clinics, food chains and Whitehorn LRT station are named to few available amenities within walkable distance from the house, which lies near a major intersection between 32nd Avenue NE and 36 Street NE. In addition, Annie Gale School is approximately 700 meter from the house. Fire Station No. 22 is within 5 kms from the house. Likewise, there are plenty of playgrounds around the house. Various church, temple and mosque also are very nearby.

Community Association Letter

January 8, 2018

Until our Community Association has some level of confidence that our opinions of concerns of neighbors have any value to council. We will not be commenting.

John Arnold
Whitehorn Community Association

Important Terms

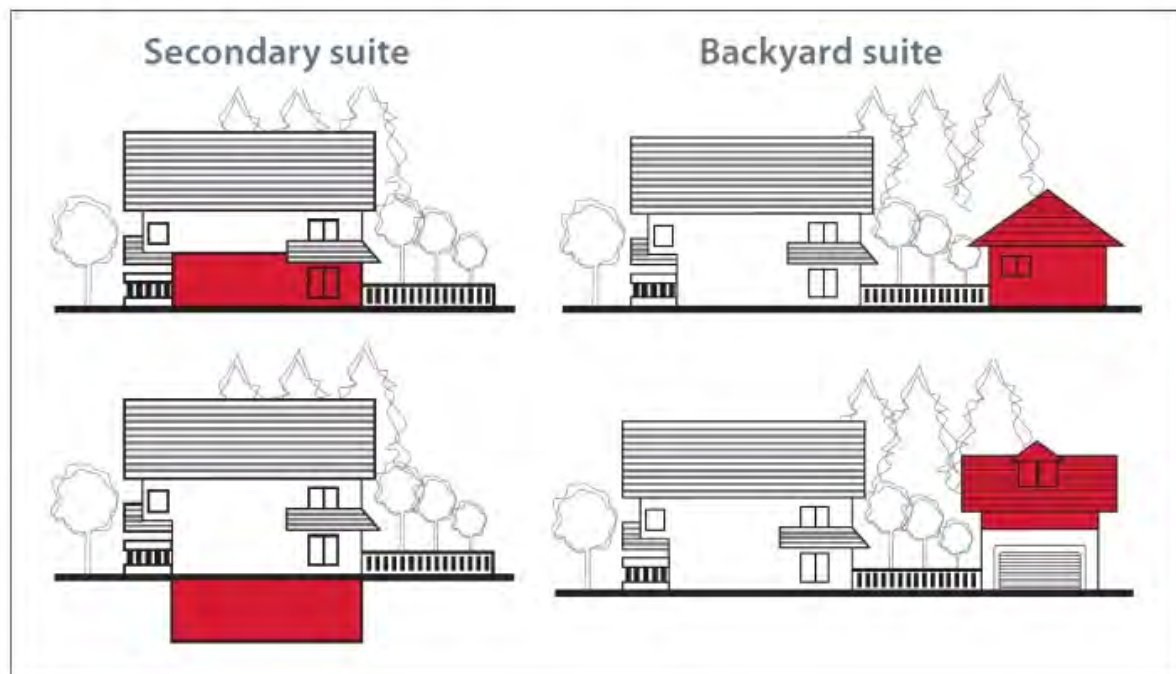
While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms



Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.02

Land Use Amendment in Dover (Ward 9) at 3716 Doverthorn Way SE, LOC2018-0034

EXECUTIVE SUMMARY

This application proposes to change the designation of this property to allow for the additional permitted use of Secondary Suite (e.g. basement suite) and discretionary use of Backyard Suite (e.g. carriage house, garage suite).

The proposed Residential – Contextual One Dwelling (R-C1s) District is a residential designation in developed areas that is primarily for single detached homes that may include a secondary suite.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares \pm (0.09 acres \pm) located at 3716 Doverthorn Way SE (Plan 117LK, Block 4, Lot 40) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council also reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This will encourage the development of legal and safe suites throughout the city over the next 2 years.

On 2018 March 12, Council approved adding Secondary Suite as a listed discretionary use in R-C1, R-1 and R-C1L. Council also approved adding Backyard Suite to these districts, but delayed the effective date until Administration has completed the creation of restrictive standards relating to the design of Backyard Suites. Council also approved the Policy to Guide Discretion for Secondary Suites and Backyard Suites, which provides additional policy oversight.

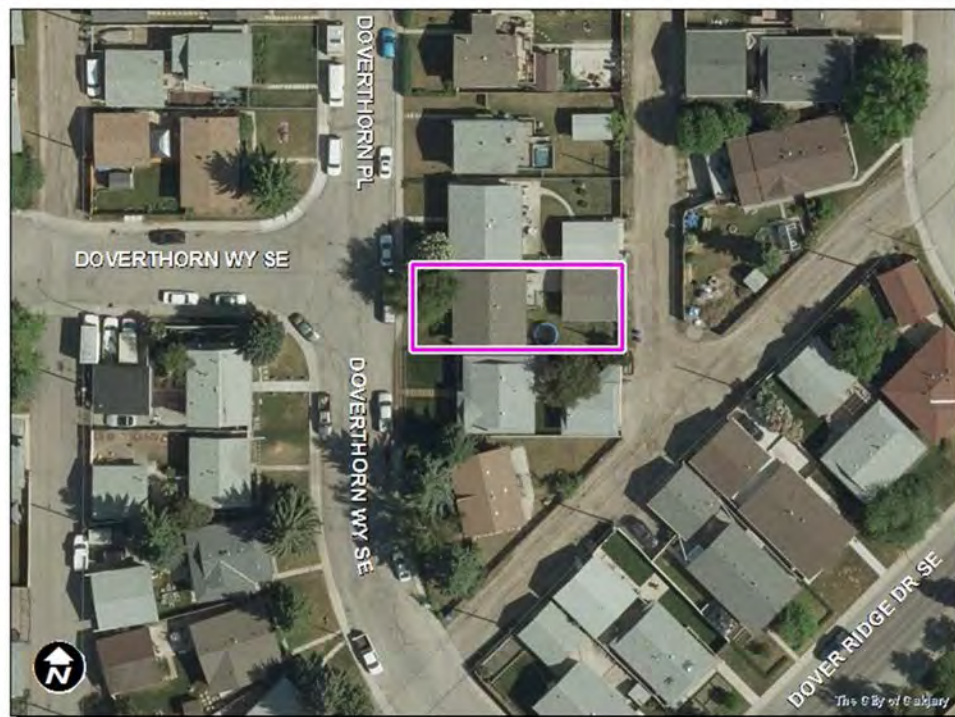
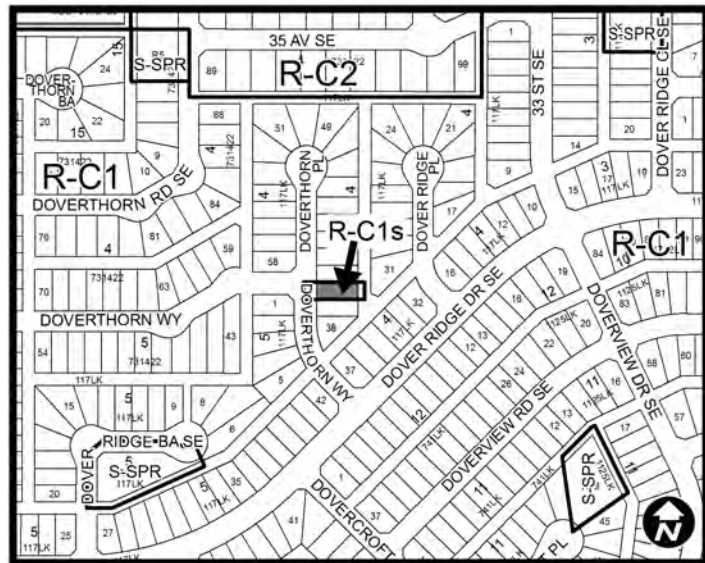
On 2013 September 16, Council directed Administration to remove fees associated with land use redesignation and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

BACKGROUND

There is an existing suite located on the parcel and the application was submitted as a result of a complaint.

Land Use amendment in Dover (Ward 9), 3716 Doverthorn Way SE, LOC2018-0037

LOCATION MAPS



Land Use amendment in Dover (Ward 9), 3716 Doverthorn Way SE, LOC2018-0037

Site Context

The subject site is located in the southeast community of Dover. Surrounding development consists of low-density residential to the north, east, south and west of the site. The site is approximately 12.5 metres by 30 metres in size and is developed with a one-storey single detached dwelling and a detached double garage that can be accessed from the rear lane.

As identified in *Figure 1*, Dover has experienced a population decline from its peak in 1982.

Figure 1: Community Peak Population

Dover	
Peak Population Year	1982
Peak Population	11953
2017 Current Population	10,484
Difference in Population (Number)	-1,469
Difference in Population (Percent)	-12%

Source: *The City of Calgary 2017 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Dover](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal would allow for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules.

Infrastructure

Transportation Networks

Pedestrian and vehicular access to the site is available from Doverthorn Way SE and the rear lane. The area is served by Calgary Transit bus service with stops located approximately 150 metres walking distance on Dover Ridge Drive SE. On-street parking adjacent to the site is unregulated.

Utilities and Servicing

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0393
Page 4 of 5**

Land Use amendment in Dover (Ward 9), 3716 Doverthorn Way SE, LOC2018-0037

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

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

Engagement and Public Meetings

No public meetings were held by the applicant or Administration.

Citizen and Community Association Comments

Administration received two emails in opposition to the application. Reasons stated for opposition are summarized below:

- do not agree with accuracy of information provided in Applicant's submission
- do not support secondary suites
- parking concerns
- opinion that suites should be legal prior to construction, not as result of complaint

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The site is located within the 'Residential - Developed - Inner City' area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding Developed Residential Areas, neighbourhood infill and redevelopment, and housing diversity and choice.

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

Planning & Development Report to
Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0393
Page 5 of 5

Land Use amendment in Dover (Ward 9), 3716 Doverthorn Way SE, LOC2018-0037

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed R-C1s District, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the *Municipal Development Plan* and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Attachment 1 – Applicant's Submission
2. Attachment 2 – Important Terms

Applicant's Submission



Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

- 1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

Creation of new low-cost rental property.

- 2) Provide information on how you engaged with the neighboring land owners and/or the Community Association? What was the response?

There is a detached double garage and single parking space at the back.

- 3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

I have good relations with neighbors and they are not against the secondary suite in the basement.

- 4) Are there any potential negative impacts of this development that you are aware of?

n/a

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

Important Terms

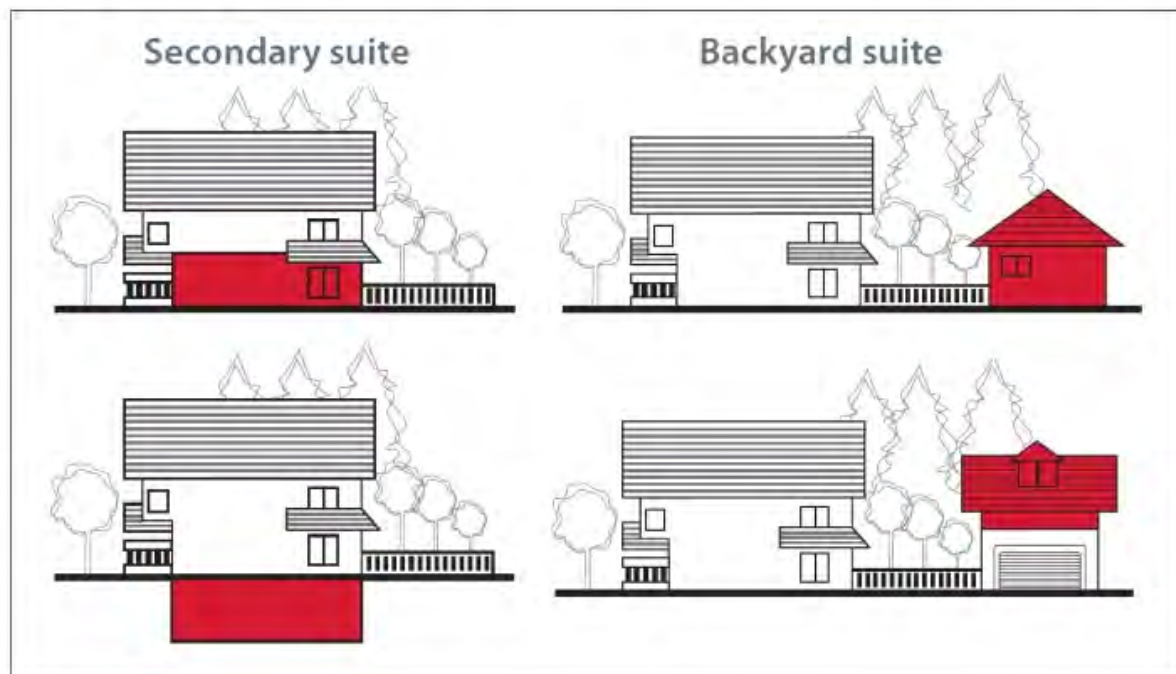
While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms



Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket, and trousers with a tool belt. They are holding a transit instrument, which is mounted on a tripod. The instrument has a circular level and a crosshair. The surveyor's right hand is on the instrument, and their left hand is on their hip. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.03

**Planning and Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0342
Page 1 of 5**

**Land Use Amendment in MacEwan (Ward 4), 39 MacEwan Meadow Crescent NW,
LOC2018-0020**

EXECUTIVE SUMMARY

This application proposes to change the designation of this property to allow for the additional permitted use of Secondary Suite (basement suite) and discretionary use of Backyard Suite (garden suite, carriage house, garage suite).

The proposed Residential – Contextual One Dwelling (R-C1s) District is a residential designation in developed areas that is primarily for single detached homes that may include a secondary suite.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares ± (0.10 acres ±) located at 39 MacEwan Meadow Crescent NW (Plan 8111911, Block 11, Lot 33) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council also reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This will encourage the development of legal and safe suites throughout the city over the next 2 years.

On 2018 March 12, Council approved adding Secondary Suite as a listed discretionary use in R-C1, R-1 and R-C1L. Council also approved adding Backyard Suite to these districts, but delayed the effective date until Administration has completed the creation of restrictive standards relating to the design of Backyard Suites. Council also approved the Policy to Guide Discretion for Secondary Suites and Backyard Suites, which provides additional policy oversight.

On 2013 September 16, Council directed Administration to remove fees associated with land use redesignation and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

BACKGROUND

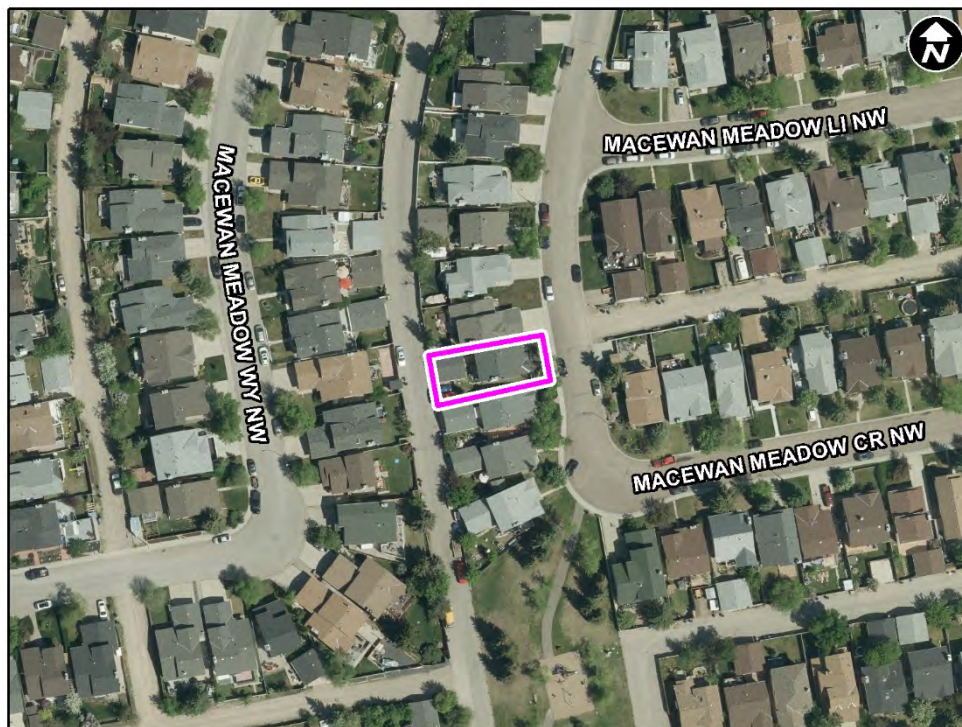
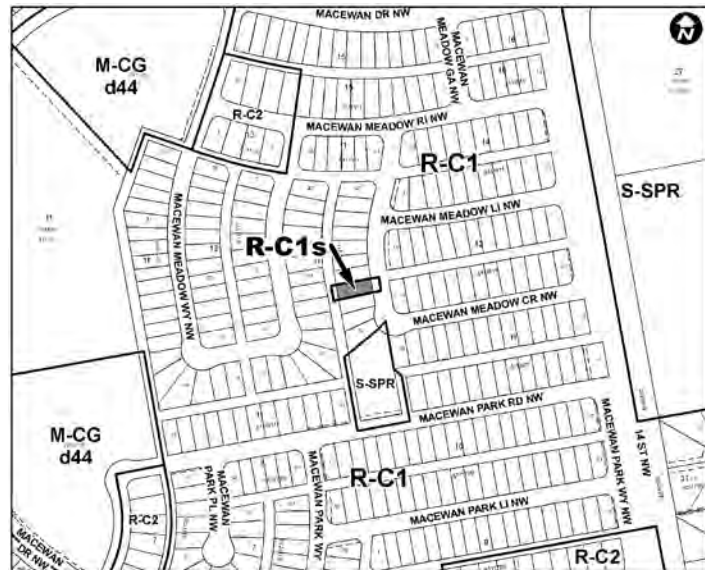
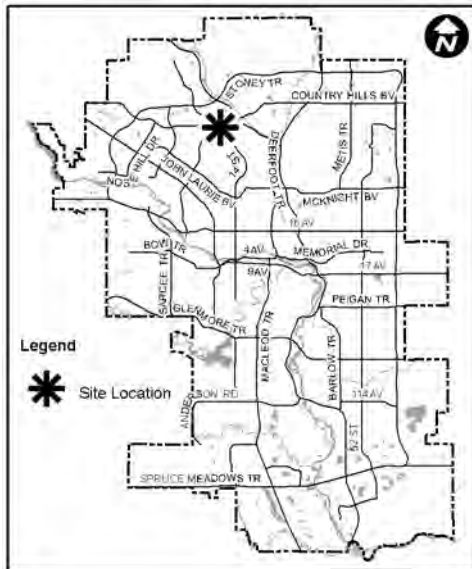
To Administration's knowledge there is an existing suite located on the parcel and the application was submitted as a result of a complaint.

Planning and Development Report to
Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0342
Page 2 of 5

Land Use Amendment in MacEwan (Ward 4), 39 MacEwan Meadow Crescent NW,
LOC2018-0020

Location Maps



Land Use Amendment in MacEwan (Ward 4), 39 MacEwan Meadow Crescent NW, LOC2018-0020

Site Context

The subject site is located in the northwest community of MacEwan Glen. Surrounding development consists of low-density residential to the north, east, south and west of the site. A small park is located to the south and MacEwan Glen Park is located to the west. Simons Valley School and Monsignor Neville Anderson School are located to the east. The site is approximately 12 metres by 30 metres in size and is developed with a one-storey single detached dwelling and a two-car detached garage accessing the rear lane.

As identified in *Figure 1*, MacEwan Glen has experienced a population decline from its peak in 1999.

Figure 1: Community Peak Population

MacEwan Glen	
Peak Population Year	1999
Peak Population	5,701
2017 Current Population	4,930
Difference in Population (Number)	-771
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2017 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [MacEwan Glen](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal would allow for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules.

Infrastructure

Transportation Networks

Pedestrian and vehicular access to the site is available from 39 MacEwan Meadow Crescent NW and the rear lane. The area is served by Calgary Transit bus service with a stop located approximately 350 metres walking distance on MacEwan Drive NW. Another bus stop is located approximately 450 metres walking distance on 14 Street NW. On-street parking adjacent to the site is unregulated.

Utilities and Servicing

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

**Planning and Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0342
Page 4 of 5**

**Land Use Amendment in MacEwan (Ward 4), 39 MacEwan Meadow Crescent NW,
LOC2018-0020**

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site for three weeks. Notification letters were sent to adjacent land owners and the application has been advertised at www.calgary.ca/development.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised on-line and in the Calgary Herald for two weeks.

Engagement and Public Meetings

No public meetings were held by the applicant or Administration.

Community Association Comments

Administration did not receive a response from the MacEwan/Sandstone Community Association in response to this application.

Citizen Comments

Administration received one letter in opposition to the application. Reasons stated for opposition are summarized below:

- On-street parking will become a major problem with the increase in secondary suites in this area; and
- Desire to live in an R-1 only community (with no secondary suites).

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The site is located within the 'Residential - Developed - Established' area as identified on Map 1: Urban Structure in the *Municipal Development Plan (MDP)*. While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding Developed Residential Areas, neighbourhood infill and redevelopment, and housing diversity and choice.

Planning and Development Report to
Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0342
Page 5 of 5

**Land Use Amendment in MacEwan (Ward 4), 39 MacEwan Meadow Crescent NW,
LOC2018-0020**

Local Area Plan

There is no local area plan for MacEwan Glen.

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed R-C1s District is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the *Municipal Development Plan* and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Attachment 1 – Applicant's Submission
2. Attachment 2 – Important Terms

Applicant's Submission



Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

- 1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

Improving lives financially
increasing property value

- 2) Provide information on how you engaged with the neighboring land owners and/or the Community Association?
What was the response?

we have very friendly neighbors

- 3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

Double garage

- 4) Are there any potential negative impacts of this development that you are aware of?

No

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

Important Terms

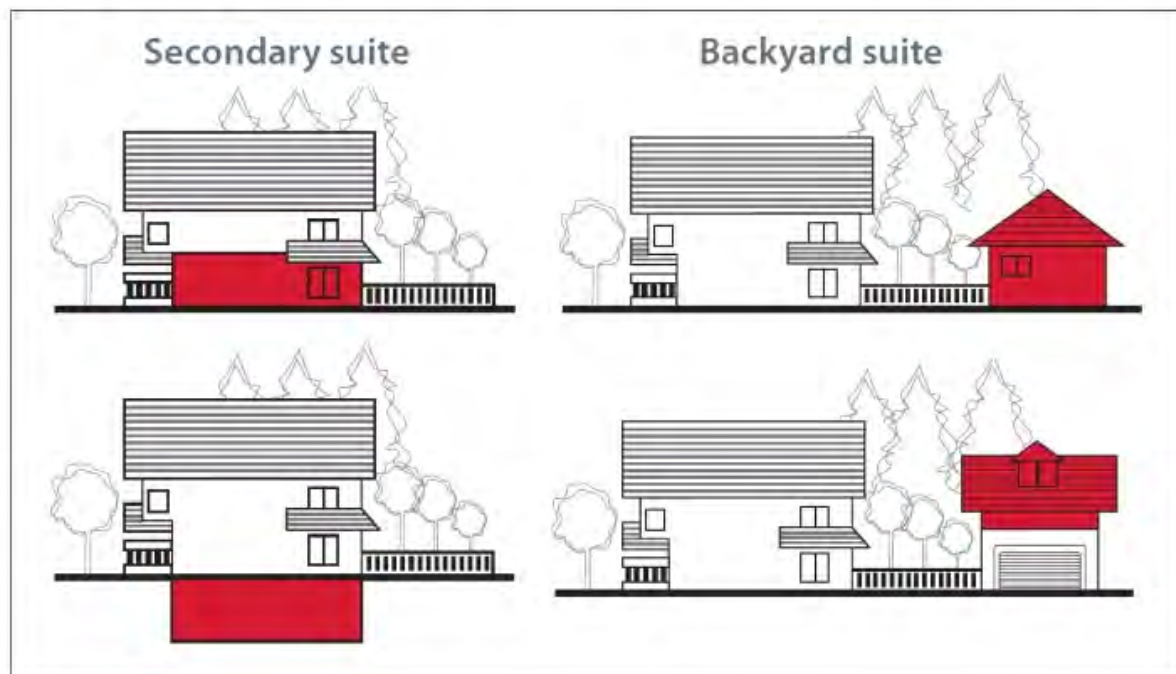
While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms



Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



A detailed silhouette of a surveyor in traditional attire, including a wide-brimmed hat, a long coat with a sash, and gaiters. The surveyor is positioned on the left, looking through the eyepiece of a theodolite mounted on a tripod. The theodolite is a complex optical instrument used for measuring angles in geodesy and engineering. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.04

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0446
Page 1 of 5**

Land Use Amendment in Huntington Hills (Ward 4) at 7834 Huntview Drive NW, LOC2017-0409

EXECUTIVE SUMMARY

This application proposes to change the designation of this property to allow for the additional permitted use of Secondary Suite (basement suite) and discretionary use of Backyard Suite (garden suite, carriage house, garage suite).

The proposed Residential – Contextual One Dwelling (R-C1s) District is a residential designation in developed areas that is primarily for single detached homes that may include a secondary suite.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.05 hectares \pm (0.13 acres \pm) located at 7834 Huntview Drive NW (Plan 7486JK, Block 29, Lot 81) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council also reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This will encourage the development of legal and safe suites throughout the city over the next 2 years.

On 2018 March 12, Council approved adding Secondary Suite as a listed discretionary use in R-C1, R-1 and R-C1L. Council also approved adding Backyard Suite to these districts, but delayed the effective date until Administration has completed the creation of restrictive standards relating to the design of Backyard Suites. Council also approved the Policy to Guide Discretion for Secondary Suites and Backyard Suites, which provides additional policy oversight.

On 2013 September 16, Council directed Administration to remove fees associated with land use redesignation and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

BACKGROUND

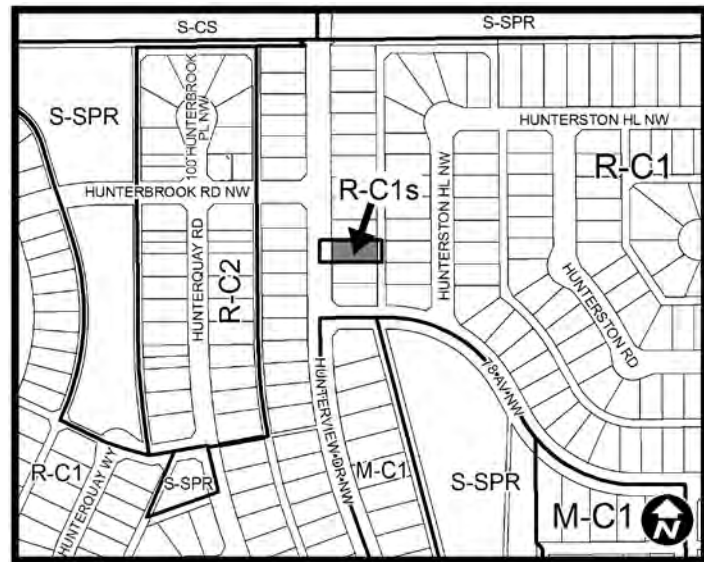
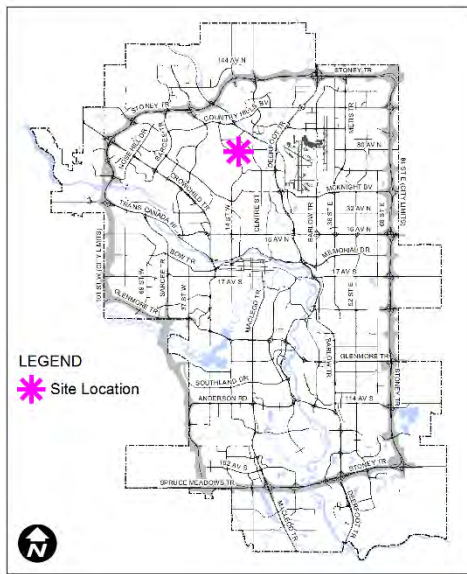
To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0446
Page 2 of 5**

**Land Use Amendment in Huntington Hills (Ward 4) at 7834 Hunterview Drive NW,
LOC2017-0409**

Location Maps



Land Use Amendment in Huntington Hills (Ward 4) at 7834 Hunterview Drive NW, LOC2017-0409

Site Context

The subject site is located in the northwest community of Huntington Hills. Surrounding development consists of low-density residential, with pockets of multi-residential to the south. The site is approximately 15 metres by 33 metres in size and is developed with a one-storey single detached dwelling and a rear detached two-car garage that is accessed from the rear lane.

As identified in *Figure 1*, Huntington Hills has experienced a population decline from its peak in 1983.

Figure 1: Community Peak Population

Huntington Hills	
Peak Population Year	1983
Peak Population	15,904
2017 Current Population	13,154
Difference in Population (Number)	-2,750
Difference in Population (Percent)	-17%

Source: The City of Calgary 2017 Census

Additional demographic and socio-economic information may be obtained online on [Huntington Hills](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal would allow for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules.

Infrastructure

Transportation Networks

Pedestrian and vehicular access to the site is available from Hunterview Drive NW and the rear lane. The area is served by Calgary Transit, with bus stops located within 100 metres walking distance on Hunterview Drive NW and 78 Avenue NW. On-street parking adjacent to the site is unregulated.

Utilities and Servicing

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0446
Page 4 of 5**

**Land Use Amendment in Huntington Hills (Ward 4) at 7834 Huntview Drive NW,
LOC2017-0409**

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised. Administration did not receive comments from the Huntington Hills Community Association by the Calgary Planning Commission report submission date.

No citizens' comments were received by the Calgary Planning Commission report submission date.

Engagement

No public meetings were held by the applicant or Administration.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The site is located within a Residential - Developed – Inner City area on the Urban Structure Map (Map 1) in the *Municipal Development Plan (MDP)*. While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding Developed Residential Areas, Neighbourhood Infill and Redevelopment, and Housing Diversity and Choice.

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

An Environmental Site Assessment was not required for this application.

Planning & Development Report to
Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0446
Page 5 of 5

**Land Use Amendment in Huntington Hills (Ward 4) at 7834 Hunterview Drive NW,
LOC2017-0409**

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed R-C1s District is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the *Municipal Development Plan* and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Applicant's Submission
2. Important Terms

Applicant's Submission

0409



Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments must be limited to the area designated on this page to ensure it will fit the space requirements of the report.

1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

Im investing in my home and allowing myself to pay down the mortgage. The secondary suite allows for people to live in an affordable established neighborhood with parks and schools near by.
Having a secondary suite helps maintain community population and more housing options for families and thier children.
I will provide a safe secondary suite that is close to transit will help attract people in Calgary.

**2) Provide information on how you engaged with the neighboring land owners and/or the Community Association?
What was the response?**

I went to both my neighbors doors and both had no issues with the land use redesignation.

3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

There is a double garage on the property that will be shared with the secondary suite.

4) Are there any potential negative impacts of this development that you are aware of?

No

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

Important Terms

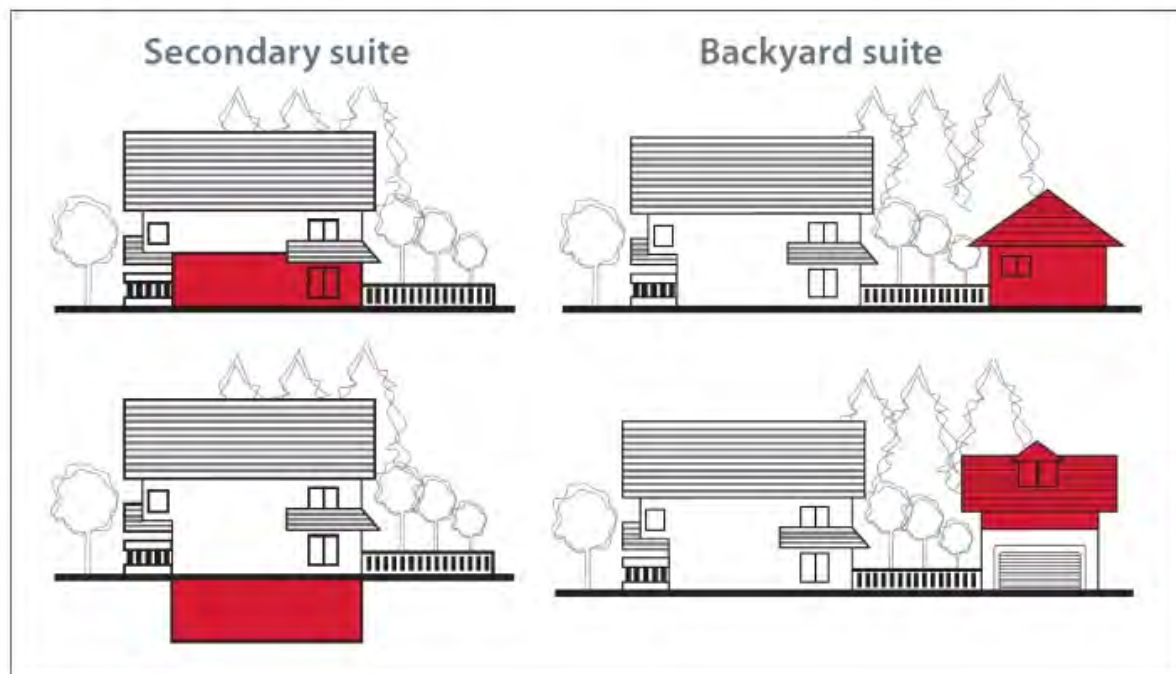
While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms



Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.05

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0447
Page 1 of 5**

**Land Use Amendment in Sandstone Valley (Ward 4) at 115 Sandstone Road NW,
LOC2018-0023**

EXECUTIVE SUMMARY

This application proposes to change the designation of this property to allow for the additional permitted use of Secondary Suite (basement suite) and discretionary use of Backyard Suite (garden suite, carriage house, garage suite).

The proposed Residential – Contextual One Dwelling (R-C1s) District is a residential designation in developed areas that is primarily for single detached homes that may include a secondary suite.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.03 hectares \pm (0.07 acres \pm) located at 115 Sandstone Road NW (Plan 8210358, Block 6, Lot 36) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council also reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This will encourage the development of legal and safe suites throughout the city over the next 2 years.

On 2018 March 12, Council approved adding Secondary Suite as a listed discretionary use in R-C1, R-1 and R-C1L. Council also approved adding Backyard Suite to these districts, but delayed the effective date until Administration has completed the creation of restrictive standards relating to the design of Backyard Suites. Council also approved the Policy to Guide Discretion for Secondary Suites and Backyard Suites, which provides additional policy oversight.

On 2013 September 16, Council directed Administration to remove fees associated with land use redesignation and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

BACKGROUND

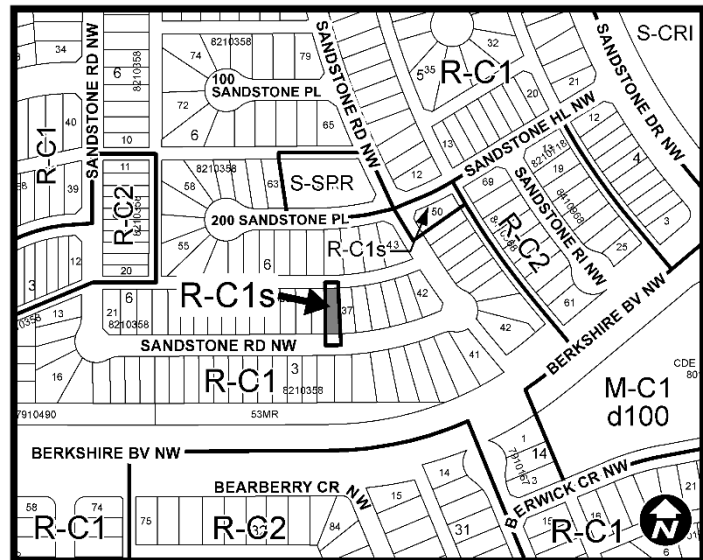
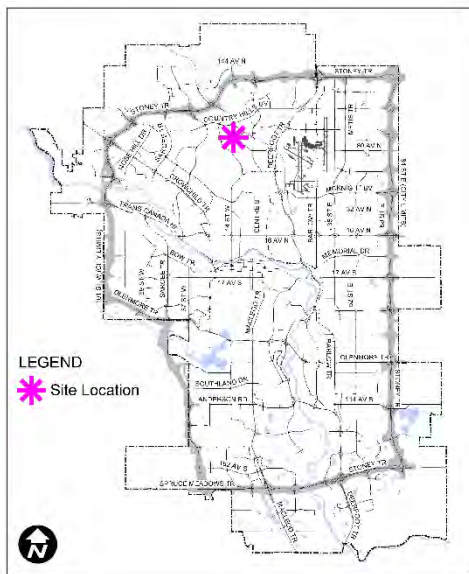
To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0447
Page 2 of 5**

**Land Use Amendment in Sandstone Valley (Ward 4) at 115 Sandstone Road NW,
LOC2018-0023**

LOCATION MAPS



Land Use Amendment in Sandstone Valley (Ward 4) at 115 Sandstone Road NW, LOC2018-0023

Site Context

The subject site is located in the northwest community of Sandstone. Surrounding development consists of low-density residential. The site is approximately 10 metres by 32 metres in size and is developed with a one-storey single detached dwelling and a rear detached two-car garage that is accessed from the rear lane.

As identified in *Figure 1*, Sandstone has experienced a population decline from its peak in 1998.

Figure 1: Community Peak Population

Sandstone	
Peak Population Year	1998
Peak Population	6,960
2017 Current Population	5,965
Difference in Population (Number)	-995
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2017 Census*

Additional demographic and socio-economic information may be obtained online on [Sandstone](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal would allow for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules.

Infrastructure

Transportation Networks

Pedestrian and vehicular access to the site is available from Sandstone Road NW and the rear lane. The area is served by Calgary Transit, with bus stops located within 400 metres walking distance on Sandstone Drive NW. On-street parking adjacent to the site is unregulated.

Utilities and Servicing

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

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**Land Use Amendment in Sandstone Valley (Ward 4) at 115 Sandstone Road NW,
LOC2018-0023**

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

Administration did not receive comments from the MacEwan Sandstone Community Association by the Calgary Planning Commission report submission date.

One letter of opposition was received from an adjacent landowner, citing concerns regarding parking, rental terms, and the potential for increased crime in the area.

Engagement

No public meetings were held by the applicant or Administration.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The site is located within a Residential - Developed – Inner City area on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding Developed Residential Areas, Neighbourhood Infill and Redevelopment, and Housing Diversity and Choice.

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

An Environmental Site Assessment was not required for this application.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Planning & Development Report to
Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0447
Page 5 of 5

**Land Use Amendment in Sandstone Valley (Ward 4) at 115 Sandstone Road NW,
LOC2018-0023**

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed R-C1s District is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the *Municipal Development Plan* and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Applicant's Submission
2. Important Terms

Applicant's Submission

0023



Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

- 1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

a legal safe suite that is close to schools and a major bus terminal that is affordable in an established community

- 2) Provide information on how you engaged with the neighboring land owners and/or the Community Association?
What was the response?

a previous attempt was made and met with objection. meetings were arranged and a compromise was reached.

- 3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

Single garage in the back plus an off street spot in the front.

- 4) Are there any potential negative impacts of this development that you are aware of?

No

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

Important Terms

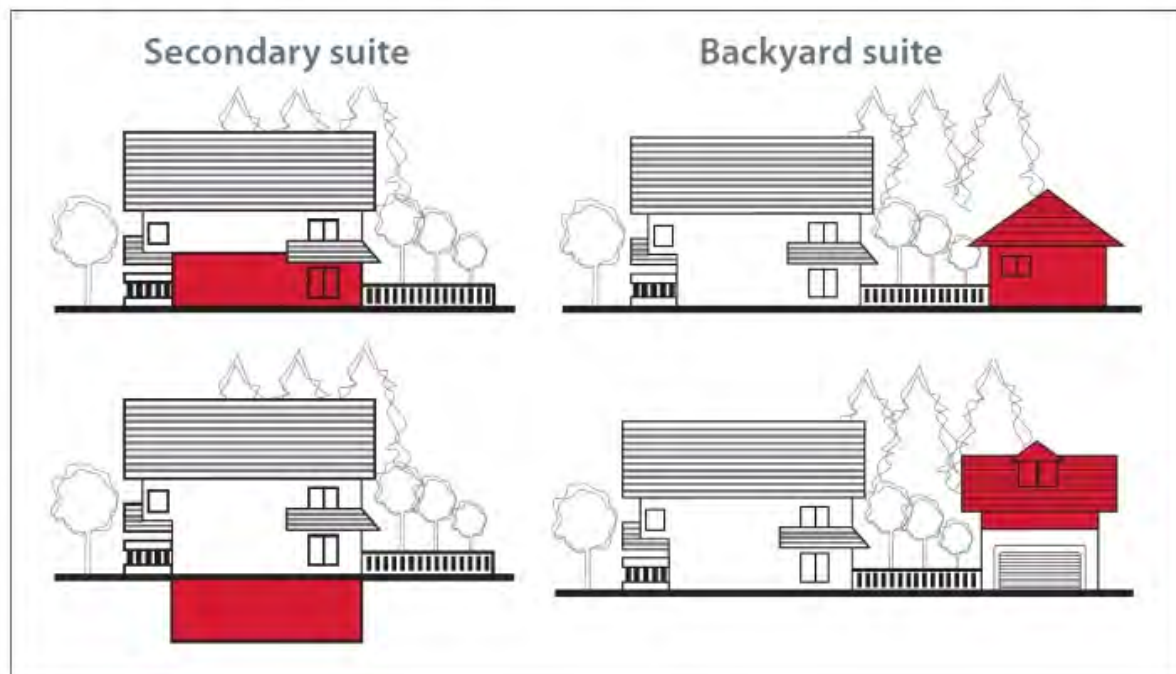
While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms



Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.06

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0448
Page 1 of 5**

Land Use Amendment in MacEwan (Ward 4) at 104 MacEwan Meadow Crescent NW, LOC2018-0040

EXECUTIVE SUMMARY

This application proposes to change the designation of this property to allow for the additional permitted use of Secondary Suite (basement suite) and discretionary use of Backyard Suite (garden suite, carriage house, garage suite).

The proposed Residential – Contextual One Dwelling (R-C1s) District is a residential designation in developed areas that is primarily for single detached homes that may include a secondary suite.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares \pm (0.09 acres \pm) located at 104 MacEwan Meadow Crescent NW (Plan 8111911, Block 12, Lot 24) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council also reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This will encourage the development of legal and safe suites throughout the city over the next 2 years.

On 2018 March 12, Council approved adding Secondary Suite as a listed discretionary use in R-C1, R-1 and R-C1L. Council also approved adding Backyard Suite to these districts, but delayed the effective date until Administration has completed the creation of restrictive standards relating to the design of Backyard Suites. Council also approved the Policy to Guide Discretion for Secondary Suites and Backyard Suites, which provides additional policy oversight.

On 2013 September 16, Council directed Administration to remove fees associated with land use redesignation and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

BACKGROUND

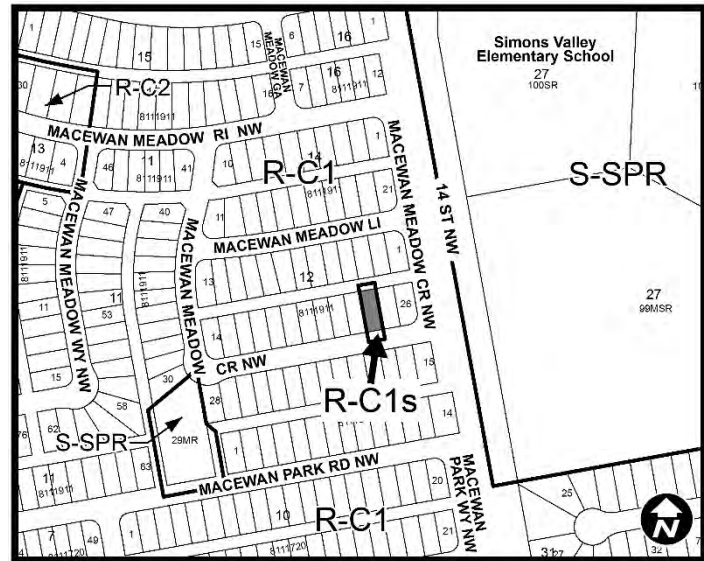
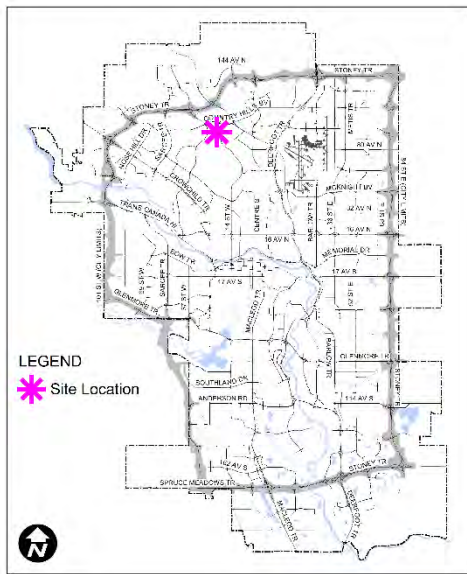
To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0448
Page 2 of 5**

**Land Use Amendment in MacEwan (Ward 4) at 104 MacEwan Meadow Crescent
NW, LOC2018-0040**

Location Maps



Land Use Amendment in MacEwan (Ward 4) at 104 MacEwan Meadow Crescent NW, LOC2018-0040

Site Context

The subject site is located in the northwest community of MacEwan Glen. Surrounding development primarily consists of low-density residential. The site is approximately 12 metres by 30 metres in size and is developed with a one-storey single detached dwelling and a rear detached two-car garage that is accessed from the rear lane.

As identified in *Figure 1*, MacEwan Glen has experienced a population decline from its peak in 199

Figure 1: Community Peak Population

MacEwan Glen	
Peak Population Year	1999
Peak Population	5,701
2017 Current Population	4,930
Difference in Population (Number)	-771
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2017 Census*

Additional demographic and socio-economic information may be obtained online on [MacEwan Glen](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal would allow for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules.

Infrastructure

Transportation Networks

Pedestrian and vehicular access to the site is available from MacEwan Meadow Crescent NW and the rear lane. The area is served by Calgary Transit, with bus stops located within 250 metres walking distance on 14 Street NW. On-street parking adjacent to the site is unregulated.

Utilities and Servicing

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0448
Page 4 of 5**

**Land Use Amendment in MacEwan (Ward 4) at 104 MacEwan Meadow Crescent
NW, LOC2018-0040**

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

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

Administration did not receive comments from the MacEwan Sandstone Community Association by the Calgary Planning Commission report submission date.

One letter of opposition was received from an adjacent landowner, citing concerns regarding parking and impact on the overall quality of the neighbourhood.

Engagement

No public meetings were held by the applicant or Administration.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The site is located within a Residential - Developed – Inner City area on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding Developed Residential Areas, Neighbourhood Infill and Redevelopment, and Housing Diversity and Choice.

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

An Environmental Site Assessment was not required for this application.

Planning & Development Report to
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2018 April 19

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CPC2018-0448
Page 5 of 5

**Land Use Amendment in MacEwan (Ward 4) at 104 MacEwan Meadow Crescent
NW, LOC2018-0040**

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed R-C1s District is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the *Municipal Development Plan* and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Applicant's Submission
2. Important Terms

Applicant's Submission



Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

- 1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

AFFORDABLE LIVING, BY HAVING THE ABILITY TO HAVE A
LEGAL SUITE. I CAN STAY IN MY HOME LONGER AND
PROVIDE AFFORDABLE HOUSING TO OTHERS.

- 2) Provide information on how you engaged with the neighboring land owners and/or the Community Association?
What was the response?

MY NEIGHBOURS AT 100 & 108 MAKEWAN MEADOW
CRESCENT SUPPORT REZONING, ALSO THE COMMUNITY
SUPPORT SECONDARY SUITES.

- 3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

I HAVE OFF STREET PARKING FOR 3 (BESIDE GARAGE -1,
GARAGE -2)

THERE ARE ALSO 2 SPOTS TO PARK IN FRONT OF MY HOUSE
I AM TWO HOUSES FROM THE CORNER WHERE THERE ARE AN
ADDITIONAL 6 SPOTS TO PARK

- 4) Are there any potential negative impacts of this development that you are aware of?

NONE.

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

Important Terms

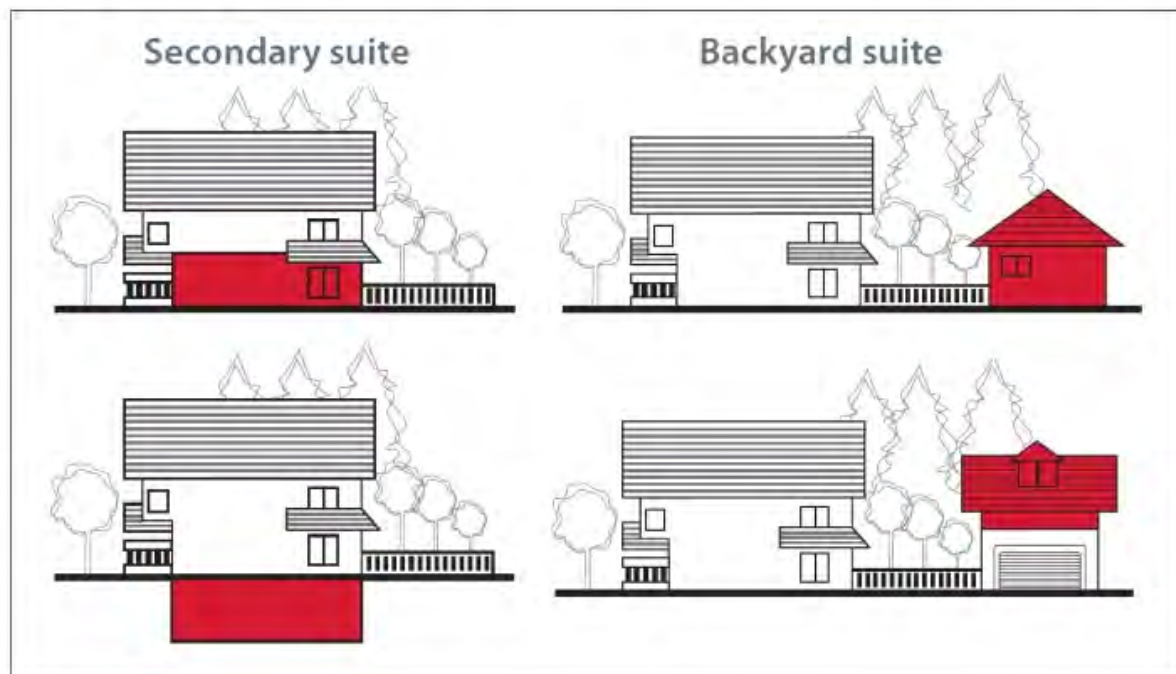
While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms



Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and breeches with gaiters. They are holding a theodolite mounted on a tripod. The surveyor's right hand is near the eyepiece, and their left hand is near the base of the tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.07

Land Use Amendment in McKenzie Lake (Ward 14), 937 McKenzie Lake Bay SE, LOC2018-0043

EXECUTIVE SUMMARY

This application proposes to change the designation of this property to allow for the additional permitted use of Secondary Suite (e.g. basement suite) and discretionary use of Backyard Suite (e.g. carriage house, garage suite).

The proposed Residential – Contextual One Dwelling (R-C1s) District is a residential designation in developed areas that is primarily for single detached homes that may include a secondary suite.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw the proposed redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 937 McKenzie Lake Bay SE (Plan 9212457, Block 12, Lot 13) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council also reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This will encourage the development of legal and safe suites throughout the city over the next 2 years.

On 2018 March 12, Council approved adding Secondary Suite as a listed discretionary use in R-C1, R-1 and R-C1L. Council also approved adding Backyard Suite to these districts, but delayed the effective date until Administration has completed the creation of restrictive standards relating to the design of Backyard Suites. Council also approved the Policy to Guide Discretion for Secondary Suites and Backyard Suites, which provides additional policy oversight.

On 2013 September 16, Council directed Administration to remove fees associated with land use redesignation and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

BACKGROUND

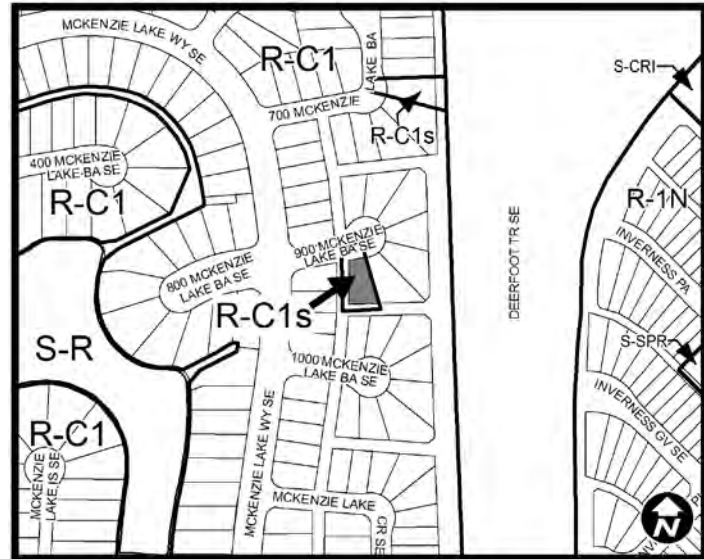
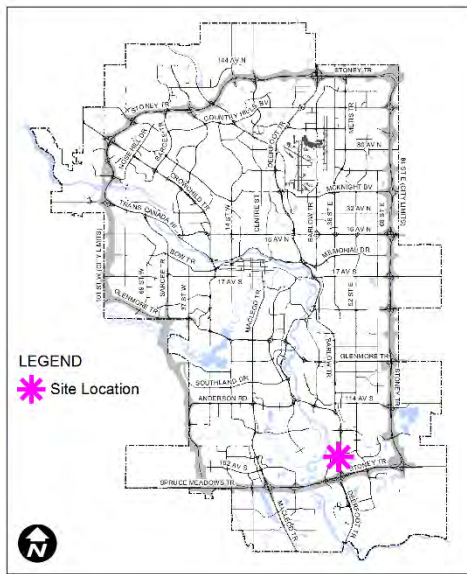
To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0392
Page 2 of 5**

**Land Use Amendment in McKenzie Lake (Ward 14), 937 McKenzie Lake Bay SE,
LOC2018-0043**

Location Maps



Land Use Amendment in McKenzie Lake (Ward 14), 937 McKenzie Lake Bay SE, LOC2018-0043

Site Context

The subject site is located in the southeast community of McKenzie Lake. Surrounding development consists of low-density residential to the north, east, south and west of the site. The site is approximately 17.5 metres by 33 metres in size and is developed with a two-storey single detached dwelling with an attached two-car garage.

As identified in *Figure 1*, McKenzie Lake has experienced a population decline from its peak in 2002.

Figure 1: Community Peak Population

McKenzie Lake	
Peak Population Year	2002
Peak Population	15,047
2017 Current Population	13,616
Difference in Population (Number)	-1,431
Difference in Population (Percent)	-10%

Source: *The City of Calgary 2017 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [McKenzie Lake](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use

This proposal would allow for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules.

Infrastructure

Transportation Networks

Pedestrian and vehicular access to the site is available from McKenzie Bay SE, the side lane, and the rear lane. The area is served by Calgary Transit bus service with stops located approximately 50 metres walking distance on McKenzie Lake Way SE. On-street parking adjacent to the site is unregulated.

Utilities and Servicing

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

**Land Use Amendment in McKenzie Lake (Ward 14), 937 McKenzie Lake Bay SE,
LOC2018-0043**

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

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

Engagement and Public Meetings

No public meetings were held by the applicant or Administration.

Citizen and Community Association Comments

Administration received a letter of no objection to the application from the McKenzie Lake Community Association.

Administration did not receive any letters from the public concerning this application.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory, 2009)

The site is located within the "Residential; Developed; Established" area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding Developed Residential Areas, neighbourhood infill and redevelopment, and housing diversity and choice.

McKenzie Lake Area Structure Plan (Statutory, 1994)

The site is located within the Residential and Related Uses area as identified on Map 2 in the McKenzie Lake Area Structure Plan (MLASP)

Although the MLASP makes no specific reference to the subject site, the land use proposal is in keeping with policy 3.2.1(b), which states, "Although single family housing is likely to predominate, a mix of housing types should be encouraged. Suitable sites for multi-family shall be chosen with regard to the Multiple Residential Development Location Guidelines (Table 3.3.3) in the Calgary General Municipal Plan." A mix of housing types is encouraged by the

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0392
Page 5 of 5**

**Land Use Amendment in McKenzie Lake (Ward 14), 937 McKenzie Lake Bay SE,
LOC2018-0043**

MLASP.

The Calgary General Municipal Plan has been repealed and replaced by the Municipal Development Plan, 2009.

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed R-C1s District, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal is consistent to relevant policies of the McKenzie Area Structure Plan and Municipal Development Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Applicant's Submission
2. Important Terms

Applicant's Submission



Land Use Redesignation Applicant's Submission

Secondary Suites

FL 1264 (R2017-08)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments must be limited to the area designated on this page to ensure it will fit the space requirements of the report.

- 0043
- 1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?
 - I CAN PROVIDE ACCOMMODATION FOR A FAMILY MEMBER THAT CAN'T AFFORD A HOUSE
 - PROVIDES AN INCREASE OF SPENDING DOLLARS IN COMMUNITY
 - PROVIDES LOW COST, AFFORDABLE HOUSING FOR THE CITY
 - 2) Provide information on how you engaged with the neighboring and owners and/or the Community Association? What was the response?
 - I HAVE TALKED TO 4 NEIGHBOURS WHO ARE WILLING TO SIGN A LETTER SUPPORTING TO THE APPLICATION.
 - I HAVE CONTACTED THE COMMUNITY ASSOC. AND THEY HAVE NO OPINION EITHER WAY.
 - 3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?
 - I HAVE 180' OFF ROAD PARKING ON SIDE & 80' OF ROAD PARKING IN REAR. I MAY ALSO BUILD A GARAGE IN BACK.
 - 4) Are there any potential negative impacts of this development that you are aware of?
 - NONE

NOTE: Applicants must be submitted without personal information on any plans. Omitting this information will protect business and tenants by reducing the risk of any personal information being wrongfully displayed, with also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans.

TRENT BROWN

FEB 26 / 18

ISC: Protected

Important Terms

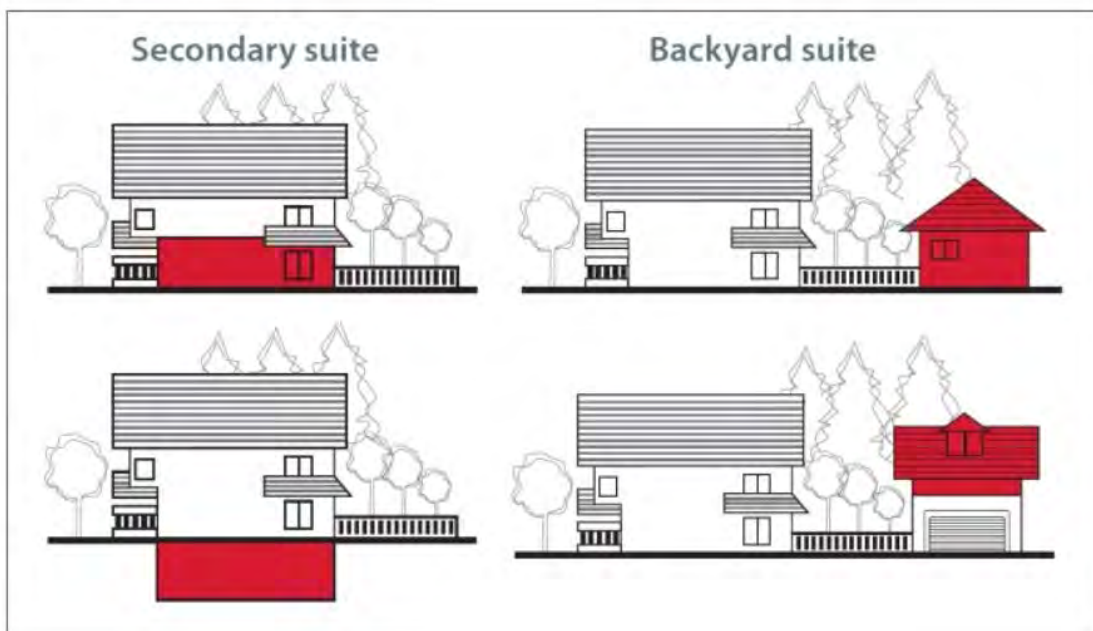
While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms



Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.08

**Planning and Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0334
Page 1 of 5**

Land Use Amendment in Montgomery (Ward 7), 5007 - 22 Avenue NW, LOC2017-0397

EXECUTIVE SUMMARY

This application proposes to change the designation of this property to allow for the additional permitted use of Secondary Suite (basement suite) and discretionary use of Backyard Suite (garden suite, carriage house, garage suite).

The proposed Residential – Contextual One Dwelling (R-C1s) District is a residential designation in developed areas that is primarily for single detached homes that may include a secondary suite.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 5007 - 22 Avenue NW (Plan 4994GI, Block 50, Lot 19) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One Dwelling (R-C1s) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2018 March 12, Council also reinstated the fees associated with land use amendments to R-C1s, R-1s and R-C1Ls, but will continue to exempt fees for development permits for both Secondary Suites and Backyard Suites until 2020 June 01. This will encourage the development of legal and safe suites throughout the city over the next 2 years.

On 2018 March 12, Council approved adding Secondary Suite as a listed discretionary use in R-C1, R-1 and R-C1L. Council also approved adding Backyard Suite to these districts, but delayed the effective date until Administration has completed the creation of restrictive standards relating to the design of Backyard Suites. Council also approved the Policy to Guide Discretion for Secondary Suites and Backyard Suites, which provides additional policy oversight.

On 2013 September 16, Council directed Administration to remove fees associated with land use redesignation and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

BACKGROUND

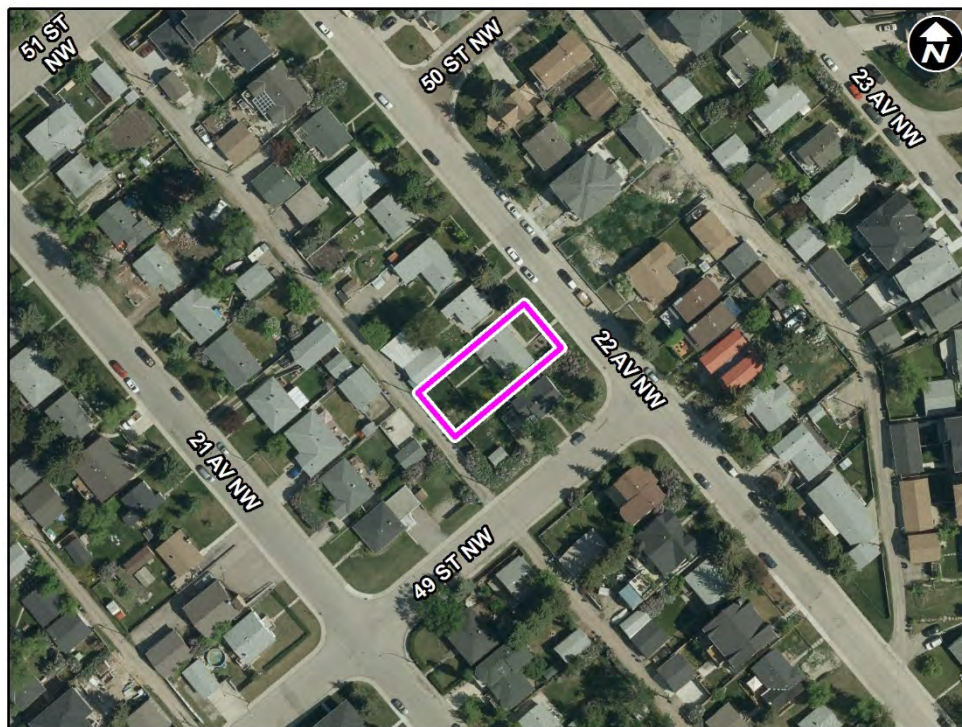
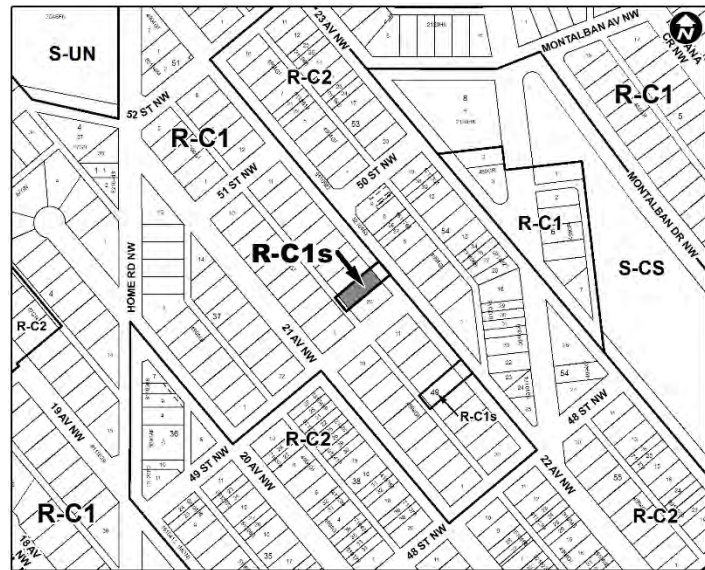
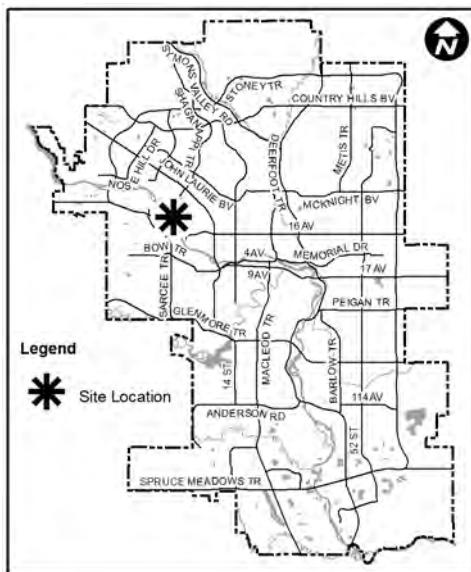
To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

Planning and Development Report to
Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0334
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Land Use Amendment in Montgomery (Ward 7), 5007 - 22 Avenue NW, LOC2017-0397

Location Maps



Land Use Amendment in Montgomery (Ward 7), 5007 - 22 Avenue NW, LOC2017-0397

Site Context

The subject site is located in the northwest community of Montgomery. Surrounding development consists of low-density residential to the north, east, south and west of the site. Montalban Park is located to the east and the Bow River is located further to the west. The site is approximately 15 metres by 37 metres in size and is developed with a one-storey single detached dwelling, a two-car parking pad accessing the rear lane, and a one-car attached garage that is accessed from 22 Avenue NW.

As identified in *Figure 1*, Montgomery has experienced a population decline from its peak in 1969.

Figure 1: Community Peak Population

Montgomery	
Peak Population Year	1969
Peak Population	5,287
2017 Current Population	4,353
Difference in Population (Number)	-934
Difference in Population (Percent)	-18%

Source: *The City of Calgary 2017 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Montgomery](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal would allow for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules.

Infrastructure

Transportation Networks

Pedestrian and vehicular access to the site is available from 22 Avenue NW and the rear lane. The area is served by Calgary Transit bus service with a stop located approximately 290 metres walking distance on 48 Street NW, and bus stops within 400 metres walking distance on Home Road NW. On-street parking adjacent to the site is unregulated.

Utilities and Servicing

Water, sanitary and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

**Planning and Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0334
Page 4 of 5**

Land Use Amendment in Montgomery (Ward 7), 5007 - 22 Avenue NW, LOC2017-0397

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

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

Engagement and Public Meetings

No public meetings were held by the applicant or Administration.

Citizen and Community Association Comments

Administration received a letter of no comment to the application from the Montgomery Community Association (Attachment 2).

Administration received no letters in opposition or support of the application.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The site is located within the 'Residential - Developed - Inner City' area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding Developed Residential Areas, neighbourhood infill and redevelopment, and housing diversity and choice.

Montgomery Area Redevelopment Plan (Statutory – 2012)

The site is within the 'Low Density Residential' area as identified on Figure 1.3: Future Land Use Plan in the *Montgomery Area Redevelopment Plan* (ARP). The proposed R-C1s District is a low-density residential district which allows for an increased mix of housing types. The Residential Land Use policies of the ARP encourages a mix of housing types while acknowledging that single family housing is likely to be the predominant housing type. The application is generally in keeping with this policy.

Land Use Amendment in Montgomery (Ward 7), 5007 - 22 Avenue NW, LOC2017-0397

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed R-C1s District is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the *Municipal Development Plan* and *Montgomery Area Redevelopment Plan* and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Attachment 1 – Applicant's Submission
2. Attachment 2 – Community Association Letter
3. Attachment 3 – Important Terms

Applicant's Submission



Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

- 1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?
Secondary Suites allow Calgarians from range of economic levels and age groups to live in same neighborhood with close proximity for hospitals and university.
Increased certainty on number of dwelling units provides city better opportunity to plan infrastructure requirements for the future.
Increase density in existing neighbourhoods, lessening pressure to develop at outer edge of community.

- 2) Provide information on how you engaged with the neighboring land owners and/or the Community Association?
What was the response?
The surrounding neighbors/owners that I was able to contact (who was home at that time) did not oppose to secondary suite proposal.
The letter with request for secondary suite was e-mailed to Montgomery Community Association. Respond is pending, however I was given positive verbal feedback.

- 3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?
The Primary dwelling has a garage in the front of the house and one additional parking in front of the garage (two all together).
The secondary suite parking can be accommodated in the back of the property. There are a pad for three cars at the back of the property at this time (3 parking for the secondary suite).
Total of potential 5 parking spaces.

- 4) Are there any potential negative impacts of this development that you are aware of?
None that I am aware of.

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

Community Association Letter



28 December, 2017

Sabrina Brar
Planning Development and Assessment
City of Calgary
sabrina.brar@calgary.ca
403.268.2142

Dear Sabrina:

RE: LOC2017-0397 5007 22AV NW

Land Use Amendment – Secondary Suite R-C1 to R-C1s

The Planning Committee has no comment on this Land Use Amendment.

Regards,

Janice Mackett,
Planning Committee Chair
Montgomery Community Association

cc: Councillor Druh Farrell
Community Liaison – Ward 7
Ms. Marilyn Wannamaker, President, MCA
Members of the MCA Planning Committee

Montgomery Community Association, 5003 16th Ave NW Calgary AB T3B-0N2

Tel. 403-247-3116 Fax 403-247-3150 Email mcac@telus.net

Important Terms

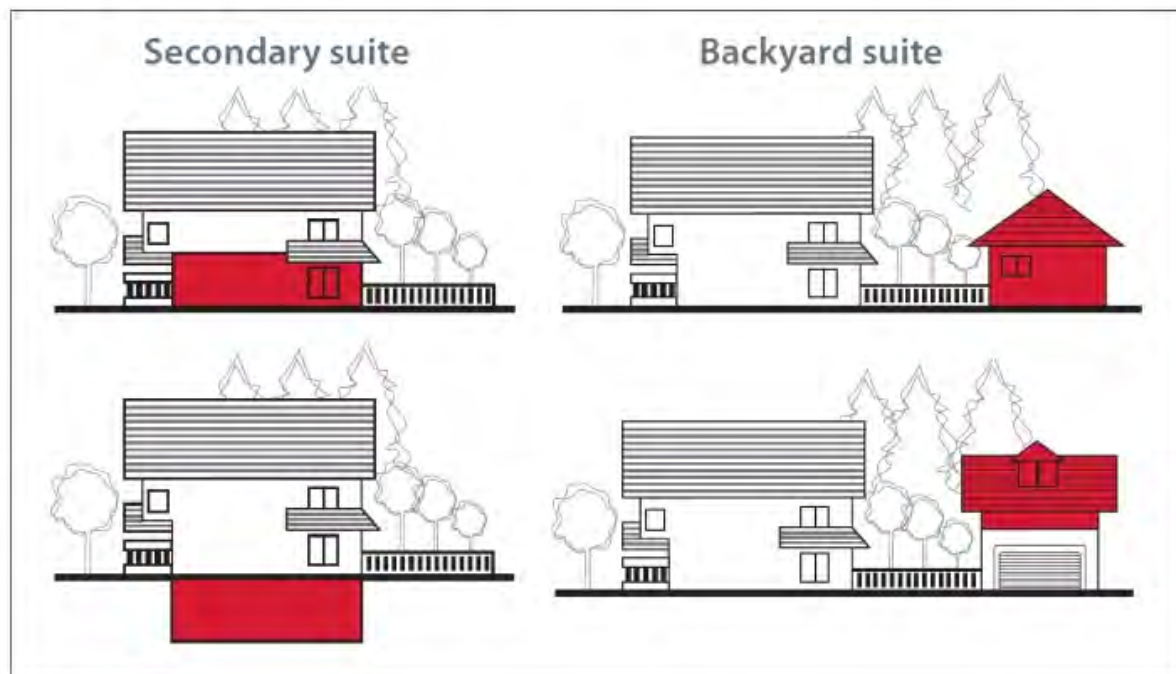
While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms



Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



A detailed silhouette of a surveyor in traditional attire, including a wide-brimmed hat, a long coat with a sash, and breeches with gaiters. The surveyor is positioned on the left, looking through the eyepiece of a theodolite. The theodolite is mounted on a tripod and is the central focus of the image. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 3.09

Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE, LOC2017-0162

EXECUTIVE SUMMARY

This application has been submitted by FAAS Architecture on behalf of 1998285 Alberta Ltd (Harsimer Rattan (Eagle Crest Construction)) and proposes to redesignate the subject site from Commercial – Corridor 3 (C-COR3 f0.25h16) District to Commercial – Corridor 3 (C-COR3 f0.4h16) District to increase the maximum allowable floor area ratio (FAR) from 0.25 to 0.4. Specifically, this application is intended to enable a retail/commercial development which includes the introduction of two-storey buildings with office and daycare uses on the upper floors and a range of retail/consumer service uses at-grade. The proposed redesignation would increase the allowable gross floor area of development on the site from approximately 8,425 square metres (90,685 square feet) to 13,480 square metres (145, 097 square feet).

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 3.37 hectares \pm (8.32 acres \pm) located at 10580 – 42 Street NE (Plan 1610922, Block 5, Lot 1) from Commercial – Corridor 3 (C-COR3 f0.25h16) District **to** Commercial – Corridor 3 (C-COR3 f0.4h16) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The subject site is located within the boundaries of the *Northeast Industrial Area Structure Plan* (ASP). This ASP was approved in 2007 and applies to 560 hectares (1,400 acres) of land in northeast Calgary, west of the Calgary International Airport and south of Stoney Trail NE. The subject parcel was originally planned/designated as part of a comprehensive outline plan and land use application (LOC2006-0089) approved in 2007 for the lands bounded by Country Hills Boulevard NE to the north, future Métis Trail NE to the east, Airport Trail NE to the south, and 36 Street NE to the west. In accordance with the *Northeast Industrial Area Structure Plan*, the outline plan area provides a range of opportunities for business/industrial uses and commercial uses.

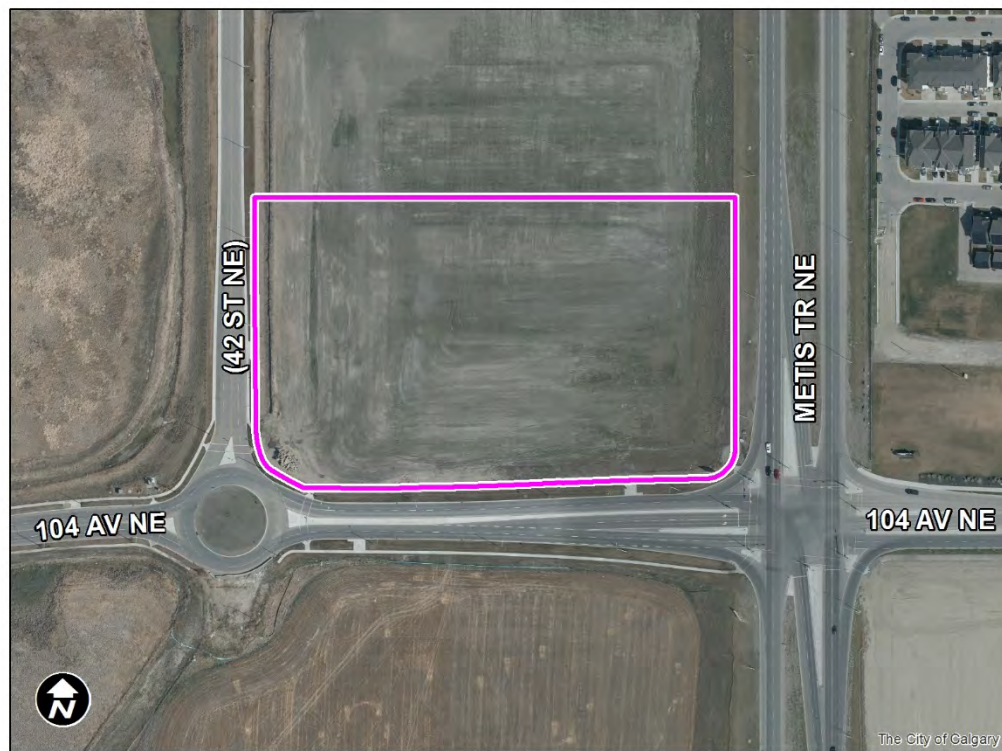
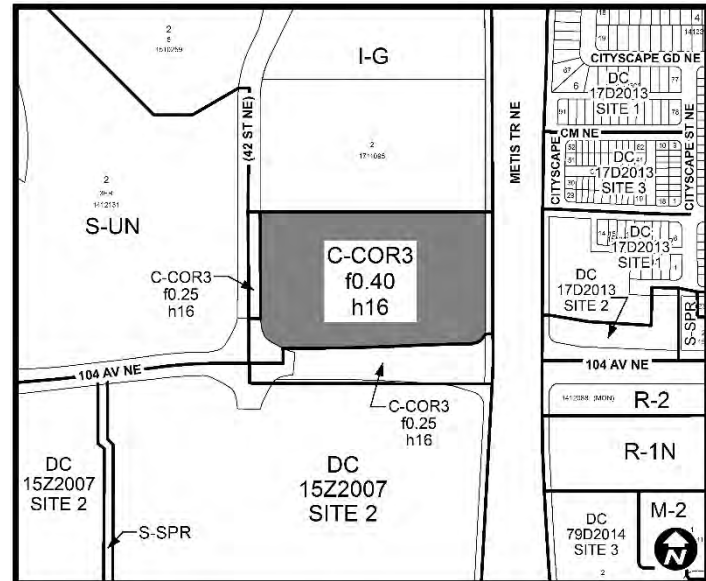
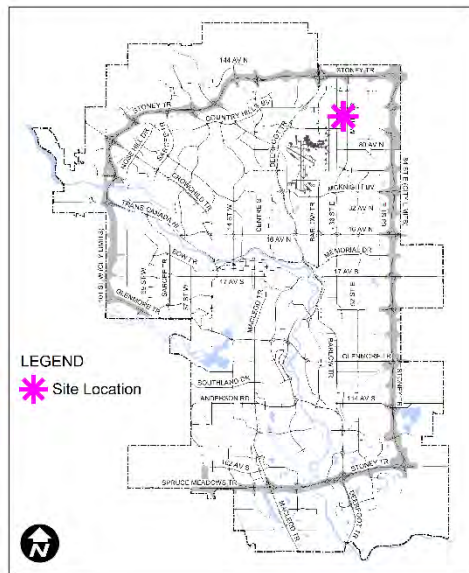
A development permit application (DP2017-1269) proposing five new retail/commercial buildings has been submitted for this site. Given the scale of the proposal, this land use amendment is required in order to facilitate its eventual approval. Administration's review of the development permit including building design, size and mix of uses, and site layout details such as parking, landscaping and site access is currently on-going. The development permit application will be presented to the Calgary Planning Commission with a decision date targeted for Q3 2018. Approval of this land use will provide the land use framework necessary to enable that decision.

Planning & Development Report to
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2018 April 19

ISC: UNRESTRICTED
CPC2018-0397
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Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE, LOC2017-0162

Location Maps



Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE, LOC2017-0162

Site Context

The subject site is approximately 3.37 hectares \pm (8.32 acres \pm) in size and located in the northeast industrial/commercial area of Stoney 3, north of 104 Avenue NE and west of Metis Trail NE. As referenced earlier in this report, the site is situated at the gateway of a large planned industrial/employment subdivision referred to as “Jacksonport”. A large proportion of the lands within the Jacksonport plan area are currently undeveloped but have approved land use and are subdivided. Lands directly to the north are designated I-G, while lands to the south are designated DC to accommodate a mix of retail and commercial employment uses. Lands to the east within the developing community of Cityscape (across Metis Trail NE) contain existing residential uses with planned commercial uses located southeast. The subject site is intended to function as the gateway commercial block to serve the broader Jacksonport employment area. Lands immediately west of the site are comprised of a stormwater management facility and an environmental reserve.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed redesignation would maintain the planned function of this parcel to allow for a mix of retail and commercial uses while allowing for an increased density that more efficiently utilizes the land and enables the introduction of a broader range and mix of uses on the site and a mix of building forms. Further analysis on how this proposal aligns with applicable City policies is provided in the following *Strategic Alignment* section of this report.

Land Use

This application proposes to redesignate the subject site from Commercial – Corridor 3 (C-COR3 f0.25h16) District to Commercial – Corridor 3 (C-COR3 f0.4h16) District to increase the allowable floor area ratio (FAR). The C-COR3 district is intended to provide a framework for the development of mid-scale retail uses within industrial areas and locations along major roads. Given the planned function and context of the site, the C-COR3 land use district is appropriate in order to guide the site’s development. The C-COR3 district is intended to be flexible in its application such that specific building densities for individual sites are established through maximum floor area ratios for specific parcels.

Infrastructure

Transportation Networks

Vehicular access to the site is available from both 104 Avenue NE and 42 Street NE. A Transportation Impact Assessment has been submitted to support the review of this application and the associated development permit application. Given the limited increase in density when considered in the context of the scale of overall development the street network in Jacksonport was planned to accommodate, it is anticipated that the additional density can be accommodated with no modifications to the planned street network.

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Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0397
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Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE, LOC2017-0162

Utilities and Servicing

Water, sanitary and storm sewer mains are available to service the site and can accommodate the proposed additional density without the need for off-site improvements at this time. The specific servicing arrangements will be discussed and reviewed in detail through the development permit process.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant external stakeholders (e.g. YYC, Enmax, etc.) and notice was posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online. Following this Calgary Planning Commission meeting, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, the Commission's recommendation and the date of the Public Hearing will be advertised. No public meetings were held by the Applicant or Administration.

Citizen and Community Association Comments

Given the industrial/commercial nature of the Jacksonport area, no community association exists. It is acknowledged that the site is located directly west of the developing community of Skyview Ranch but given its stage in development, a community association has not yet formed. No citizens' comments were received by the report submission date.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns and proposes an increase in development intensity on this site within an adequately serviced and appropriately planned industrial/business park area.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the "Standard Industrial" area as identified on Map 1 of the *Municipal Development Plan* (MDP). In terms of guiding land use and development on the subject site, the Northeast Industrial ASP provides the most specific and relevant policy direction. However, the proposal is supported by some of the broad objectives of Part 2 – City-Wide Policies of MDP that seek to foster a compact urban form and create a more prosperous diverse economy.

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Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE, LOC2017-0162

Northeast Industrial Area Structure Plan (Statutory – 2007)

The *Northeast Industrial Area Structure Plan* identifies the site as part of a *Business Industrial Area*. The proposed redesignation to allow for an increase in density on the site supports broad goals for the development of business industrial areas outlined in the ASP including:

- provide for successful business and industrial development; and
- to provide for vital and attractive commercial facilities that meet the retail and service needs of regional and local markets.

Of specific relevance to this application, Section 8.0 of the ASP provides policies around maximum densities for various uses. The regulation and oversight of densities within the plan area is primarily guided by the capacity of area transportation infrastructure. Section 8.1.2 of the outlines the maximum density for commercial uses and office uses as 1.0 FAR and 0.5 FAR respectively. In this regard, the proposed FAR increase falls well within the maximum density thresholds and will support other planning objectives relating to the efficient use of land and resources. A Transportation Impact Assessment is being reviewed in conjunction with the Development Permit application in order to identify any necessary local upgrades.

Social, Environmental, Economic (External)

This proposal will allow for additional intensity on a commercial parcel which was planned to serve an adjacent business/industrial park to the west and residential communities to the east. By allowing the increased density it will facilitate a more compact urban form that makes efficient use of land and infrastructure and will enable the introduction of a broader mix of support uses on the site such as day care and office that would be less likely to be realized if current density cap was maintained.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

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Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0397
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Land Use Amendment in Stoney 3 (Ward 5) at 10580 - 42 Street NE, LOC2017-0162

REASON(S) FOR RECOMMENDATION(S):

The proposed land use redesignation which would allow for an increase to the allowable FAR for this site is aligned with the applicable policies of the *Municipal Development Plan* and the *Northeast Industrial Area Structure Plan*. The amendment will enable a density that more effectively utilizes land and infrastructure and facilitates an additional range and mix of support uses such as office and day care. The result will be an enhanced ability to serve the needs of the surrounding employment area and fulfill the site's originally planned function.

ATTACHMENT(S)

1. Attachment 1 – Applicant's Submission

Applicant's Submission



WWW.FAASARCH.COM
303 - 1812 4 street SW CALGARY
AB, T2S 1W1
403 214 7595

April 2, 2018

Michael Davis
michael.davis@calgary.ca
Planner 2, Community Planning North
Planning + Development, City of Calgary

RE: LOC2017-0162

Mr. Davis

This application is to rezone the parcel located at 10580 42 street sw from C-Cor3 F0.25 to a proposed C-Cor3 F0.40, and would permit an additional 5,047sm of building area. The additional area will permit the site to accommodate a mix of retail/commercial and office/daycare uses within one and two storey buildings, with uses consistent with the C-Cor zoning. This application is submitted with a concurrent Development Permit application for the site with details a development consistent with the proposed rezoning application.

The increase FAR is modest in scale and consistent with the maximum density thresholds for the area outlined in the Northeast Industrial Area ASP. The increase further supports the MDP objectives regarding compact form and efficient use of land and infrastructure.

This application was accompanied with a Traffic Impact Assessment study that has concluded there are no issues arising from the modest increase in FAR. As such we ask that the land use application being proposed be supported by administration.

Thank you.

MICHAEL FARRAR

AAA MRAIC LEED AP
Michael@faasarch.com
403.629.7589

A detailed silhouette of a surveyor in traditional attire, including a wide-brimmed hat, a long coat with a sash, and breeches with gaiters. The surveyor is positioned on the left, looking through the eyepiece of a theodolite mounted on a tripod. The theodolite is a complex optical instrument used for measuring angles in geodesy and engineering. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 4.01

Planning & Development Report to
Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0466
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Policy and Land Use Amendment in Parkdale (Ward 7) at 3431 and 3435 – 5 Avenue NW, LOC2016-0313

EXECUTIVE SUMMARY

This application was submitted by Seika Architecture on 2017 June 14 on behalf of Ranjit K Wadh and Paramount Homes Inc. The application proposes to change the designation of these properties from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – Contextual Medium Profile (M-C2) District to allow for:

- multi-residential buildings (e.g. townhouses, apartment buildings);
- a maximum building floor area of 2847 square metres, based on a building floor to parcel area ratio (FAR) of 2.5; and
- the uses listed in the proposed M-C2 designation.

An amendment to the *Parkdale Neighbourhood Activity Centre Area Redevelopment Plan* is required to accommodate the proposed land use redesignation. The proposal conforms to the Area Redevelopment Plan as amended and is in keeping with the applicable policies of the *Municipal Development Plan*.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendment to the Parkdale Neighbourhood Activity Centre Area Redevelopment Plan (Attachment 2);
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.11 hectares ± (0.27 acres ±) located at 3431 and 3435 – 5 Avenue NW (Plan 2262GJ, Block X, Lots 14 and 15) from Multi-Residential – Contextual Low Profile (M-C1) District **to** Multi-Residential – Contextual Medium Profile (M-C2) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS DIRECTION / POLICY

At the 2017 August 24 Calgary Planning Commission meeting, the Commission referred the proposed redesignation back to the Administration to return to Calgary Planning Commission when the associated Development Permit has been reviewed by the Urban Design Review Panel and is prepared to be reviewed by the Calgary Planning Commission.

Policy and Land Use Amendment in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW, LOC2016-0313

BACKGROUND

Calgary Planning Commission Directives

The Calgary Planning Commission referred the application back to the Administration to return to Calgary Planning Commission when the associated development permit has been reviewed by the Urban Design Review Panel and is prepared to be reviewed by the Calgary Planning Commission. As the development permit is now ready for approval Administration is bringing both the land use amendment application and development permit back to Calgary Planning Commission.

In regard to review of this development permit by Urban Design Review Panel, Administration determined the Panel's current schedule could not accommodate a timely review. City Wide Urban Design did review the application and felt that it satisfied Urban Design expectations for buildings of this scale and context with regard to street edge, frontage, massing, and materiality. As such, it was determined that additional review by Urban Design Review Panel would not be possible or necessary at this time.

Site Context

The subject site is comprised of two parcels situated on the south side of 5 Avenue NW between 33 Street and 34 Street NW in the community of Parkdale. The site is currently occupied by older single detached dwellings. Surrounding the subject site are multi-residential buildings to the east, west and south. Across 5 Avenue NW, to the north are a mix of single and semi-detached dwellings. South of the subject site is commercial area focused around Parkdale Crescent NW and 3 Avenue NW.

As identified in *Figure 1*, the community of Parkdale has seen population decline over time after reaching its population peak in 1968.

Figure 1: Community Peak Population

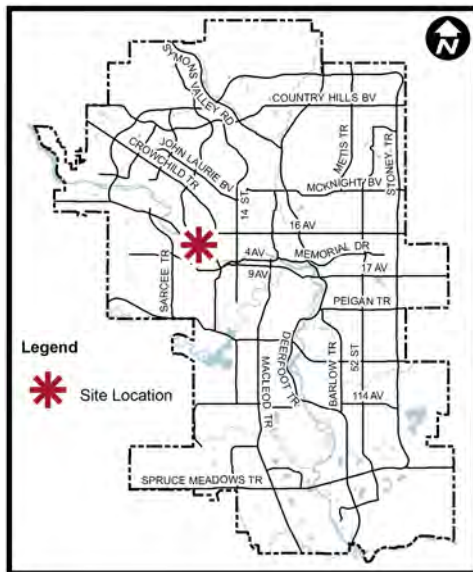
Parkdale	
Peak Population Year	1968
Peak Population	2,581
2017 Current Population	2,565
Difference in Population (Number)	-16
Difference in Population (Percent)	-1%

Source: *The City of Calgary 2017 Census*

Additional demographic and socio-economic information may be obtained online on the [Parkdale](#) community profile.

Policy and Land Use Amendment in Parkdale (Ward 7) at 3431 and 3435 - 5
Avenue NW, LOC2016-0313

Location Maps



Policy and Land Use Amendment in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW, LOC2016-0313

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. The proposal meets the objectives of applicable policies as discussed in the Strategic Alignment of this report.

Land Use

The current land use district for the site is Multi-Residential – Contextual Low Profile (M-C1) District. This would allow for multi-residential development on the site with a maximum height of 14 metres and a density of 148 units per hectare.

The proposed land use district is Multi-Residential – Contextual Medium Profile (M-C2) District. The M-C2 District is intended to accommodate multi-residential development of medium height and density in a variety of forms. The rules of the M-C2 District provide for development that varies in building height (max. 16 metres) and front setback areas in a manner that reflects the immediate context and is considered appropriate in close proximity to low density development. Density on the subject site would be controlled through floor area ratio (2.5 FAR) to provide flexibility in building form and dwelling unit size and number.

Implementation

On 2017 January 23, a development permit (DP2017-2596) application for the redevelopment of these parcels was submitted and is also at Calgary Planning Commission for recommendation. The development permit proposes a four-storey, 19-unit multi-residential building. Although the decision on the development permit will be made by Calgary Planning Commission, it will not be final until Council has made a decision on this redesignation application.

Infrastructure

Transportation Networks

A Traffic Impact Assessment was not required as part of this application. The subject site is located within walking distance from nearby transit stops for several bus routes on 3 Avenue NW.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at development permit stage.

Policy and Land Use Amendment in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW, LOC2016-0313

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised on-line.

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

The Parkdale Community Association was circulated as part of this application and submitted a letter in opposition to the proposed land use amendment (Attachment 3). The Parkdale CA outlined the following concerns:

- the existing zoning is appropriate for the site;
- potential issues with privacy and shadowing;
- parking issues;
- traffic and safety; and
- the ad hoc nature of the redesignation.

Twenty-one letters were received from the adjacent residents in opposition to the application. The letters expressed the following concerns:

- fit with the surrounding neighbourhood;
- increase in density and massing;
- loss of privacy, sunlight and views;
- potential decrease in property values;
- goes against the ARP policy;
- traffic and safety issues; and
- parking availability.

A petition was also submitted with 12 signatures opposing the land use change.

Engagement

Subsequent to the land use application proceeding to Calgary Planning Commission, the applicant held a public open house for the project in 2017 September. The open house was well attended; however the feedback was primarily negative. Concerns included parking, building height, overlooking, and building placement on the site.

**Policy and Land Use Amendment in Parkdale (Ward 7) at 3431 and 3435 - 5
Avenue NW, LOC2016-0313**

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP). While the SSRP makes no specific reference to the site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory, 2009)

The subject site is located within the Developed Residential –Inner City Area as identified on Map 1 of the MDP. Both City-Wide policies and Inner City Area policies apply. In general, these policies encourage redevelopment in inner city communities that is similar in scale and built-form to existing development, including a mix of housing. In addition, MDP policies encourage higher residential densities in areas that are more extensively served by existing infrastructure, public facilities, and transit.

This site is also located on the edge of the Neighbourhood Activity Centre area around Parkdale Crescent NW. Policy for Neighbourhood Activity Centre's states that these areas should contain a broad range of ground-oriented and low-density apartment housing and a mix of housing tenure and affordability to accommodate a diverse range of the population.

Parkdale Neighbourhood Activity Centre Area Redevelopment Plan (Statutory, 2013)

The subject site falls within the Parkdale Neighbourhood Activity Centre Area Redevelopment Plan and is situated in the area identified for residential development. An Area Redevelopment Plan amendment is required to accommodate the proposed land use amendment (Attachment 2). The Area Redevelopment Plan currently states that the existing land use (M-C1) is appropriate for the subject site. The amendment would allow for the proposed land use of M-C2 while restricting the building height to 14 metres and four storeys in order to better fit the context of the surrounding M-C1 development.

Social, Environmental, Economic (External)

The recommended land use allows for greater density, including more housing opportunities within a walkable community close to transit and commercial services, and as such, the proposed change may add to the vibrancy of the Neighbourhood Activity Centre and active street environment.

An Environmental Site Assessment was not required for this application.

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**Policy and Land Use Amendment in Parkdale (Ward 7) at 3431 and 3435 - 5
Avenue NW, LOC2016-0313**

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed land use amendment is in keeping with the vision of the Parkdale Neighbourhood Activity Centre Area Redevelopment Plan and is consistent with the Municipal Development Plan (MDP). The site is in close proximity to public transit and to major streets and is located adjacent to a Neighbourhood Activity Centre.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendment to the Parkdale Neighbourhood Activity Centre Area Redevelopment Plan
3. Parkdale Community Association Letter

Applicant's Submission

Site Context and Background

The total land is 0.113ha (0.28ac). The north part of the land faces lane. South part of the land faces lane. East part the land faces multi residential development. West side of the land faces 5h Ave N.W. The area surrounding the subject site consists of lands designated as MC1, MC2, pattern throughout most of the area. The majority of the existing built form is characterized by a mix of two to three storey developments containing a variety of residential buildings.

Proposed Land Use District

The proposed Multi Residential-Contextual Medium Profile MC 2 (Grade-Oriented) District is generally characterized by variety of housing forms, close proximity or adjacent to low density residential and multi residential development.

Site Characteristics

The subject site has a significant flat that increases appropriateness to develop with most economical buildings configuration. The site is located at near intersection of 34 Street N.W. and 5 Ave N.W. It will provide more value to develop the land with more appropriate uses for multi residential development.

Built form of the proposed development-

The four story residential building is design base on following key consideration:

1. Contextual ground oriented multi residential development from the surrounding 5th ave and two lanes.
2. The proposed development demonstrate that it has given priority to the contextual influence of neighboring properties and made a delight effort to arrange a careful relationship between existing and new development through detailing, building form, building materials and exterior colours.
3. The proposed building form, balconies with planters, and entrance enhance with existing character of the context, provide an aesthetically pleasing view for the neighboring residence.
4. The development will provide variety of housing types. The sensitive integrated different types of housing into a community in order to allow people to age in place as well as provide for grater densities within communities to better utilize existing infrastructure.

Based on restricting the building to four stories; capping the height at 14 metres; and adding guidelines that require the fourth storey to be setback from the facade of the lower floors (approximately 1m), proposed building form enhances the existing character of the context.

The proposed land use district is appropriate as it is complimentary to the established land use pattern of the area and allows for a more efficient use of the land.

**Proposed Amendment to the Parkdale Neighbourhood Activity Centre Area
Redevelopment Plan**

a) Under Subsection 1.11, Land Use, under Policy 2., at the end of the policy add the following:

“For the sites at 3431 and 3435 5 Avenue NW a land use of M-C2 is considered appropriate. Any development should:

- Have a building height of no more than 14 metres and be no more than four storeys; and
- Setback the upper floor from the lower floors in order to reduce the massing of the building.”

Parkdale Community Association Letter



PARKDALE COMMUNITY ASSOCIATION

3512 - 5th Avenue NW, Calgary AB, T2N 0V7

Tel: (403) 283-5767 E-mail: office@parkdalecommunity.com

March 10, 2017

Steve Jones, File Manager

The City of Calgary

Development and Building Approvals

By email: Steve.Jones2@calgary.ca

Dear Mr. Jones,

**Subject: Request for Comment on Application for Rezoning M-C1 to M-C2
LOC2016-0313. 3431 5th Ave NW, Parkdale 0.11 ha**

I am responding to the subject Request for Comment on behalf of Parkdale Community Association (PCA) Planning & Development (P&D) Committee and would like to record a number of concerns with this proposal. We reviewed the documents you forwarded to us, reviewed the proposal with regard to the City of Calgary Land Use Bylaw, the City of Calgary Land Use Re-designation guide (found on the City of Calgary web site <http://www.calgary.ca/PDA/pd/Pages/Residential-Building-and-Development/Land-use-redesignation.aspx?redirect=/pda/pd/pages/zoning.aspx>), and also the Enriching Parkdale: Parkdale Community Development and Design Study (04.24.2015) document.

We comment as follows:

A. City of Calgary Land Use Re-designation Guide:

The City of Calgary Land Use Re-designation guide requires the following considerations by the applicant prior to application:

- Consultation with neighbours, the community association and ward councillor.

We were not contacted by the applicant so the P&D Committee initiated contact with the applicant to ask for a meeting. Because of our request we met with the applicant's representative, Seika Architecture (Ajith Karunasena) for the first time at our monthly meeting on March 14th.

Mr. Karunasena indicated that by maximising the area available for development of the site he could develop 24 underground parking stalls on a single parking level. Using reverse logic he then back calculated the maximum number of units that could be built for this parking availability, according to the Land Use Bylaw. Thus he justified the construction of 21 units in order to "pay for the parking stalls". This is not a valid reason to increase the density and change the land use and have such a detrimental impact on the streetscape and the neighbourhood.

There has been no effort by the applicant to reach out to the neighbours for consultation. They only became aware about the proposed development when signage appeared on the site, which then led them to contact the PCA.

Parkdale Community Association Letter

B. Enriching Parkdale: Parkdale Community Development and Design Study (04.24.2015) Document



This document (attached) provides guidance to the P&D Committee and the PCA Board when making development decisions in Parkdale. It was prepared in 2015 in association with the Faculty of Environmental Design at the University of Calgary. It has been adopted by the PCA Board and acts as Parkdale's Area Redevelopment Plan, in the absence of an ARP being prepared by the City of Calgary.

Enriching Parkdale was developed in 2015 following months of discussion with the P&D Committee and the PCA Board. Three open houses were held to obtain community input. Enriching Parkdale was presented to a large group of City of Calgary planners, transportation engineers, municipal servicing engineers, open space experts and others who are responsible for approving development applications in the City. Those in attendance agreed it should be used to help guide future development in Parkdale. Although it does not have statutory standing, it received a very favourable response as a successful community-initiated planning document and we encourage all planners to use it as a reference guide. Enriching Parkdale also received a very positive response from Parkdale's City Councillor, Druh Farrell who suggested it be used as a guide by other communities to formulate their own document.

The most relevant section of Enriching Parkdale which applies to the subject re-designation application begins on page 45 and is entitled Infill Housing. It describes Parkdale's approach to densification. Recommendations 3.2.1, 3.2.2, 3.2.3 and 3.2.4 in Enriching Parkdale contain direction to the approving agencies which include requiring conformance to building massing standards to protect the existing character of the neighbourhood.

The multifamily (MC-1 and MC-2) zoned areas are not included per-se in this document as development (similar to the condominium pictured on page 46 and the complex on the SE corner of 3rd Ave and 34th St) in accordance with the current zoning was assumed.

C. P&D Review

The applicant proposes to change the zoning of the site so he can increase density from 16 allowed under the current M-C1 to 21 units by up-zoning to MC-2.

The applicant states he is restricting the building to 4 stories and capping the height at 14m, however should the rezoning be approved there is no way to prevent the applicant from maxing out the site to the 16m height and FAR allowed under MC-2.

The current MC-1 zoning is appropriate for the site. There are recent developments to the west (a 24 unit condominium complex) and to the east (multiplex developments on 50' frontages) that have enhanced the neighbourhood, increased density and act as a buffer between the existing MC-2 and CN-1 areas to the south and the RC-2 neighbourhood on the north side 5th Ave.

Parkdale Community Association Letter

A review of the Land Use Bylaw, 1P2007, shows:

- 586 (f): MC-1 is intended to be in close proximity or adjacent to low density residential development;

The site is adjacent to low density residential development and thus the current MC-1 which is intended to be in close proximity to low density residential zoning is appropriate and should be maintained.

- 595 (g) & (h): MC-2 is in close proximity to, or adjacent to, low density residential development; and is typically located at community nodes or transit and transportation corridors and nodes;

The site is not at a community node nor at a transit/transportation corridor/node and thus MC-2 is totally inappropriate for the site. The transit node is located at 29th St NW and Parkdale Blvd which is an 8 to 10 minute walk away.

P&D Committee members have met with the adjacent neighbours and others in the immediate surrounding areas who are concerned about the height and additional density of this proposed development. **The proposed development will have a detrimental impact on the surrounding single family, semi-detached and multi-plex developments. The neighbours are also concerned about their privacy being threatened by windows from the development looming above and providing full access views into their homes. In addition, they are concerned about living in darkness from shadowing imposed by this building height and mass and the proposed minimal setbacks. The neighbours will be sending letters to the file manager in opposition to this proposed land use amendment.**

This large building with reduced front setbacks, compared to the adjacent 4 –plexes and single family dwellings, will block their views to the nearby park and their access to sunlight. It will change the context of the neighbourhood and the entire streetscape with a negative impact on the block with the height and massing of the building. In addition, there will be significant overlooking into the balconies of the existing Riverton condominiums, impacting their privacy and enjoyment of their units. The Riverton incorporated a roof garden into its design and the proposed development's shadow would negatively impact this amenity space.

The P&D Committee is very concerned that ad hoc zoning changes in the neighborhood are unfair to adjacent tax-paying land owners who bought, developed and lived on the adjoining lands believing the current zoning was created after careful, thoughtful master planning by the City, and would not change.

Street parking is already an issue in this block; additional vehicles from the Riverton and other multifamily units, Foothills Medical Centre and the University of Calgary Foothill Campus day parkers completely fill the street parking already on a daily basis. There is a children's playground and ball diamond in close proximity to the proposed development plus there is daily school bus pick up by the playground. The additional vehicular traffic will pose significant safety issues. In addition, 5th Ave NW already experiences traffic congestion with a great deal of cut-through traffic which increases annually.

Parkdale Community Association Letter

D. Additional Comments

- Consultation with neighbours: this step needs to be fulfilled to meet the City's requirements and should proceed quickly. Currently the applicant has not provided any information to the neighbours. A community consultation e.g. a Town Hall event must occur. We feel that the proposal will have a significant effect on the nature of our community and it therefore requires input from residents of Parkdale.
- The current zoning of M-C1 must stand.
- We will appeal this application should it be approved.
- It is not clear what the contextual setback is on 5th Av. The applicant had not calculated the value but had applied a 3m value as a given. More clarity is required on this issue.

The PCA does not support this rezoning application.

If you have any questions regarding this review, please contact Deborah Curley at dcurley@shaw.ca and/or Bill Biccum Parkdale Community Association, Bill.Biccum@parkdalecommunity.com. Please notify the PCA of any developments on the decision regarding this application.

Sincerely,

Derek Brown
Deborah Curley
Planning & Development Committee
Parkdale Community Association

cc: Alderman Druh Farrell ward07@calgary.ca
PCA office, Bill.Biccum@parkdalecommunity.com

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 4.02

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

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**Development Permit in Parkdale (Ward 7) at 3431 and 3435 – 5 Avenue NW,
DP2017-2596**

EXECUTIVE SUMMARY

This application was submitted by Seika Architecture on 2017 June 14 on behalf of Ranjit K Wadh and Paramount Homes Inc. The application proposes a new multi-residential development including:

- a total of 19 residential units (3 one-bedroom, 15 two-bedroom and 1 three-bedroom units);
- four storeys (14 metres); and
- a total of 25 parking stalls including 4 visitor.

The proposed development is consistent with applicable City policies including those of the *Municipal Development Plan* (MDP) and the *Parkdale Neighbourhood Activity Centre Area Redevelopment Plan* (ARP) as amended. The proposal also aligns with the intent of the Multi-Residential – Contextual Medium Profile (M-C2) District of Land Use Bylaw 1P2007.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission:

1. **RECEIVE AND ACCEPT** this report and attachments for information; and
2. Recommend the Development Authority, without having to return to Calgary Planning Commission, **APPROVE** Development Permit DP2017-2596 of a New: Multi-Residential Development (1 building) at 3431 and 3435 – 5 Avenue NW (Plan 2262GJ, Block X, Lots 14 and 15), with conditions (Attachment 2), subject to the approval of the bylaw amendment associated with LOC2016-0313 by Council.

PREVIOUS DIRECTION / POLICY

At the 2017 August 24 Calgary Planning Commission Meeting, the Commission referred the proposed redesignation (LOC2016-0313) of the sites located at 3431 and 3435 – 5 Avenue NW from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – Contextual Medium Profile (M-C2) District back to the Administration to return to Calgary Planning Commission when the associated development permit has been reviewed by the Urban Design Review Panel and is prepared to be reviewed by the Calgary Planning Commission.

BACKGROUND

On 2016 November 24, a land use and policy amendment application was submitted to redesignate the subject site (3431 and 3435 - 5 Avenue NW) from the Multi-Residential – Contextual Low Profile (M-C1) District to the Multi-Residential – Contextual Medium Profile (M-C2) District to allow for a new multi-residential development.

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**Development Permit in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW,
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On 2017 June 14, this development permit was submitted, at which point the file was circulated to relevant internal and external groups and was notice posted in order to obtain feedback from the local community.

On 2017 August 24, Calgary Planning Commission referred the proposed land use amendment back to Administration to return with the associated development permit.

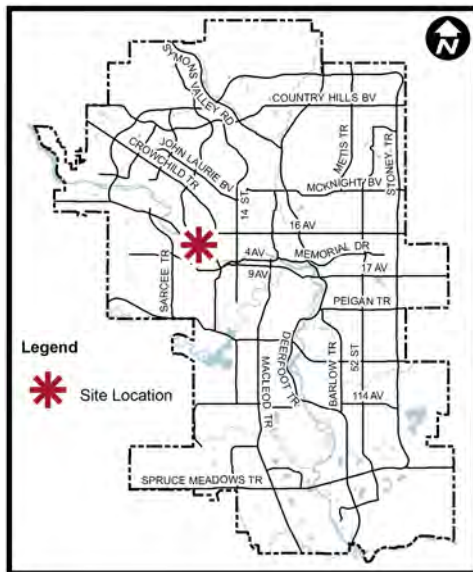
Site Context

The proposal is located within the northwest inner-city community of Parkdale. The site is located adjacent to sites designated as M-C1 and M-C2 Districts and consists of a mix of multi-residential dwellings and some single and semi-detached dwellings. The area across 5 Avenue NW is designated R-C2 and is made up of single and semi-detached dwellings. The site is also in close proximity to the commercial development located along Parkdale Crescent NW. More specifically, the site is adjoined by a three storey apartment building to the west, and a fourplex to the east.

The subject site is 0.11 hectares in size and consists of two separate parcels (3431 and 3435 – 5 Avenue NW), with lane access to the rear and side. These parcels will be required to be consolidated as per the conditions attached to this application. Each parcel is currently developed with a single detached dwelling. The existing buildings are required to be demolished in order to accommodate the proposed multi-residential development.

Development Permit in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW,
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Location Maps



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**Development Permit in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW,
DP2017-2596**

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Application Review

On 2017 July 18, a detailed team review of the development permit was sent to the applicant. Initial concerns with the proposed development included the interface of the ground floor units with the sidewalk and the treatment along the west side of the site along the lane. Further, amendments were required in order to align with relevant policies and bylaws.

On 2017 December 20, the applicant submitted revised drawings in response to comments received from the community and Administration. As several items were still outstanding a second detailed team review was sent to the applicant on 2018 January 23.

On 2017 March 07, the applicant submitted revised drawings in response to comments received from Administration. While several items are still outstanding and need to be resolved prior to release of the development permit (Attachment 2), the applicant addressed the majority of comments and amended the plans to the satisfaction of Administration.

Citywide Urban Design

The proposed development was reviewed by the City Wide Urban Design team throughout the CPAG review process. The Urban Design team felt that the development satisfies Urban Design expectations for buildings of this scale and context with regard to street edge, frontage, massing, and materiality.

Site and Building Design

The application proposes a four-storey multi-residential development with a total of 19 units. Three of these are one-bedroom units, fifteen are two-bedroom units, and there is one three-bedroom unit. In addition to the common entrance lobby fronting 5 Avenue NW, individual unit entries are proposed at-grade to provide direct connections from each unit's main floor to the street and the side lane. A sidewalk has also been provided on the subject site along the length of lane to the west.

Although the proposed building is four storeys, the applicant has attempted to be respectful of adjacent buildings by setting back the top floor from the floors below. This assists in reducing the perceived mass and height of the building from the pedestrian scale. The building has been pushed towards 5 Avenue NW in order to activate the frontage and create visual interest for pedestrians. This has also been facilitated by providing the ground floor units with direct access to the sidewalk along the street.

The building utilizes a combination of stucco, wood and cultured stone. The cultured stone has been provided along the ground floor with the other materials featured throughout the façade of each elevation with the majority of detail provided on the front and side elevations. According to the applicant the materials have been selected in order to suit the contemporary architectural style of the building.

**Development Permit in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW,
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Landscaping

The building foot print maximizes the site area and as such the landscaped portions of the site serve primarily as a visual function. The landscaped areas are coordinated with the utility infrastructure to provide as large a visual impact as possible. These areas have been designed as garden spaces to provide curb appeal from the street and a visual amenity for the residents. Plants were selected primarily to provide good seasonal variation in terms of colour and texture as well as a good mix of deciduous and coniferous trees. Additionally, the applicant has selected plants that would perform well in the local climate with a minimal amount of maintenance issues.

Infrastructure

Transportation Networks

The subject site is approximately 230 metres from the nearest bus stop on 3 Avenue NW (route 305, providing service to/from downtown). The site is also within walking distance of the Bow River Pathway. Vehicular access is available from the existing rear lane, which will be paved both at the rear and the side of the site. A Traffic Impact Assessment was not required for this application.

The overall parking supply includes a 'bylaw' surplus of four parking stalls. There is sufficient provision of visitor parking as well as sufficient provision of Class 1 and Class 2 bicycle parking, with Class 2 stalls provided near the main entry along 5 Avenue.

Utilities and Servicing

Presently, there is no storm sewer adjacent to the subject property, therefore, a storm sewer extension is required in order to service the land. The storm sewer extension will be provided at the expense of the developer in accordance with the conditions of approval. All reports and studies indicate no upgrades are required to water and sanitary sewer mains.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. The application has been advertised at www.calgary.ca/development.

The decision made by Calgary Planning Commission will be advertised in accordance with the *Municipal Government Act*. As this development permit is for a discretionary use, an appeal may be filed based on the decision on the entire permit, the decision to grant a relaxation, or any of the conditions placed on an approval.

The Parkdale Community Association reviewed the application and provided comments on 2017 July 04 (Attachment 3). In the letter the Association indicated their opposition to the redesignation and proposed redevelopment. Their concerns were focused on:

**Development Permit in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW,
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- the existing zoning continuing to be appropriate for the site;
- building design negatively impacting privacy and shadowing;
- proposed massing does not fit the with the neighbourhood context and streetscape; and
- number of units provided will lead to parking issues.

Seven letters from the public were received by the report submission date. Six of these were in opposition to the development permit. Reasons stated for opposition are summarized as follows:

- traffic and parking;
- removal of trees;
- erosion of the neighbourhood feel;
- loss of privacy;
- shadowing; and
- impact on city services and property values.

As mentioned in the previous section, the applicant has addressed relevant concerns by designing the building to fit the neighbourhood context through the reduction in the size of the top floor as well as through reducing the number of units and the provision of the required number of parking stalls.

Engagement

The applicant held an open house/town hall on 2017 September 08. Administration attended the open house to answer any process and policy-related questions. The open house was well attended, however the feedback was primarily negative. Concerns included parking, building height, overlooking, and building placement on the site. In response to the community concerns raised at the open house the applicant reduced the overall number of units proposed from 21 to 19.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The subject site is located in the 'Residential – Developed – Inner City' area as identified on Map 1: Urban Structure in the *Municipal Development Plan*. Within the Inner City area typology, it is acknowledged that intensification and change will continue to occur in these areas, and that it is important to maintain stable neighbourhoods. Land use policies for the Inner City Area

**Development Permit in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW,
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support intensification that is consistent and compatible with the existing character of neighbourhoods, and provides at-grade entries with front-door access.

In accordance with city-wide policies, greater housing choices are encouraged in locations close to job markets and in areas well served by the Primary Transit Network in order to support transit and emphasize a pedestrian oriented environment. Further, optimization of existing infrastructure and services is encouraged as is the efficient use of land. Regarding urban design, the policies promote the protection and inclusion of trees as a means to support pedestrian and amenity areas.

The proposed development is consistent with the Municipal Development Plan, specifically as it creates a multi-residential development comprising a range of unit types with at-grade entries framed by landscaping, within close proximity to existing transit and employment.

Parkdale Neighbourhood Activity Centre Area Redevelopment Plan (Statutory, 2013)

The subject site falls within the *Parkdale Neighbourhood Activity Centre Area Redevelopment Plan* and is situated in the area identified for residential development. An Area Redevelopment Plan amendment is required and is accompanying the proposed land use amendment (see LOC2016-0313). The Area Redevelopment Plan currently states that the existing land use (M-C1) is appropriate for the subject site. The amendment would allow for the proposed land use of M-C2 while restricting the building height to 14 metres and four storeys in order to better fit the context of the surrounding development.

Section 1.12 Urban Design of the Plan provides for urban design policies to ensure development contributes to further improvement in the quality of the area. Pertinent policies speak to maintaining the distinct residential edge, using high quality and durable materials at-grade and buildings being no more than four storeys (16 metres) in height. Policy in section 1.13 Mobility also requires new development to provide the minimum required parking on site with access from the rear lane. The proposed development is consistent with Parkdale Neighbourhood Activity Centre Area Redevelopment Plan policies including the proposed amendment.

Land Use Bylaw 1P2007 (Statutory – 2007)

The proposed land use amendment would redesignate the site to Multi-Residential – Contextual Medium Profile (M-C2) District. This District allows for multi-residential development in a variety of forms with a maximum building height of 16 metres and a maximum floor area ratio of 2.5.

The application proposes one (1) bylaw non-compliance that is identified in the table below. The relaxation pertains to the ground floor units as the intention is for these units to provide direct access to grade and be pedestrian oriented. This relaxation is supported by Administration as these units contribute to the overall goals of the area policy and are considered to have a minimal impact to adjacent development.

**Development Permit in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW,
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Bylaw Relaxation		
Regulation	Standard	Provided
557 Amenity Space	Patio for Common and Private Amenity Spaces (7) Where a patio is located within 4.0 m of a lane or another parcel, it must be screened.	Plans indicate the south and west patios/balconies as not being screened.

Social, Environmental, Economic (External)
Social

The proposed multi-residential building allows for a wider range of housing types than is presently available on the site. The proposal includes a range of unit types, including a three-bedroom unit, within proximity to existing transit and employment.

Environmental

An environmental site assessment was not required, due to there being no history of contamination associated with this parcel.

Economic (External)

The proposed development will increase the density of the site considerably, providing a larger base of residents to use surrounding services, amenities and surrounding commercial services.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to current or future operating budgets at this time.

Current and Future Capital Budget:

The proposed development does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are not significant risks associated with this proposal.

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**Development Permit in Parkdale (Ward 7) at 3431 and 3435 - 5 Avenue NW,
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REASON(S) FOR RECOMMENDATION(S):

The proposed development meets the intent of City policies, is consistent with the overarching policies of the *Municipal Development Plan* and conforms to the intent and direction of the *Parkdale Neighbourhood Activity Centre Area Redevelopment Plan*. The proposal provides a modest increase in density on a site well-supported by public transit and in close proximity to employment, commercial and community services. The design is sensitive to adjoining residential uses and creates a strong pedestrian presence through the use of individual at-grade entries. The proposed development meets the intent of the Land Use Bylaw, with a supportable relaxation.

ATTACHMENT(S)

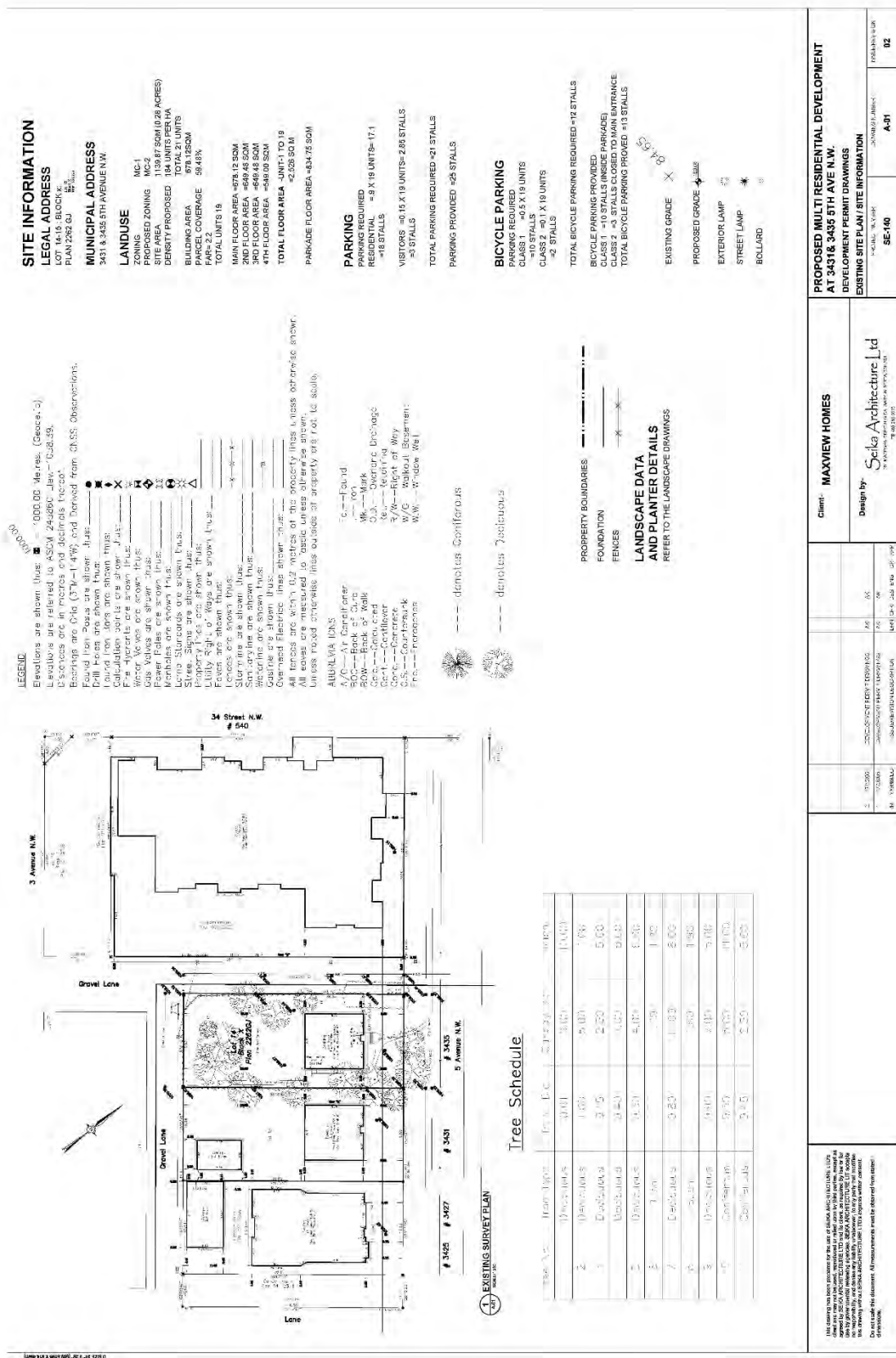
1. Development Permit Plans
2. Conditions of Approval
3. Parkdale Community Association Letter

Development Permit Plans

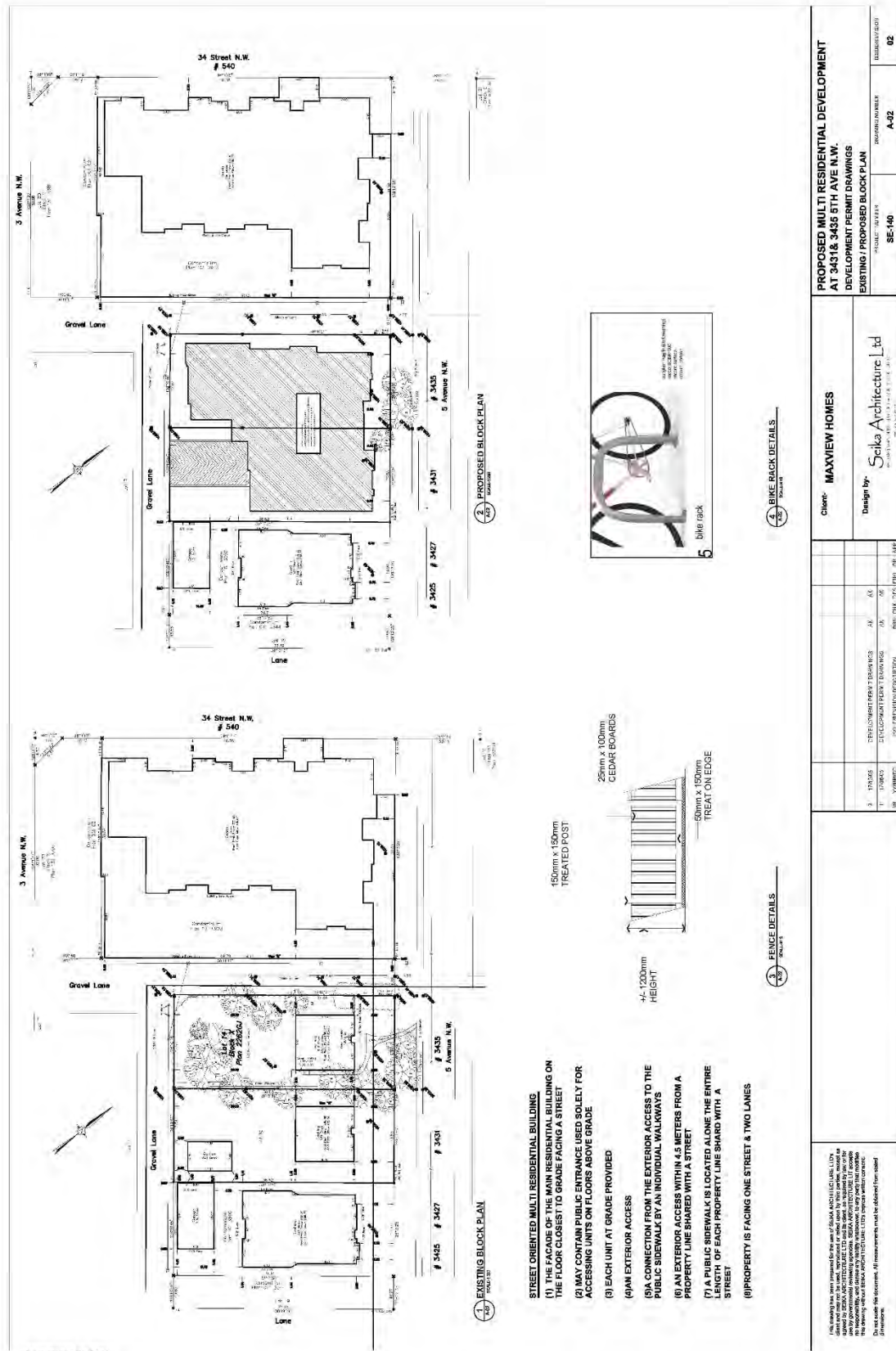
**PROPOSED MULTI RESIDENTIAL DEVELOPMENT
AT 3431& 3435 5TH AVE N.W.
DEVELOPMENT PERMIT DRAWINGS**

Client-	MAXVIEW HOMES
Design by-	<i>Seika Architecture Ltd</i> 951 MACEWAN DRIVE N.W. CALGARY ALBERTA, T3K 3R1 TE-403-210 5285

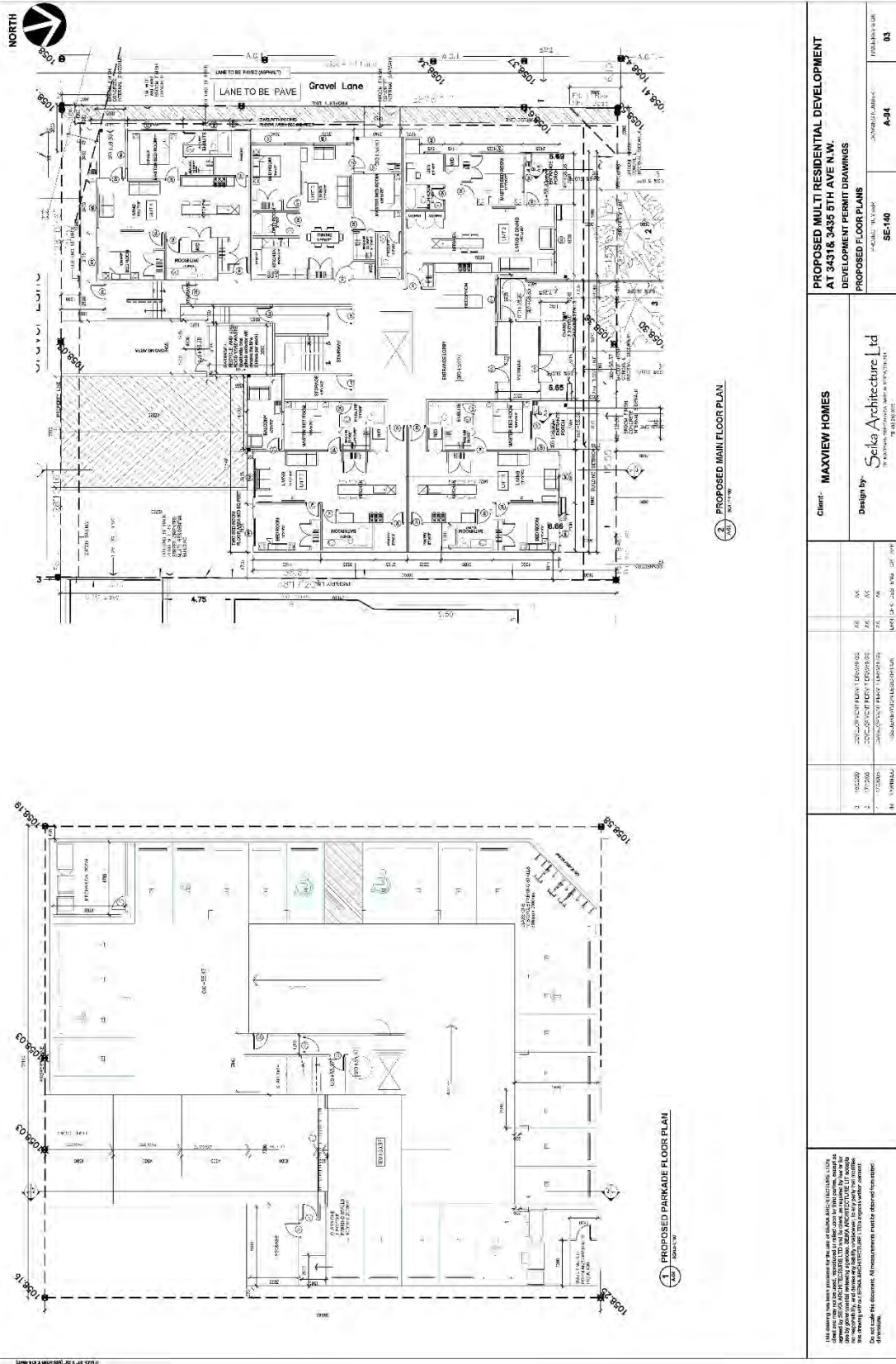
Development Permit Plans



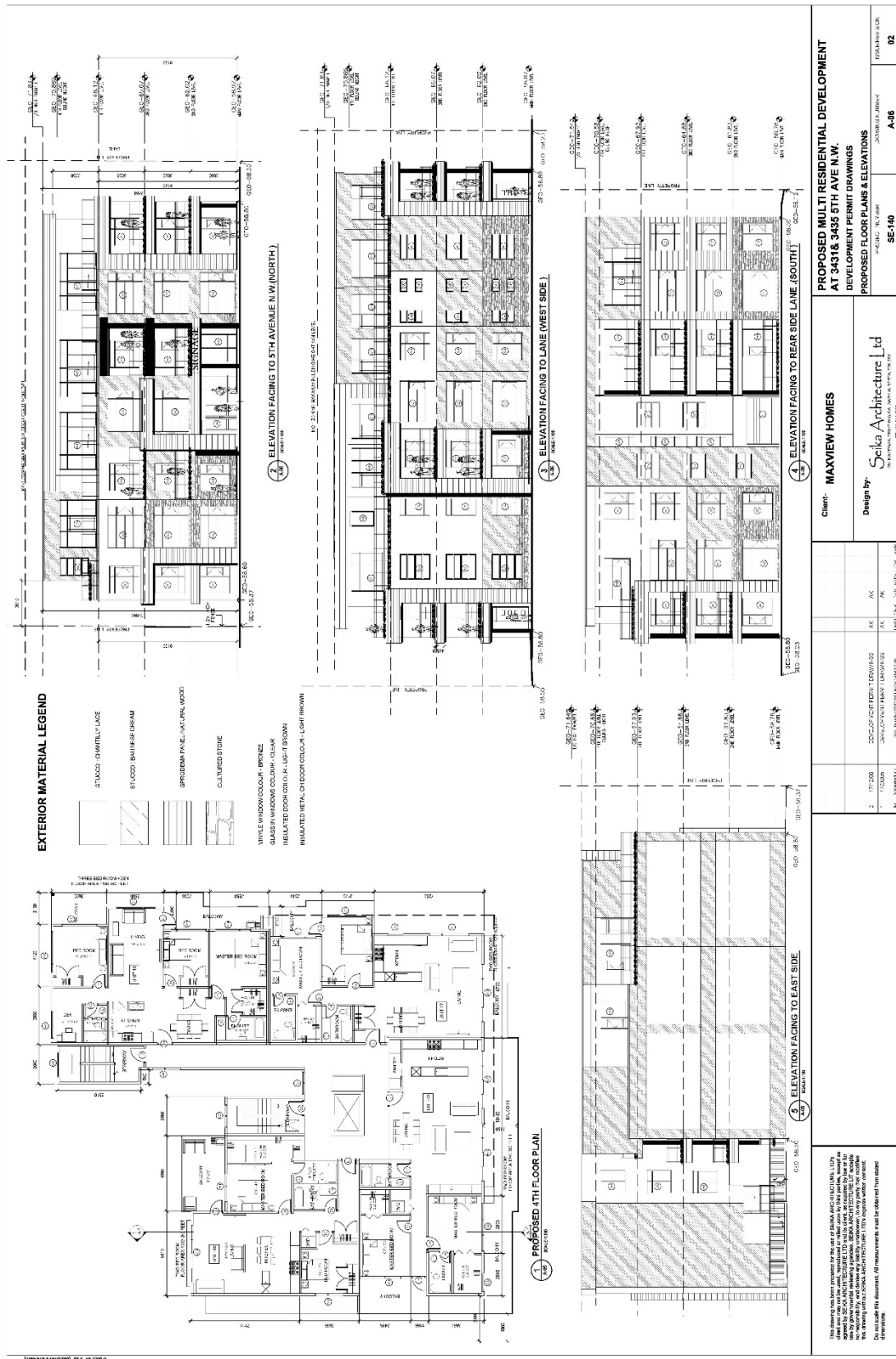
Development Permit Plans



Development Permit Plans



Development Permit Plans

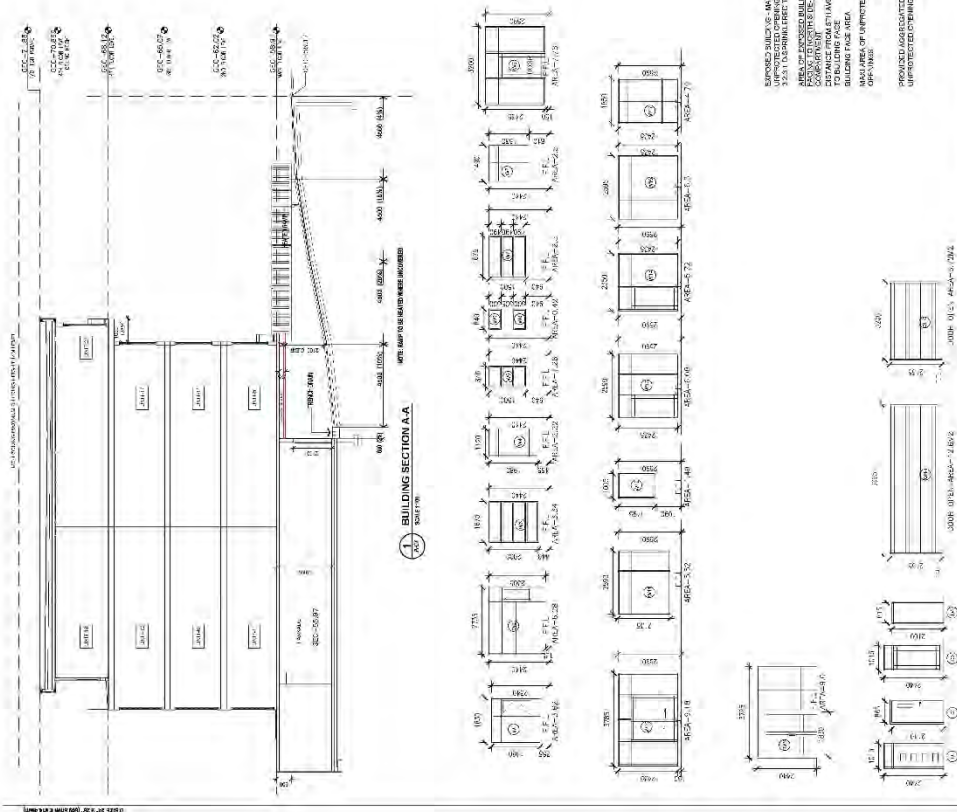


Development Permit Plans

DESIGN RATIONALE-

- PROPOSED MULTI RESIDENTIAL DEVELOPMENT HAS BEEN DESIGNED BASED ON THE PRINCIPLES OF BUILDING CHARACTER AND LINKING OF THE SURROUNDING (NEW DEVELOPMENT) HAS BEEN TAKEN IN TO CONSIDERATION
- THE FIGURE GROUND THEORY WAS USED FOR THE NEW BUILDING TO MANIPULATE THE BUILDING MASS AND SURROUNDING OPEN SPACE TO SUITE THE CONTEXT
- THE NEW DEVELOPMENT DEMONSTRATES THAT IT HAS GIVEN PRIORITY TO THE CONTEXTUAL INFLUENCE OF NEIGHBORING PROPERTIES AND MADE A DILIGENT EFFORT TO ARRANGE A CAREFUL RELATIONSHIP BETWEEN EXISTING AND NEW DEVELOPMENT THROUGH DEFINING BUILDING FORM BUILDING MATERIALS AND EXTERIOR COLOURS.
- THE TRANSPARENT GLASS WITH LARGE WINDOWS PROVIDE THE BUILDING USES AS A SENSE OF THE NEIGHBOR AND THROUGH THE ROSE GARDEN AREAS HELP TO CONNECT THE INSIDE OF THE BUILDING WITH THE OUTSIDE. IT WILL CREATE A SETTING FOR MORE EYES ON THE STREET THUS PROVIDING SAFE ENVIRONMENT FOR PEDESTRIANS.
- THE BUILDING FORM, BALCONIES WITH PLANTERS, AND ENTRANCE ENHANCE WITH EXISTING CHARACTER OF THE CONTEXT. PROVIDE AN AESTHETICALLY PLEASING VIEW FOR THE NEIGHBORING RESIDENCE.
- THE MANIPULATED BUILDING HEIGHTS, BUILDING MASS AND MATERIAL COMPOSITION OF THE BUILDING ARE INTERCONNECTED AND INTERDEPENDENT TO MAINTAIN THE CLARITY AND CONSISTENCY. THIS WILL RELATED A VISUAL IMPACT OF THE PROJECT AND IT WILL COMFORTABLY RELAX TO IT'S SURROUNDING BUILD ENVIRONMENT.
- THE PROPOSED BUILDING FORM STRENGTHENS THE SENSE OF PLACE, AND LIVABILITY OF THE AREA.
- THE BUILDING FORM IS DESIGNED TO MATCH STREET AND OTHER PUBLIC SPACES ARE VISUALLY DEFERRED BY THE BUILDING.
- (2) RELATIONSHIP BETWEEN BUILDINGS AND SPACES AROUND
- (3) SENSITIVITY TO COMMUNITY CONTEXT.

AJITH KARUNASENA
Architect A.A. and Urban Designer
P.30, BEI V.36, (Arch), M.03 (M.Sc. Urban), RUDA (UK),
A.6 (SI), MRAIC, I.FED AP

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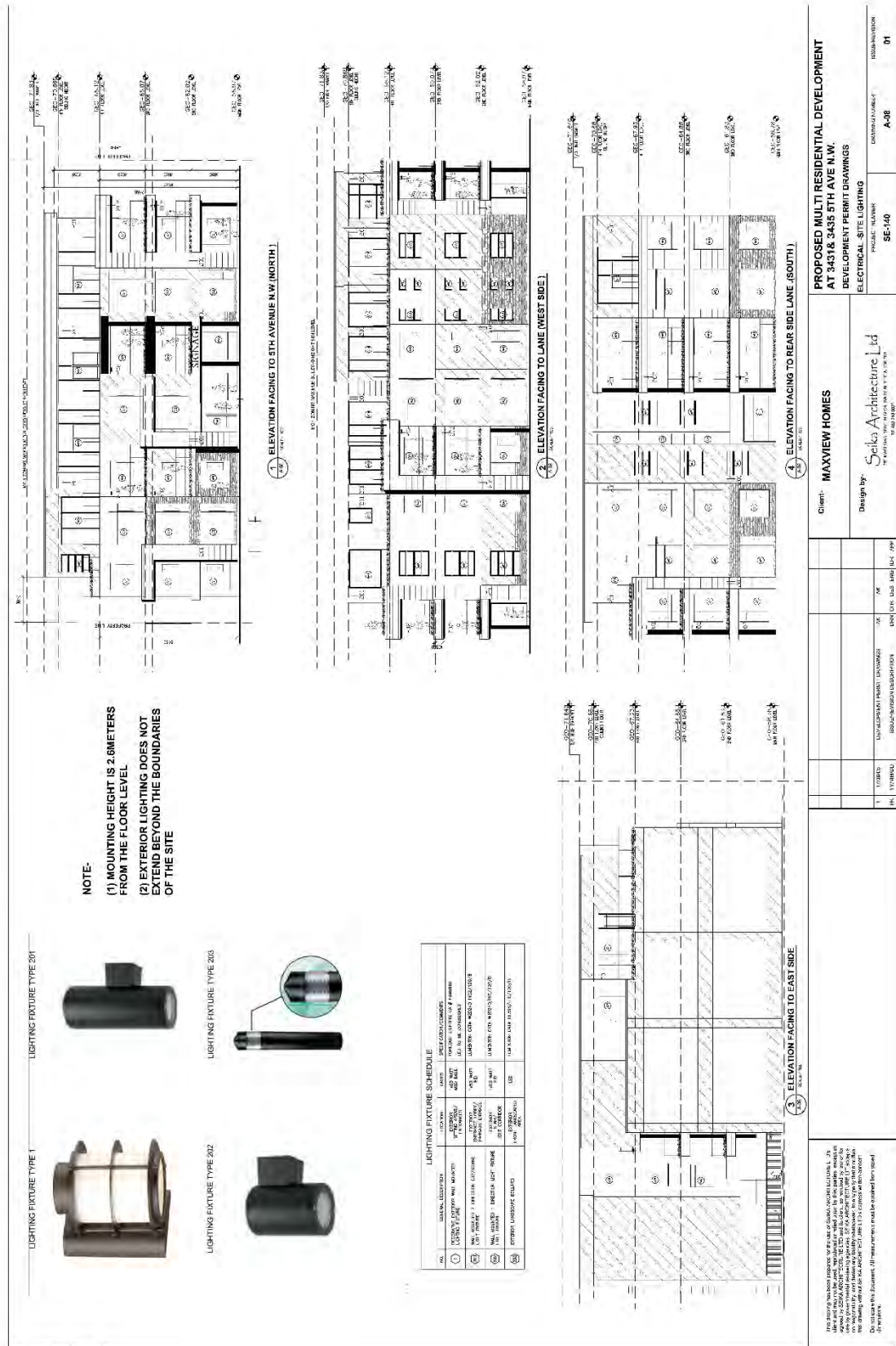
EXPOSED BUILDING - MAX. AGGREGATED AREA OF UNPROTECTED OPENINGS TABLE			
337.3 DISPERSED PROTECTIVE TREATMENT			
AREA OF EXPOSED BUILDING			
FACING TO SOUTH SIDE - LARGEST FIRE COMPARTMENT			
DISTANCE FROM CENTER LINE OF BUILDING FACE	8.7m		
MAXIMUM FLOOR AREA	— 30.6 m ²		
MAXIMUM AREA OF UNPROTECTED OPENINGS	— 8.0 m ²		
	100%		
PROVIDED AGGREGATED UNPROTECTED OPENINGS			
			10.9 m ²
			48.8%

EXPOSED BUILDING - MAX. AGGREGATED AREA OF UNPROTECTED OPENINGS, TABLE 3-2.1 (2) (APPLICABLE TO PROTECTED)	10.2m	350 m ²	100%	19.18 m ²	48.37%
AREA OF EXPOSED BUILDING PROTECTIVE SYSTEMS TO NORTH SIDE WALLS, 1. TYPE					
DISTANCE FROM EXISTING BUILDING TO WALLING FACE					
BUILDING FACE AREA					
MAX. AREA OF UNPROTECTED OPENINGS					
PROTECTIVE AGGREGATED UNPROTECTED OPENINGS					

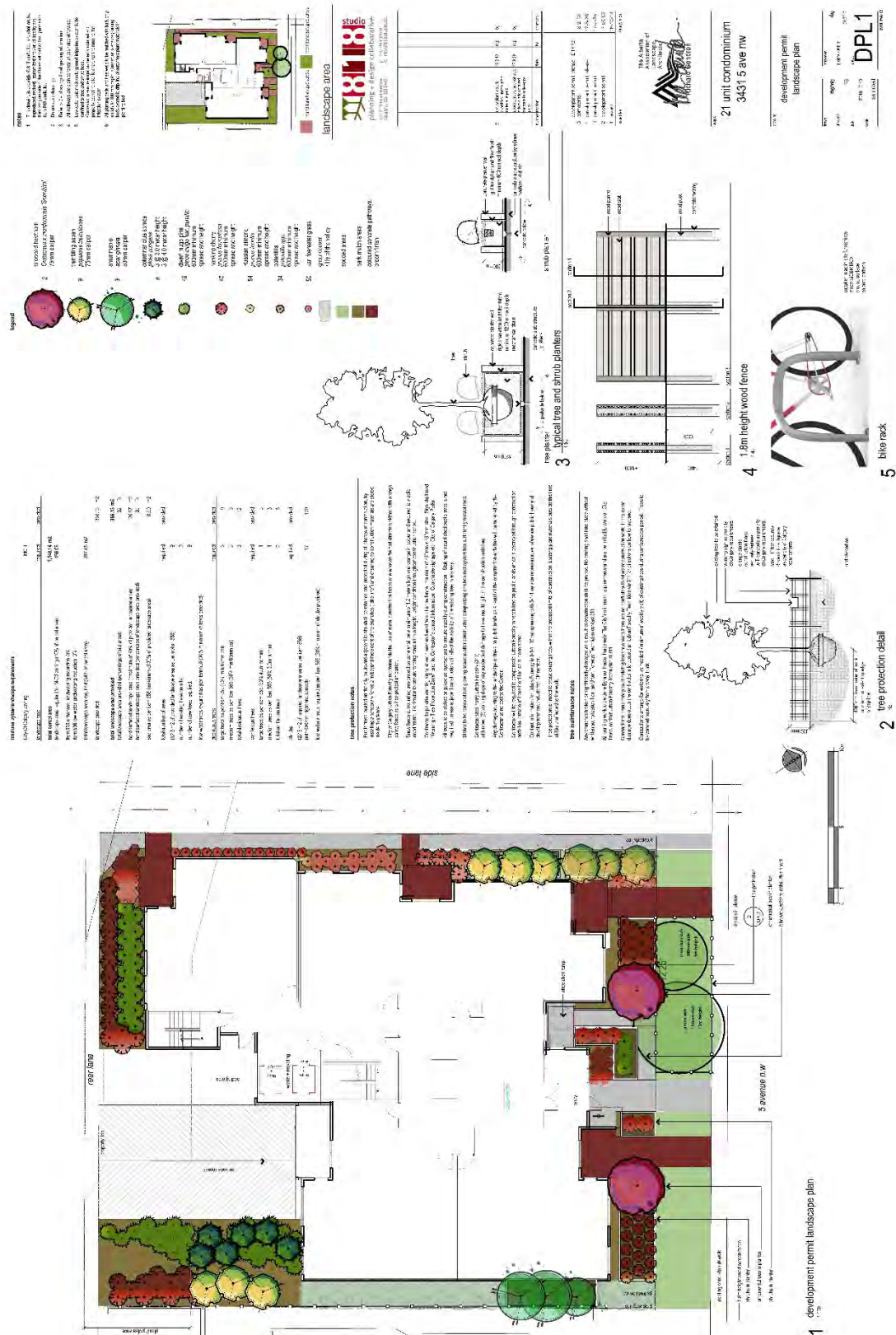
Technical drawing of a rectangular box. The drawing includes a top view, a front view, and a side view. The top view shows a rectangle with dimensions 1000 (width) and 1500 (depth). The front view shows a rectangle with dimensions 1000 (width) and 1500 (height). The side view shows a rectangle with dimensions 1500 (width) and 1500 (height). The drawing also includes labels for the box, such as "BOX" and "BOX".

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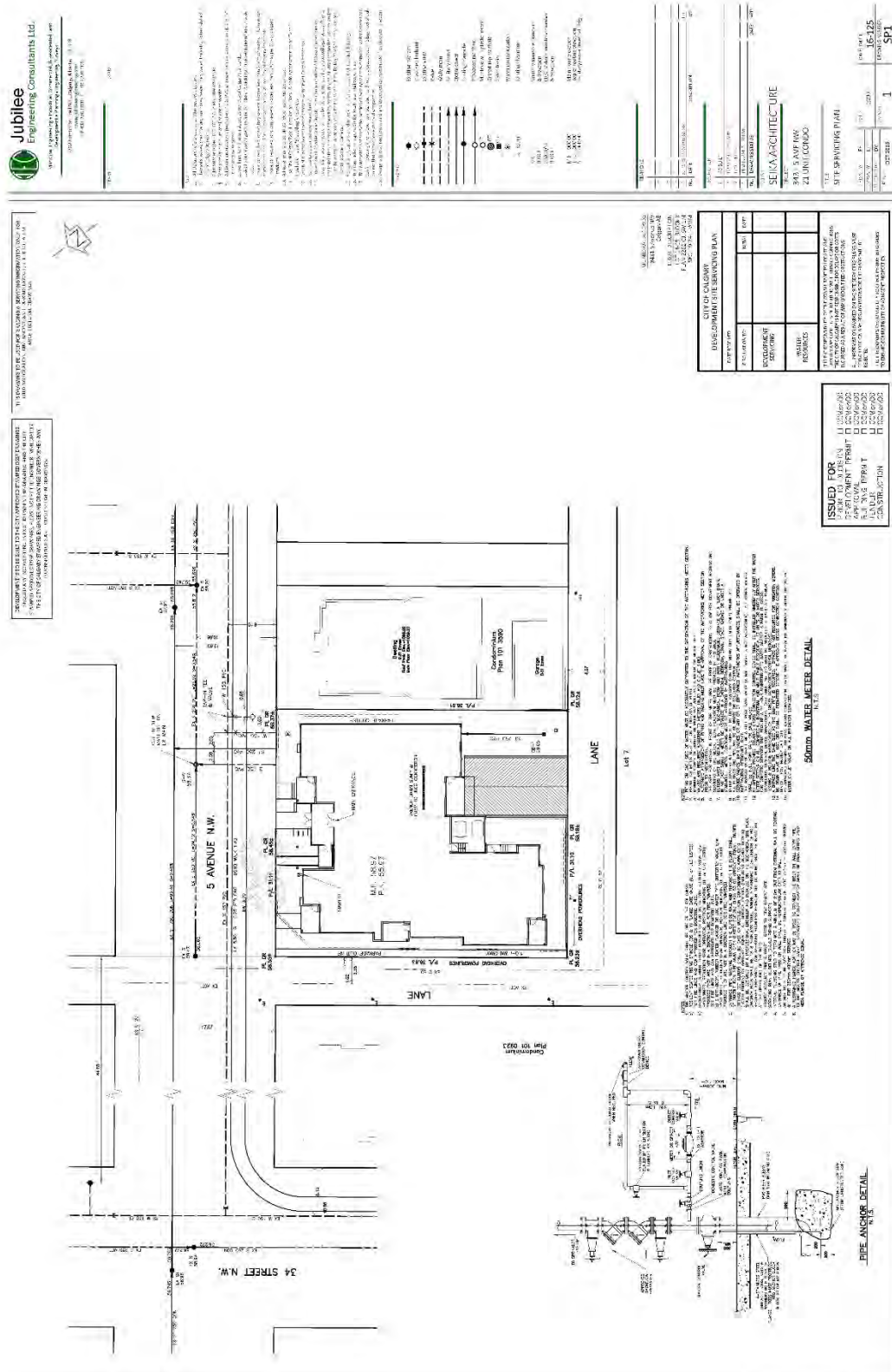
Development Permit Plans



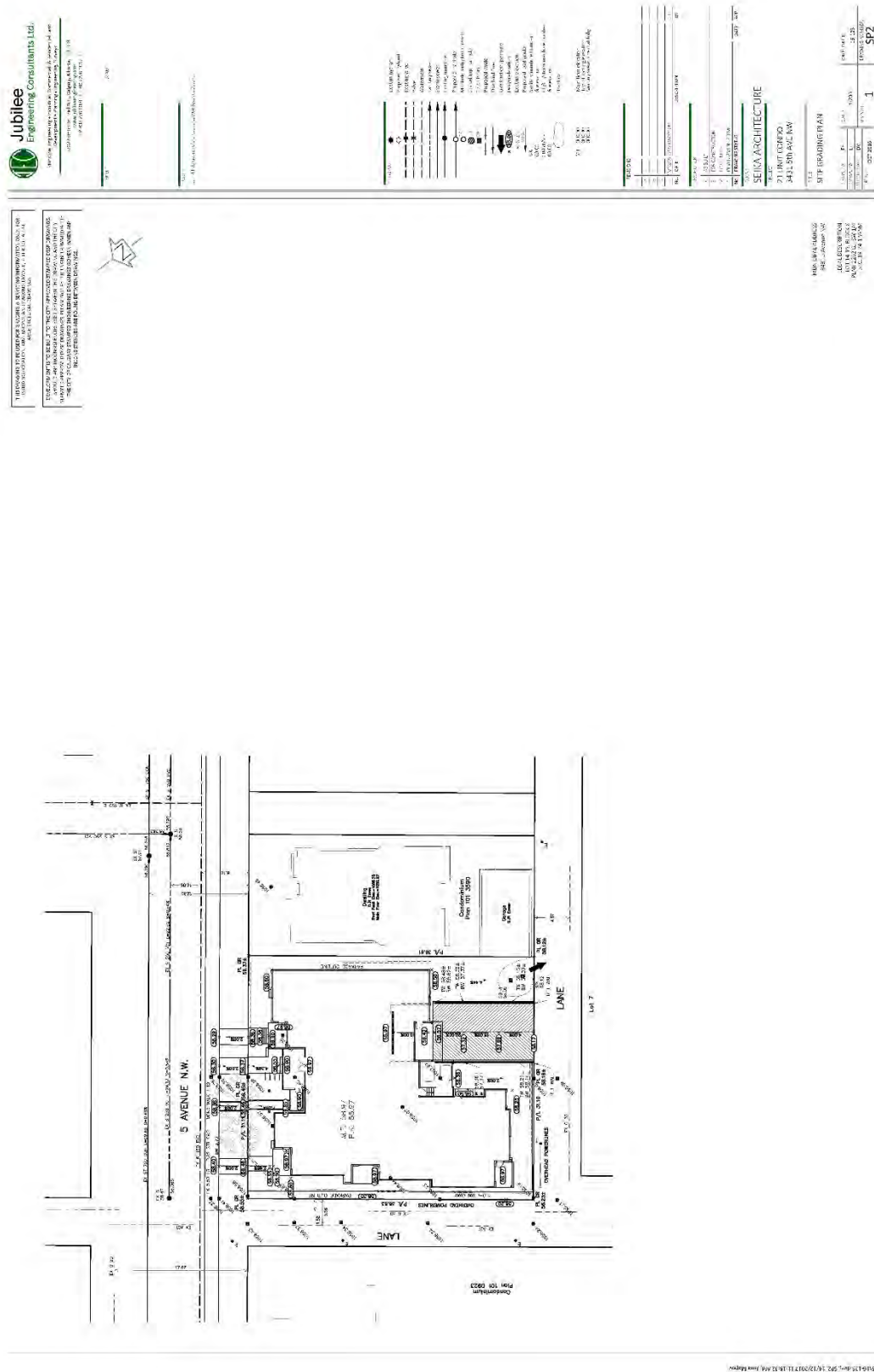
Development Permit Plans



Development Permit Plans



Development Permit Plans



Conditions of Approval

Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

Planning:

1. Submit a total of five (5) complete sets of Amended Plans (file folded and collated) to the Planning Generalist that comprehensively address the Prior To Release conditions of all Departments as specified below.

In order to expedite the review of the Amended Plans, please include the following in your submission:

- a. Two (2) of the plan set(s) shall highlight all of the amendments.
- b. Two (2) detailed written response(s) to the Conditions of Approval document that provides a point by point explanation as to how each of the Prior to Release conditions were addressed and/or resolved.

Please ensure that all plans affected by the revisions are amended accordingly.

Development Engineering:

2. **After the Development Permit is approved but prior to its release**, the landowner shall execute an Off-Site Levy Agreement for the payment of off-site levies pursuant to Bylaw 2M2016.

Should payment be made prior to release of the development permit, an Off-Site Levy Agreement will not be required.

To obtain the off-site levy agreement, contact the Subdivision Development Coordinator, Calgary Approvals Coordination at 403-268-6739 or email offsitelevy@calgary.ca.

3. Consolidate the subject parcels. Submit a copy of the registered plan and certificate of title, confirming the consolidation of subject parcels onto a single titled parcel, to the Development Engineering Generalist.

Transportation:

4. Amend the plans to include signs advising motorists of the available visitor parking. Signs must be prominently displayed in front of the building and a visitor parking sign placed in front of each visitor parking stall. As per March 2, 2018 comments from applicant. Applicant agreed to the signage and the placing of the visitor parking sign. No visitor parking sign or symbols have been shown. Revise and resubmit.
5. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

Conditions of Approval

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Construction of new concrete lane from T-Intersection to East Property line.
 - b. Construction of new asphalt lane from 5 Av To South Side of T-Intersection.
 - c. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel,
6. Remit payment (certified cheque, bank draft) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Units. The amount is calculated by the respective Business Unit and is based on 100% of the estimated cost of construction.

The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

Roads

- a. Street lighting upgrading adjacent to 5 AVE NW,

Parks:

No comments

Permanent Conditions

The following permanent conditions shall apply:

Planning:

7. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
8. No changes to the approved plans shall take place unless authorized by the Development Authority.
9. A Development Completion Permit shall be issued for the development; **before the use is commenced or the development occupied**. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5311 to request a site inspection for the Development Completion Permit.
10. Upon completion of the main floor (storey) subfloor of each building proof of the geodetic elevation of the constructed main floor (storey) subfloor must be submitted to and approved by the Development Authority prior to any further construction proceeding. Fax confirmation to 403-268-8178 to the attention of 'Bylaw Checker - Geodetics'.

Conditions of Approval

11. The grades indicated on the approved Development Permit plans must match the grades on the Development Site Servicing Plan for the subject site as per the Lot Grading Bylaw.

Development Engineering:

12. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
13. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

14. Contact the Erosion Control Inspector, Water Resources, with at least two business day's notice, to set up a pre-construction meeting prior to commencement of stripping and grading. Locations north of 17 Avenue S should contact 403-268-5271. Sites south of 17 Avenue S should contact 403-268-1847.
15. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual" all to the satisfaction of the Director of Water Resources.

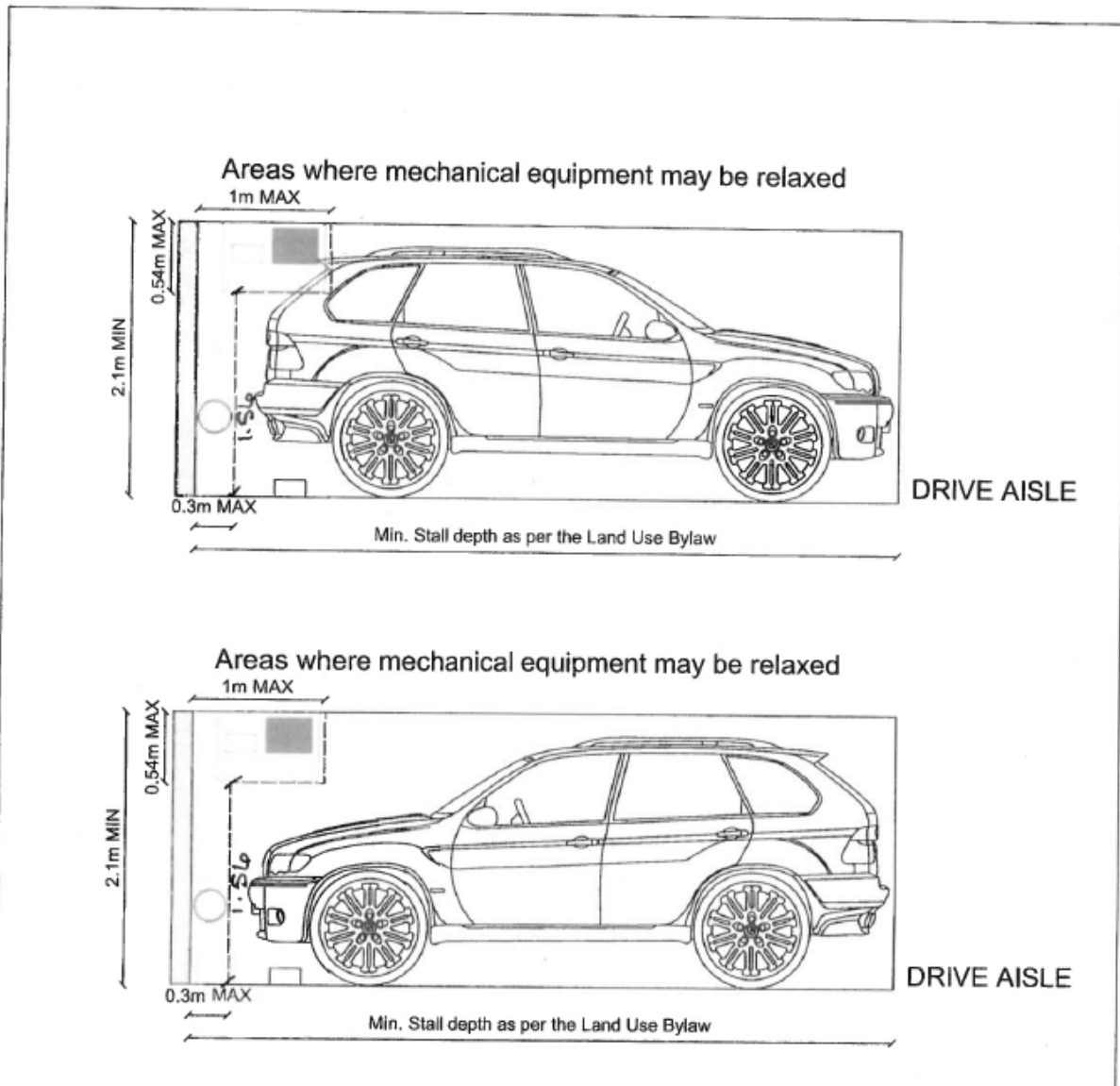
Conditions of Approval

16. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.
17. Pursuant to Bylaw 2M2016, off-site levies are applicable.
18. **Prior to issuance of a Development Completion Permit or any occupancy of the building**, payment shall be made for off-site levies pursuant to Bylaw 2M2016. To obtain a final estimate, contact the Subdivision Development Coordinator, Calgary Approvals Coordination at 403-268-6739 or email offsitelevy@calgary.ca

Transportation:

19. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Transportation Planning. All work performed on public property shall be done in accordance with City standards.
20. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Transportation Planning, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
21. Parkade access / loading areas / parking stalls at rear must tie to the existing lane grades. Lane grades will be provided on the grade slip issued by Development Servicing. It is the responsibility of developer, contractor, or homeowner to set the elevations of the garage slab based on the lot grading and to ensure that garage is operationally accessible and that it ties to established land grades. Lane grades are not to be altered without the approval of Roads.
22. As per the "*Volumetric Parking Stall Dimensions in Residential Developments Bulletin of May, 2015*", no mechanical or service encroachments shall allowed within the area dimensions of the parking stall. Certain areas within the parking area maybe relaxed as per the Transportation development authority.

Conditions of Approval



Parks:

23. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.

Conditions of Approval

24. In order to ensure the integrity of existing public trees and roots, no grade changes are permitted in the boulevard within drip lines.
25. In order to ensure the integrity of existing public trees and roots, there shall be a minimum 3 metre separation, ideally the full length of the canopy, between the trunk and any new/proposed structures, (i.e. driveways and walkways).
26. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit www.calgary.ca or call 311 for more information.

Parkdale Community Association Letter



THE CITY OF
CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

Community Association Feedback Form

By providing feedback on the proposed development that is enclosed in this package, you are providing your community association's perspective as the "eyes of the community." This helps City staff better understand what is important to your community as we work with the applicant who has proposed this development, and it enables us to make an informed decision about whether to issue this development permit. In the course of this development permit evaluation, the planning department will review all relevant statutory plans including the Municipal Development Plan, Area Redevelopment or Area Structure Plans as well as the Land Use Bylaw.

File Number: DP 2017-2596

Name of Planning Representative/s who completed this form: Derek Brown / Deb Curley / Judy Hoad

Community Association: Parkdale

Date returned: 2017/07/04

I commit to the Planning System core values: innovation, collaboration, transparency, accountability, trust, and responsibility.

☒ Yes ☐ No

Questions

Please provide your Community Association perspective and respond to the following questions:

1. What are the strengths and challenges of the proposed development?

Strengths:

- a. This development removes two rundown badly maintained bungalows with debris filled yards

Challenges:

- a) The development requires a rezoning of the site from MC-1 to MC-2. Community association representatives and the community at large spent considerable time in 2012 – 2013 assisting in the development of the Parkdale Neighbourhood Activity Centre ARP which was approved in September 2013. The ARP reinforced the current zoning for the multifamily area around the commercial zone and stated that the existing land uses in place are appropriate. As such the current MC-1 zoning must be kept and a maximum of 16 units constructed on the site.
- b) The current MC-1 zoning is appropriate for the site. There are recent developments to the west (a 24 unit condominium complex) and to the east (multiplex developments on 50' frontages) that have enhanced the neighbourhood, increased density and act as a buffer between the existing MC-2 and CN-1 areas to the south and the RC-2 neighbourhood on the north side 5th Ave.
- c) The developer advised the Parkdale CA Planning and Development Committee (P&D) that by maximising the area available for development of the site he could develop 24 underground parking stalls on a single parking level. Using reverse logic he then back calculated the maximum number of units that could be built for this parking availability, according to the Land Use Bylaw. Thus he justified the construction of 21 units in order to "pay for the parking stalls". This is

Parkdale Community Association Letter

hardly a valid reason to increase the density, change the land use and produce such a detrimental impact on the streetscape and the neighbourhood.

- d) The proposed setback from the street (5 Ave) is shown as 3m however the bylaw requires the setback to be the greater of: (a) the *contextual multi-residential building setback*; or (b) 3.0 metres. The contextual setback line is not shown but based on the drawings is $\pm 4.5\text{m}$ and so any development on the site needs to be set back further on the lot.
- e) Massing: The proposed building is massive and dwarfs the multiplex to the east. P&D Committee members have met with the adjacent neighbours and others in the immediate surrounding areas who are concerned about the height and additional density of this proposed development. The proposed development will have a negative impact on the surrounding single family, semi-detached and multi-plex developments. The neighbours are also concerned about their privacy being threatened by windows from the development looming above and providing full access views into their homes and yards. In addition, they are concerned about the loss of light from shadowing resulting from this building's height and mass and the proposed minimal setbacks. The neighbours will be sending letters to the file manager in opposition to this proposed land use amendment.
- f) The P&D Committee is very concerned that ad hoc zoning changes in the neighborhood are unfair to adjacent tax-paying land owners who bought, developed and lived on the adjoining lands believing the current zoning was a product of careful, thoughtful master planning by the City, the ARP development, that would not change.
- g) Street parking is already an issue in this block; additional vehicles from the Riverton and other multifamily units, staff from the Foothills Medical Centre and the University of Calgary Foothill Campus already fill the street parking daily. There is a children's playground and ball diamond close to the proposed development plus there is daily school bus pick up by the playground. The additional vehicular traffic will pose significant safety issues. In addition, 5th Ave NW already experiences traffic congestion due to short cutting through the neighbourhood that increases over time.

2. Are there changes that could be made to the proposed development to make it more compatible or beneficial to the area?

- a) The site shall be developed as MC-1.
- b) The development must respect the lower height and form of the adjoining properties, in particular the multiplex to the east, by staggering the upper floors. A 3-storey (maximum 16 unit) development is more appropriate and suitable for the site.

3. Provide comments on the following. You may wish to consider height, privacy, parking, vehicle or pedestrian access and landscaping as you respond to these questions.

a. The use (if identified – not applicable for single-detached houses, semi-detached dwellings or duplexes)

Area is zoned MC-1 which is appropriate and reiterated during a recent ARP development and approval process.

b. The site design

The site design is based on utilising minimal setbacks to maximise unit floor area and is unimaginative. Parcel coverage is shown as 60%. The underground parking level extends into the setback areas. Landscaping appears to consist of a series of planters mounted on top of the

Parkdale Community Association Letter

parkade roof slab with little or no grass amenity area and no irrigation system indicated. Large trees are expected to survive in these planters. There is a small area at the SE corner of the lot which allows plantings on undisturbed soil. This offers an opportunity to provide a water retentive landscape on a portion of the site. The area available for landscaping is not indicated on the plans. In our opinion the site is overdeveloped with this proposed 21 unit condominium.

c. The building design

The building design is based on the maximum number of units that will match with the maximum number of parking stalls that can be constructed on a single underground parking level. There has been zero attempt to suit the building to the streetscape or the surrounds in general. The fourth floor is setback on the north, 5 Ave, side but there is a corresponding cantilever on the south side to make up for this loss of floor area (drawing A07) which negates the attempt to make the building look less massive.

4. Has the applicant discussed the development permit application with the Community Association? If yes, what information was provided?

We were not contacted by the applicant, the P&D Committee initiated contact to ask for a meeting. Because of our request we met with the applicant's representative, Seika Architecture (Ajith Karunasena) once at our monthly meeting on March 14th. He provided a verbal description of his proposal, his design basis for the rezoning, and showed us a few sketches of a similar development he had done that approximated the one now under discussion.

There has been no effort by the applicant to reach out to the neighbours for consultation. They only became aware about the proposed development when signage appeared on the site, which then led them to contact the PCA.

Recently the applicant connected with our P&D Committee requesting that we call a special meeting to review his drawings; the majority of our membership is unavailable or on vacation during the summer months and we do not hold scheduled meetings in July or August. Mr. Karunasena was provided this information in March, and contacted us one week after our last scheduled meeting in June. He also requested that we arrange a meeting with all of the neighbours, which is unacceptable. We feel he is taking advantage of the summer vacation times to present this DP.

5. Please provide any additional comments or concerns regarding the proposed development.

The site is not at a community node nor is it adjacent to a transit/transportation corridor/node. The nearest transit node is located at 29th St NW and Parkdale Blvd which is an 8 to 10 minute walk away. Thus MC-2 is totally inappropriate for the site.

The parking and bicycle parking calculations seem to be incorrect. The car parking probably should be 25 required and he has provisionally provided 25, which is tight as in the past on other projects we have noted revisions to storm water and sewer piping in the parkade area have taken up one or two spaces previously allocated to parking. The bicycle parking provided is considerably less than required and must be increased.

The development will change the character of an already-stressed neighbourhood and the entire streetscape. There has been no effort to address privacy issues relating to surrounding

Parkdale Community Association Letter

properties. The Riverton incorporated a roof garden into its design and the proposed development's shadow would negatively impact this amenity space.

**Take as much space as you need to answer the questions. If mailing, use separate paper.
Please number your responses to correspond to the question being asked**

By providing feedback on the proposed development that is enclosed in this package, you are providing your community association's perspective as the "eyes of the community." This helps City staff better understand what is important to your community as we work with the applicant who has proposed this development, and it enables us to make an informed decision about whether to issue this development permit. In the course of this development permit evaluation, the planning department will review all relevant statutory plans including the Municipal Development Plan, Area Redevelopment or Area Structure Plans as well as the Land Use Bylaw.

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 5.01

Development Permit in Oakridge (Ward 11) at 2580 Southland Drive SW and 2669 Oakmoor Drive SW DP2016-5076

EXECUTIVE SUMMARY

This application was submitted by Sahuri + Partners Architecture on behalf of Calgary Co-operative Association Ltd. This development permit application proposes:

- Mixed use development on a site of approximately 5.80 hectares (14.33 acres) in area in the community of Oakridge;
- A total of 249 dwelling units within 3 separate buildings (approximately four, six, and twelve storeys);
- A new two storey professional/medical building and a renovated building that will contain a relocated Co-op grocery store;
- Approximately 14,307 square metres of commercial, retail and office space; and
- A long-term concept plan for the subject site, drafted in consultation with Administration and the Ward Councillor, which was in response to the motion Council passed at the 2018 January 22 Public Hearing.

The application has been considered under the provisions of the Land Use Bylaw 1P2007 (LUB) and the *Municipal Development Plan* (MDP). This development permit application was submitted along with a land use redesignation application, which was presented to Calgary Planning Commission on 2017 November 16 and Council on 2018 January 22. Council gave first reading and withheld second and third reading of the Bylaw, and directed Administration to work with the applicant and Ward Councillor on potential development permit issues. Administration recommends approval of the proposed development permit application.

ADMINISTRATION RECOMMENDATION:

Recommends that Calgary Planning Commission:

1. **RECEIVE AND ACCEPT** this report and attachments for information; and
2. Recommend Administration, without having to return to Calgary Planning Commission, **APPROVE** Development Permit DP2016-5076 of a New: Multi-Residential, Retail and Consumer Service, Office, Medical Clinic, Supermarket (5 buildings) at 2580 - Southland Drive SW (Plan 731603, Block 10, Lot 3) and 2669 - Oakmoor Drive SW (Plan 731603, Block 10, Lot 2), with conditions (Attachment 5), subject to Council giving second and third reading of bylaw 25D2018.

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0382
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**Development Permit in Oakridge (Ward 11) at 2580 Southland Drive SW and 2669
Oakmoor Drive SW DP2016-5076**

PREVIOUS COUNCIL DIRECTION / POLICY

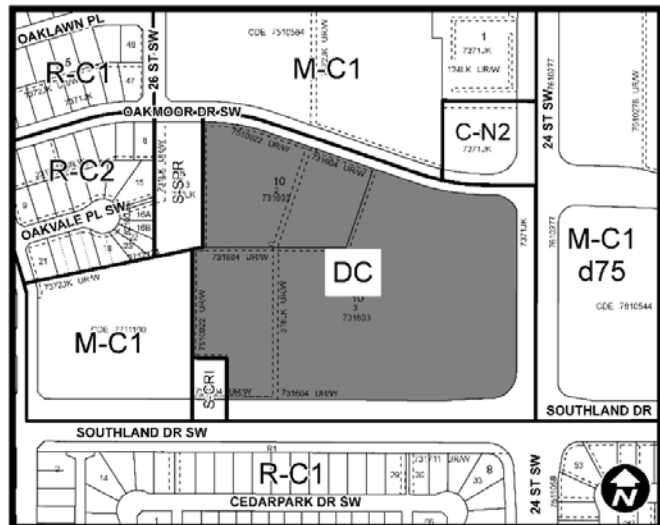
On the 2018 January 22 Public Hearing, Council passed the following motion with regards to the associated land use application, bylaw 25D2018:

“WITHHOLD second and third readings of Bylaw 25D2018 and direct Administration to work with the applicant, and the area Councillor on potential development permit issues and potential amendments to the Land Use and to return to Council:

- a. no later than 2018 June, or
- b. when the Calgary Planning Commission has conditionally approved the development permit application, whichever is earlier.”

Development Permit in Oakridge (Ward 11) at 2580 Southland Drive SW and 2669 Oakmoor Drive SW DP2016-5076

LOCATION MAPS



Development Permit in Oakridge (Ward 11) at 2580 Southland Drive SW and 2669 Oakmoor Drive SW DP2016-5076

BACKGROUND

Calgary Co-op is one of the largest retail co-operatives in North America and is currently undergoing redevelopment for several of its sites in Calgary. Partnered with Quarry Bay Investments, they have been working with The City of Calgary on this project since 2016 (on both a land use redesignation and development permit application).

Site Context

The subject site is located in the community of Oakridge near the intersection of 24 Street SW and Oakmoor Drive SW. The site consists of a single parcel of land (5.80 hectares) that is currently developed with a grocery store, medical building, bank, liquor store, car wash and gas bar, restaurant (Boston Pizza) and restaurant/drive-through (A&W) with a large surface parking lot.

Adjacent development around the site is as follows:

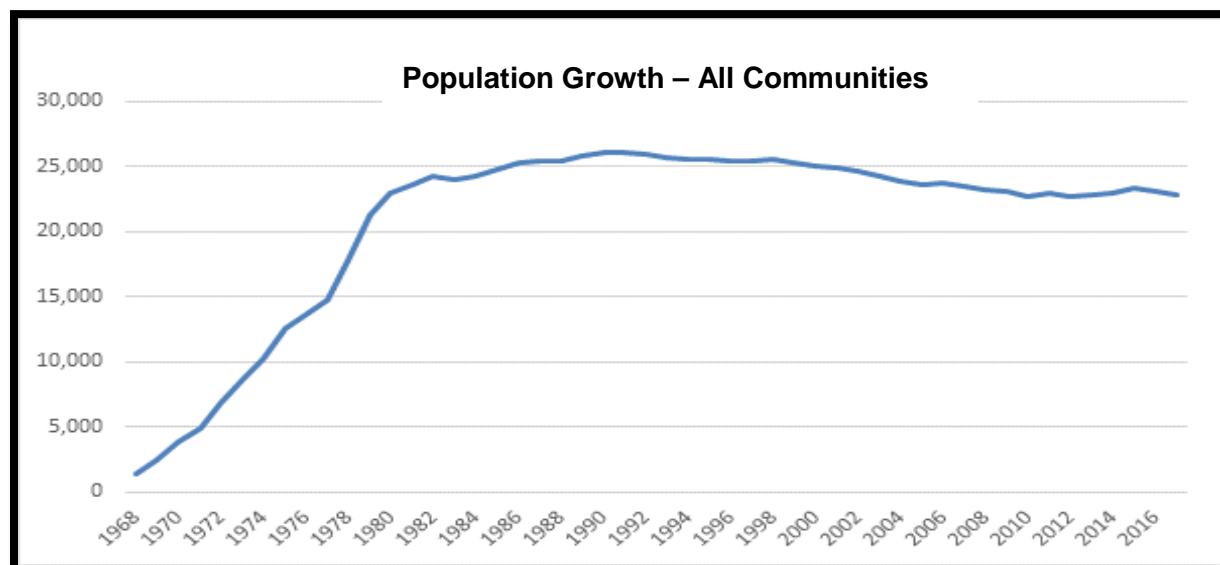
- To the east across 24 Street SW is a two-storey 60 unit townhouse complex designated as Multi-Residential – Contextual Low Profile (M-C1d75) District;
- To the west is a small park which includes trees, a utility building owned by The City, single detached dwellings, and a three-storey, 56 unit townhouse complex designated as Multi-Residential – Contextual Low Profile (M-C1) District;
- To the south, across Southland Drive SW, are single detached dwellings designated as Residential – Contextual One Dwelling (R-C1) District; and
- To the north is a vacant site designated as Commercial – Neighbourhood 2 (C-N2) District and a townhouse complex containing fifty-eight buildings designated as Multi-Residential – Contextual Low Profile (M-C1) District.

The site is a focal commercial development for the communities of Oakridge, Palliser, Cederbrae, Braeside and Pump Hill as it is located at the intersection of these communities.

The table and graph below shows that the population in Oakridge, Palliser, Cederbrae, Braeside and Pump Hill have seen a decrease from their respective peak populations. The proposed development will help to mitigate that loss by providing an increase in residential, commercial and employment density in the area.

Development Permit in Oakridge (Ward 11) at 2580 Southland Drive SW and 2669 Oakmoor Drive SW DP2016-5076

	Oakridge	Braeside	Cedarbrae	Palliser	Pump Hill
Peak Population Year	1986	1980	1990	2015	1999
Peak Population	7,230	7,652	6,965	3,516	1,949
2017 Current Population	5,667	5,960	6,075	3,484	1,649
Difference in Population (Number)	-1,563	-1,692	-890	-32	-300
Difference in Population (Percent)	-22%	-22%	-13%	-1.0%	-15%



Development Permit in Oakridge (Ward 11) at 2580 Southland Drive SW and 2669 Oakmoor Drive SW DP2016-5076

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The development program for the subject site requires that some uses remain operational for the duration of construction phasing of the development. Generally, a new or renovated location for each use must be provided prior to the existing location of that use being demolished. The Boston Pizza, A&W, Gas Bar, Car Wash and Liquor store on the subject site are not part of the redevelopment program currently, as they have either been recently renovated/built or are subject to long-term leases. However, as these areas may be redeveloped in the medium to long term, the site planning for the development permit has taken this into consideration.

At the 2018 January 22 Public Hearing, Council passed a motion with regards to the associated land use application (Bylaw 25D2018), which withheld second and third readings of the Bylaw in order to direct Administration to work with the applicant and the area Councillor on potential development permit issues. Since that time, Administration has facilitated meetings with both parties to discuss the motion. The result of those discussions was collaboration on a long term concept plan added to the development permit plans.

Site and Building Design

The site layout and building design are the result of a collaborative design process between the applicant, The City of Calgary and community stakeholders, facilitated in large part through two community workshops held on 2017 May 13 and 17. City Wide Urban Design provided urban design recommendations throughout the process. Additionally, the application was presented to the Urban Design Review Panel (UDRP) on 2017 February 22 and 2017 August 30. Comments from the August 30th meeting are included in Attachment 3 of this report, and refer to the revisions made in response to the prior comments.

The Co-op Grocery Store

The new grocery store will be located within the existing footprint of the retail mall. The orientation of the grocery store creates an anchor for the commercial precinct to the south of the Co-op, and fronts onto a pleasant urban street edge introduced along the north side of the parking lot. Street trees and lighting punctuate the edge of the parking lot providing a separation between the 'street' and parking. At the main entry of the Co-op, a raised sidewalk provides direct access from the parking area to a canopy covered entryway.

For consistency, the grocery store design utilizes the same materials proposed for the remainder of the site, punctuated with the signature Co-op red to enhance store identification. At grade parking is provided for shoppers and employees.

Calgary Co-op is also pursuing the following:

- An on-site co-generation system (heat and electricity) to reduce the building's carbon footprint;
- Water conservation;
- LED lighting; and
- A greenhouse and community gardens area be open for public use.

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Building A

To achieve the goal of maintaining current leases, Building A will be constructed first. This building shares the same material and colour palette with the other buildings on site, and provides a new home for the current mall tenants as a first step in the development. It also provides another 'edge' to the commercial precinct that has developed between the new and existing structures.

The west side of the building will be treated similarly to the building frontage, with a wider sidewalk and a step back on the second level to avoid presenting the back of house to the existing residential development to the west.

Residential Buildings

The majority of the proposed density will be located within the northwest corner of the site and is comprised of three buildings (B, C, and D).

Building B is a stepped tower that places density in the centre of the site and steps down from approximately twelve to five storeys at Oakmoor Drive SW. This maintains the majority of shadowing on the Co-op site and minimizes impact on the adjacent neighbourhood. The main floor of the building is comprised of commercial retail units that face a commercial street to the west.

Building C is a six storey L-shaped building that steps down to four storeys at Oakmoor Drive SW. At the Oakmoor Drive SW interface, Building C was shortened to create a more welcoming entry point for the residents of Oakridge and to create a relationship with the park located to the west of this site. Commercial Retail Units (CRU) are located at grade on the south side of the building, further reinforcing the commercial precinct.

Building D is a four-storey building that faces Oakmoor Drive SW. At grade, the residential units have patio amenity space that activate the street face. The building has a reduced height and at-grade units to relate to the townhouses to the north. All dwellings provide large balconies.

All buildings are provided with underground parking stalls in excess of bylaw minimum requirements, primarily to reduce overflow to the surface parking area. Visitor parking stalls are provided underground.

Landscaping

Landscaping is used extensively to guide pedestrian movements and provide relief from the built form. The urbanized edges respect existing policy through organization of site amenity elements and landscape treatments.

The public plaza on the north/west corner of the site denotes a significant entry point to the site and invites people in, supports activation of the public realm, and compliments the built form and organization. Pathways are enhanced with paving materials to invite and guide users through these connecting spaces while a mix of both passive and fixed seating opportunities

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provide opportunities to linger and socialize. Canopy trees are provided at seating areas, and along pathways, further complimenting typical pedestrian movements. Trees are distributed throughout the site aiding in wayfinding and providing relief from the built environment.

The plaza, subsequent courtyard, and wide sidewalks along the commercial faces also feature large, flexible spaces embedded within the site that provide opportunities for additional uses including pop-up markets, organized and ad-hoc community events, extended retail opportunities for development tenants and simple relief spaces for employees and residents to be outside and interact socially with others. Soft landscaping include turf areas, shrubs and ornamental plantings. The design provides an opportunity to accommodate restaurant patio space, farmers markets and/or daycare play space depending on the needs of the future building occupants.

Directly adjacent to the plaza space is a north/south oriented “commercial street”, which has a pedestrian focused design through the use of wide, treed sidewalks bordering with commercial stores.

Native plants and those known to be hardy in the Calgary climate are used throughout the site. Planting techniques acknowledge best practices and include soil trenches, extended bed excavations and amended soils. Where possible, landscape elements are clustered, site grading supports the extended benefit of natural rainfall and the principal organization of the plant material reflects buffering the built form and ameliorating views to and from the site.

Phasing & Long Term Concept Plan

Due to the requirement for the development to maintain operations of existing businesses on the site, a phased approach to the development is required. The phasing plan is as follows:

Phase 1:

- Construction of Building A (two-storey professional building) and parking area.
- Existing professional building remains open and tenants will be relocated to the new building once completed.

Phase 2:

- New professional building is open.
- New Co-op under construction utilizing the existing structural elements of the previous professional building.
- Existing Co-op remains open.

Phase 3:

- Buildings B, C and D under construction (multi-residential buildings).
- New Co-op is open.

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Phase 4:

- Construction complete.

It should be noted that a development completion permit is required for each phase.

As directed by Council, Administration worked with the applicant and the area Councillor, to develop a long-term concept plan for future development on the site (Attachment 7). The long-term plan provides a concept which includes densification on the east and south portions of the site. The proposed concept plan shows the additions of buildings, the enhancement of the public realm with public plazas, improved pedestrian connections, and the removal of surface parking (which is intended to be below the buildings as they are constructed).

The long term concept plan envisions the continued redevelopment of site to occur in the following sequence:

Phase 1:

- Construction of two new office buildings (with a maximum height of approximately eight storeys) within the southwest corner of the site in place of the existing car wash and gas bar.

Phase 2:

- Construction of a mixed-use multi-residential development (approximately eight storeys) within the north/west portion of the site.

Phase 3:

- Construction of an office building (approximately six storeys) with commercial retail units (CRU) at grade to the north of Southland Drive SW and to the east of the north/south 'commercial' street within the subject site.

Phase 4:

- Construction of an office building with CRUs at grade (approximately six storeys) to the north of Southland Drive SW and to the west of the north/south 'commercial' street within the subject site.

Phase 5:

- Construction of two mixed-use multi-residential developments (with a maximum height of approximately eleven storeys) and a public plaza adjacent to the north/south 'commercial corridor'.

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This conceptual long-term plan and potential future phases are not part of this development permit application, and are provided for information purposes only. Any proposed development beyond the scope of this permit would require a new development permit, along with public engagement and full circulation of plans.

Infrastructure

Transportation Networks

There are numerous transit stops near the subject site, including a future BRT Station for Southland Drive SW and 24 Street SW (as a component of the future Southwest BRT), which expected to commence operation in 2019. The station platforms will be located on eastbound Southland Drive SW east of 24 Street SW (“inbound” to downtown) and at southbound 24 Street SW south of Southland Drive (“outbound” to Woodbine). This station location is consistent with the existing local transit system and will further supplement and enhance transit service to the area.

A Transportation Impact Assessment (TIA) was submitted by the applicant to assess the impacts of the proposed development on vehicular and active modes of transportation. The TIA indicated that signalization is required at the intersection of Oakmoor Drive SW and 24 Street SW.

Access to the Site

The access and layout for the site based on the development proposal will be improved for pedestrians and vehicles relative to the existing development.

The main Oakmoor Drive SW access to the site includes a north/south ‘commercial street’ with retail frontages (which address the recommendations of the UDRP) to implement a more active street. The site design concept proposes ground floor commercial units in buildings B, C, and D, which will create an improved interface with the community.

The northwest corner of the site has been opened up to provide a welcoming, pedestrian-oriented access from Oakmoor Drive SW. This entrance includes a landscaped courtyard bounding the residential buildings and as well as a paved walkway (which doubles as a fire lane) that lines the west side of the site.

The fire lane is lined with residential units and provides an appropriate buffer between the private residential units and the public park, and to address the differences in grade between with the park.

Parking

The proposed development includes 278 residential parking stalls. This represents a surplus relative to the bylaw requirement which is based on a “per unit” rate. In practical terms, the residential parking supply is approximately 1.1 stalls for every unit, and it is worth noting that

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203 of the 249 units are two or three bedroom. Administration therefore views the proposed parking supply as appropriate.

The proposal includes residential visitor parking per the bylaw requirement. No variance to the bylaw requirement for visitor parking was contemplated.

Finally, the development is proposed to provide 383 commercial parking stalls. This represents a variance to the bylaw requirement of approximately 230 commercial stalls (reduced supply, relative to bylaw requirement).

The applicant provided a parking study in support of the proposed variance to commercial parking. The study was based on observed data from other commercial sites in the city, and also accounted for the varied peak of parking demand for different uses as well as the likelihood for some patrons to visit multiple uses in the same visit. Based on the characteristics of the site, the proposed supply is appropriate.

Utilities and Servicing

Water, sanitary sewer and storm sewer mains are available to service the site. Water main upgrades are required at the expense of the developer. No other infrastructure upgrades are required after review, by Administration, of submitted/required reports.

Stakeholder Engagement, Research and Communication

Citizen and Community Association Comments

The Community Associations of Oakridge, Braeside, Cedarbrae, Palliser and Pumphill were circulated for comments on the subject application. Only Oakridge responded with the following comments:

- The application is a thoughtful project with careful consideration for the community of Oakridge and its residents;
- Concerned with the additional traffic at the intersection of 24 Street SW and Oakmoor Drive SW
- Concerns with shadowing to the existing multi-residential developments to the north; and
- The pathway connection to west should be maintained.

Six letters of objection were received from the public in response to the development permit submission. Letters expressed concerns with the:

- Impact on property values;
- Impact on privacy;
- Impact on the existing character of the neighbourhood;
- Increase of traffic and pedestrian safety – on and off site;
- Proposed heights;
- Potential increase to on-street-parking;

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- Public notification of the proposed development (i.e. signage) was not noticeable; and
- Lack of opportunity for citizens to comment on the proposed development within certain engagement sessions (i.e. workshop).

The above concerns have been reviewed and considered by Administration and addressed as follows:

- Allowable building heights step down toward existing residential districts;
- The proposed density is supported by the Transportation Impact Assessment (TIA);
- The increase in traffic is supported by the TIA;
- The parking provided on site is supported by the TIA;
- The extensive public engagement was undertaken in order to address the absence of an Area Redevelopment Plan;
- Significant changes to the associated development permit application have improved pedestrian connections and safety;
- Property values are not a planning consideration, however, the increased amenities (commercial uses, public open space) may have a positive impact on the use and enjoyment by area residents;
- Site design considerations relating to privacy are addressed through the development permit; and
- Integration with the existing community in terms of pedestrian access, building interfaces and public amenities provided are addressed through the development permit.

Stakeholder Engagement

It should be noted that the applicant conducted their own engagement prior to submission of the application and continued communications with the community throughout the process. This engagement was separate from the City-led engagement.

Engagement overview

Over the course of the phased engagement program, Administration engaged with 1,018 people (not including the final information session), at six in-person events and through three separate online opportunities. A total of 2,493 comments and ideas were collected.

Overall, there was a high level of interest in the proposed application, and a wide range of input was received from the community throughout the engagement program.

City Led Engagement:

Engagement strategy

A comprehensive engagement strategy was developed to facilitate multiple touch points and ensure inclusivity for all who want to provide input and learn about the Oakridge Co-op Redevelopment project. The Engage Spectrum level for this project was 'Listen and Learn'

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which is defined as “We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas.”

For this project, a multi-phased engagement approach was used that included four phases of engagement and information sharing with multiple in-person and online opportunities between February and November 2017.

The goals of the phased approach and the overall engagement program were to:

- Inform the community about the application and the planning processes;
- Gather a high-level understanding of issues and concerns to better assess the application and determine future phases of engagement;
- Educate participants on the trade-offs and weighing of alternatives involved in developing a site like this, and to ensure their feedback was meaningful, as it represented a decision made in the context of constraints, alternatives and trade-offs;
- Ensure that public feedback was more than opinions on the proposed development, but about how the proposal could be improved which was used to help negotiate changes with the applicant; and
- Evaluate the application’s changes against the community input and concerns that were provided throughout the program.

Further details on the City-led engagement can be found within Attachment 4 of this report.

The following table outlines the major changes in site layout and building design that evolved from engagement, UDRP feedback and Administration’s review process. Each issue is identified with a description of how the application changed from initial submission, through amended plans and onto the final plan.

Issue	Initial Plan (December 2016)	Amended Plan (October 2017)	Final Plan (July 2017)
A North/South pedestrian connection midway through the site to Oakmoor Drive.	No connection midway through the site.	Pedestrian/vehicle connection midway through the site included that provides access from Oakmoor Drive SW to Southland Drive SW. Includes commercial uses on either side of the street with parallel parking.	Improved pedestrian connections midway through the site that provides access from Oakmoor Drive SW to Southland Drive SW.

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A public gathering space (i.e. plaza) where people can gather and have reason to stay on the site.	Proposal for an elevated courtyard above a covered ground floor – accessible only to residents.	A public courtyard space located on the ground level, accessible via the north/south commercial street.	Additional pedestrian access to courtyard provided to the NE, along Oakmoor Drive.
A “commercial street” with active uses on either side.	No “commercial street” with active uses on either side provided.	A north/south “commercial street” provided with retail at the ground level on both side and parallel parking.	A north/south “commercial street” provided with retail at the ground level on both side and parallel parking.
An improved connection between the site and the adjacent park.	No pedestrian connection provided to the adjacent park.	No pedestrian connection provided to the adjacent park.	Elimination of a portion of Building C at the north corner of the site to provide a connection to the park to the courtyard.
Improved pedestrian safety/connectivity throughout the site.	Pedestrian safety/connectivity not improved.	Pedestrian safety/connectivity improved throughout the site with the addition of crosswalks and sidewalks.	Pedestrian safety/connectivity improved throughout the site with the addition of crosswalks and sidewalks.
Interface with Oakmoor Drive SW	Lack of continuous building frontage along Oakmoor Drive SW (building D to E) - loading/delivery for Co-op fronting onto Oakmoor Drive SW.	Lack of continuous building frontage along Oakmoor Drive SW (building D to E) - screening fence provided for Co-op	Screening fence provided for Co-op and Building E removed.
Interface with the residential development to the west	Building A - 6.0m separation from adjacent residential.	Building A - 6.0m separation from adjacent residential and 2 nd level stepped back for balcony.	Building A - 6.0m separation from adjacent residential and a 2 nd level stepped back for balcony.

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Height of Building E.	Proposed height for Building E – 46.0 metres (11 storeys).	Proposed height for Building E – 24.75 metres (6 storeys).	Removal of Building E.
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Strategic Alignment

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (MDP)

The subject site is identified under the 'Established Area' within the MDP, which contains the following guiding principles:

- “recognizes the predominantly low density, residential nature of Developed Areas and support the retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.”
- Redevelopment within predominantly multi-residential areas should:
 - Be compatible with the established pattern of development and consider:
 - Appropriate transitions between adjacent areas; and
 - A variety of multi-residential housing types to meet the diverse needs of present and future populations.
 - Support revitalization of local communities by adding population and a mix of commercial and service uses;
 - Be focused on the neighbourhood activity centres, though changes to other site may provide opportunities for redevelopment over time; and
 - Incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

The subject site also meets the MDP's definition for a 'Neighbourhood Activity Centre' (NAC). NACs exist in older communities and are defined as “locations appropriate for local job and population intensification, in scale with neighbourhood context”. Further, the site meets the following NAC criteria:

- Close proximity to developed residential communities;
- Has existing local retail and services (Co-op grocery store, medical clinic);
- Has integrated transit stops (served by multiple transit routes and future BRT stops); and
- Is a walkable destination for residents.

The proposed development also achieves the minimum intensity threshold for a NAC, which is 100 people per hectare.

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Area Redevelopment Plan (ARP)

There is no applicable statutory ARP document.

Land Use Bylaw 1P2007

The proposed development generally complies with the LUB, with the exception of a few minor relaxations (i.e. existing landscaping).

These Bylaw discrepancies are identified in the following table and are supported by Administration as the development still meets the intent of the rules, and relaxation of the rules has no adverse impact on adjacent developments.

Bylaw Relaxations		
Regulation	Standard	Provided
768 Side Setback Area (min.)	(2) Where the parcel shares a side property line with a lane, LRT corridor or street, the side setback area must have a min. depth of 6.0 m.	Plans indicate the North setback to the second storey balcony of Building D is 5.95m (-0.05m). <i>Minor relaxation which has minimal impact on the neighbouring properties – CPAG recommends approval of the relaxation by the Development Authority.</i>
		Plans indicate the existing setback from the North property line to the existing medical clinic building is 2.43m (-3.57m). <i>Existing setback which has minimal impact on neighbouring properties - CPAG recommends approval of relaxation by the Development Authority.</i>
		Plans indicate the existing setback from the South property line to the existing liquor store on site is 5.95m (-0.06m). <i>Existing setback which has minimal impact on neighbouring properties - CPAG recommends approval of the relaxation by the Development Authority.</i>
693 Additional Landscaping Requirements	(2) All areas of a parcel must be a soft surfaced landscaped area unless specifically allowed by the Development Authority.	Plans do not indicate the surface material used for portions of the site. <i>PTR Condition</i>
769 Landscaping in Setback Areas:	(2) Where a setback area shares a property line with a parcel designated as a residential district, the setback area must: (b) 1.0 trees (i) per 30.0 m ² of Req. L.S.	Plans indicate 6 (-13) trees within the West setback area where adjacent to the residential district.

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		Area is within a URW – CPAG recommendation for relaxation to the Development Authority.
	(2) Where a setback area shares a property line with a parcel designated as a residential district, the setback area must: (c) provide trees planted in a linear arrangement along the length of the setback.	Plans do not indicate the trees provided within the West setback area where adjacent to the residential district are provided in a linear arrangement. Based on site constraints (i.e. planting adjacent to a URW) the proposed planting is deemed to be acceptable – CPAG recommendation for relaxation to the Development Authority.
	(3) Where a setback area shares a property line with a lane or parcel designated as a commercial, industrial or special purpose district, the setback area: (a) be a soft surfaced landscaped area; Indicate each Setback area	Plans do not indicate the surface material used for portions of the site and indicate the parking area extends within the West setback area where adjacent to the special purpose districts. PTR Condition
694 Landscaping for Large Parking Area	(2) Landscaped areas in the parking area: (b) must be provided as a combination of hard surfaced landscaped area and soft surfaced landscaped area in the form of islands and strips	Plans do not indicate the surface material used for portions of the site. PTR Condition
	(3) Islands provided in the parking area must: (c) be a minimum area of 12.0 square metres with at least one side of the island being a minimum length of 2.0 metres;	Plans indicate 8 islands provided have an area less than 12.0m ² . CPAG is satisfied that the applicant has provided the appropriate size islands - recommendation for relaxation to the Development Authority
	(3) Islands provided in the parking area must: (d) provide a minimum of 1.0 trees and 2.0 shrubs; and	Plans indicate 12 (-3) islands provided one tree. CPAG is satisfied with the proposed landscaping overall - recommends approval of the relaxation by the Development Authority.
		Plans indicate 10 (-5) islands provided 2 shrubs each. CPAG is satisfied with the proposed landscaping overall - recommends approval of the relaxation by the Development Authority.
	(4) Strips provided in the parking area must:	Plans indicate 2 parking strips have a width less than 2.0m.

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	(c) be a minimum depth of 2.0 metres;	<i>The two areas identified have been slightly narrowed at their edges in order to accommodate parking, drive aisle and a pedestrian crosswalk - recommendation for relaxation to the Development Authority</i>
	(4) Strips provided in the parking area must: (d) provide a minimum of 1.0 trees every 15.0 metres of the length of the strip (Only count trees that are required as per 15.0m of the length. Do not provide a surplus that can be applied to the deficient areas.)	Plans indicate 11 (-3) trees are provided for the proposed parking strips on site. <i>CPAG is satisfied with the proposed landscaping overall - recommends approval of the relaxation by the Development Authority.</i>
691 Planting Requirements	(2) 25.0 % of all trees required must be coniferous.	Plans indicate of the trees required on site 23 (-27) are coniferous. <i>The applicant is seeking a relaxation as the north and west setbacks areas are hindered with a URW which does not offer opportunities for further planting – CPAG recommendation for relaxation to the Development Authority</i>
	(3) Deciduous trees min. calliper of 50 mm, 50.0% of the provided trees must have min. calliper of 75 mm.	Plans indicate of the deciduous trees provided on site, 119 (-42) have a calliper of at least 75mm. <i>The applicant is seeking a relaxation as the north and west setbacks areas are hindered with a URW which does not offer opportunities for further planting – CPAG recommendation for relaxation to the Development Authority</i>
	(4) Coniferous trees min. height of 2.0 m, at least 50.0% of the provided trees must have a min. height of 3.0m.	Plans indicate of the coniferous trees provided 14 (-5) are a height of 3.0m. <i>CPAG is satisfied with the proposed landscaping overall - recommends approval of the relaxation by the Development Authority.</i>
		Plans indicate 4 existing trees coniferous trees do not indicate their height. <i>PTR Condition</i>
Amenity Space As Per Direct Control	(6) Private amenity space must: (b) have no minimum dimensions of less than 2.0 metres.	Plans indicate the dimension provided for private amenity space for units in Building B floors 2-13; Building C all floors; and Building D floors 2-4 is less than 2.0m. <i>While the units noted have dimensions less than 2.0 metres the overall amenity</i>

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		<i>space requirements of 5.0 square metres per unit is being provided – CPAG recommendation to the Development Authority for a relaxation as per Section 11 of the DC District.</i>
699 Screening	When a parcel shares a property line with: (a) a parcel designated as a residential district or special purpose district, a fence with a max. height of 2.0 m must be provided for screening along the property line; and	Plans do not indicate screening is provided along the West property line. <i>PTR Condition</i>
Commercial Parking Stalls	613 Commercial motor vehicle parking stalls required	Plans indicate 404 (-209) commercial motor vehicle parking stalls are provided on site. <i>Deemed to be acceptable based on submitted Parking Study reviewed by Transportation.</i>
Loading Stalls	5 Loading stalls required	Plans indicate 4 (-1) loading stalls are provided on site. <i>Relaxation deemed to be minor - CPAG recommendation for relaxation to the Development Authority</i>

Social, Environmental, Economic (External)

This proposal has the potential to improve access to safe and affordable rental stock and increase choice in the housing market, helping to attract and retain employees in Calgary. It also has the potential to utilize existing infrastructure more efficiently and increase density without significantly changing the character of the neighbourhood. Also, as mentioned the Calgary Co-op is also pursuing several environmental initiatives which include: an on-site co-generation system; water conservation; LED lighting; and a community gardens area within the proposed greenhouse.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

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Oakmoor Drive SW DP2016-5076**

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATION(S):

This application is for a comprehensive mixed-use development on an existing commercial site in an established community. It presents a tremendous opportunity to realize the goals and policies of the MDP for building complete communities, supporting intensification, providing greater housing and employment choices, creating high quality urban environments and providing primary transit services within Neighbourhood Activity Centres.

The application underwent an extensive four-phase public engagement program consisting of online surveys, workshops, open houses and other various other engagement methods. The final development permit drawings represent a collaborative process of design between the applicant, The City of Calgary and the community

ATTACHMENT(S)

1. Applicant's Statement
2. Community Association Comments
3. Urban Design Review Panel Comments
4. City Led Engagement Summary
5. Conditions of Approval
6. Development Permit Plans
7. Long Term Concept Plan
8. Proposed Direct Control District Guidelines

Applicant's Statement



Calgary Co-operative Association Limited | #110, 1st - 8th Avenue S.E., Calgary, AB T2H 3A5 | ph: 403-219-6025

The City of Calgary

March 27, 2018

Re: Oakridge Co-op Redevelopment

The proposed Oakridge Crossing Calgary Co-op Redevelopment is a unique mixed use project which will replace an aging retail grocery store and related infrastructure while bringing new amenities including housing, retail and office space to this South West Calgary community. The potential for this development is exciting. Quarry Bay Investments Inc. and Calgary Co-op believe this development will have a positive economic, social and aesthetic impact on the surrounding communities and businesses, making it a key development in Calgary and a beneficial addition to the surrounding neighbourhoods.

Located at 2580 Southland Drive SW, this property is anchored by a successful Co-op grocery store, liquor store, gas bar and car wash, along with additional retail services and restaurants. The proposed plan builds on the existing success of these businesses while adding additional multi-family housing, office and retail space. The development will bring added services and amenities to the area for residents as well as a diversity of housing options not available in the existing community. This will enable many area residents to downsize and remain in their preferred neighbourhood. It will also allow a new generation of residents to make Oakridge their home. This project, once completed, will bring a wide range of services and amenities creating a unique, local urban village.

The development proposes four new buildings. The tallest building heights are proposed to be approximately 13 storeys (44 metres) located at the center of the site in an effort to minimize the shadowing of adjacent properties. A total of 249 residential units are proposed with various types of commercial spaces including office, a new grocery store, new and existing retail, existing restaurants, liquor store, and gas bar. The Land-Use application would allow for the addition of residential units as well as an increase to the current permitted height. We are working with City Administration on the concurrent DP application.

On January 22, 2018 Council:

- "1. Adopt the proposed redesignation of 5.80 hectares ± (14.33 acres ±) located at 2580 Southland Drive SW and 2669 Oakmoor Drive SW (Plan 731603, Block 10, Lots 2 and 3) from Commercial – Community 2 (C-C210.32h16) District to DC Direct Control District to accommodate a mixed use development, in accordance with Administration's recommendation;*
- 2. Give first reading to the proposed Bylaw 25D2018; and*
- 3. WITHHOLD second and third readings of Bylaw 25D2018 and direct Administration to work with the applicant and the area Councillor on potential development permit issues and potential amendments to the Land Use and return to Council:*
 - a. no later than 2018 June, or*
 - b. when the Calgary Planning Commission has conditionally approved the development permit application, whichever is earlier."*

The proposed plan for the site has been developed to add density to a key commercial node while factoring in the needs and aesthetics of the surrounding community. Attention to building design, height and placement has been made to prevent shadowing on nearby residential areas while maintaining and improving pedestrian accessibility. Extensive engagement activities, in-person and online, were completed over a 2 year period and the design before you is a culmination of those efforts, reflecting the needs and wants of the community as a whole. The project will revitalize this portion of the neighbourhood and give the area more housing and amenity options.

Applicant's Statement

The revised submission includes a reduction of building height of Building C in response to concerns of shadowing to the existing green space on the west side of the property. Greater efforts have been made to revising and enhancing the long-term master plan for the site to address concerns that were raised during the Public Hearing debate.

Long Term Concept Plan

The proposed development, as outlined above, is primarily focused on the northwest portion of the site. Existing leases and business functions constrain the development area today, however the project has been designed with the future in mind. This can be seen in the road network that has been put into place, as well as our pedestrian connectivity.

To test the framework, the design team has developed a long-term concept plan for the site. This will provide densification on the east and south sides of the site, creating street edges along 24th Street SW and Southland Drive. The site is further densified internally, with the addition of buildings and public plazas in place of the current parking lot. The intent is to provide the required parking below the buildings as they are constructed, limiting the surface parking required.

The pedestrian realm is further enhanced in the long-term concept with a series of urban plaza's running from the northwest to the southeast. At the intersection of 24th and Southland, the plaza is prominent and provides a gateway into the site from the proposed BRT stop, while the central plaza, south of the CO-OP, provides an outdoor amenity to the surrounding buildings. Plaza space on the northwest (included in the current DP application) and the north east welcome the community onto the site and provide safe, pedestrian only routes into the heart of the site.

Currently, the proposed concept includes building that range in height from 5 to 11 stories. This plan increases the FAR on the site to 1.43.

To date, several community engagement and outreach activities have been completed, such as:

- Information table at the 2016 Oakridge Community Association Stampede BBQ (July 2016/2017)
- Co-op employee information sessions
- In-Store Kiosk at the Oakridge Co-op (September/October 2016)
- Exploratory meetings with the Oakridge Community Association
- Open House events (October 2016)
- Promoted social media campaigns on Facebook, LinkedIn and Twitter
- Information posted on the Oakridge Community Association website
- Signs/postcards in the Oakridge Co-op and Oakridge Community Association
- Ad in the Oakridge Echo (January 2017)
- Project website
- Email/phone correspondence including email update sign up options
- Face-to-face meetings with community members
- City of Calgary engagement (postcards, ads social media, roadside signs)
- Email from community association to members (January 2017)
- Community Association notices - Oakridge Echo
- City-led open house February 2017
- City-led workshops May 2017
- Door to door conversations

Applicant's Statement

We are confident that this application and project is the right fit for the community and will benefit all stakeholders.

Thank you for your consideration.

CALGARY CO-OPERATIVE ASSOCIATION LIMITED



Tony Argento, B.A., B.E.D.S., M.Arch.F.P.

Director – Real Estate & Development

QUARRY BAY INVESTMENTS INC.



Michael E. Lobsinger

President & CEO

Community Association Comments

January 10, 2017

To whom it may concern,

Re: Application No: DP2016-5076

On behalf of the *Oakridge Community Association (OCA)* I am writing to express our views in regards to the Oakridge Crossing application for development permit submitted by Sahuri & Partners Architecture.

It is the view of the OCA that the project brought forth under the aforementioned application number, is a thoughtful project with careful consideration for the community of Oakridge and its residents.

When discussing projects such as these, it is critical that stakeholders express their concerns based on fact and not of opinion. With that in mind the OCA has three areas that we want addressed to minimize the impact to Oakridge during the building phases and to ensure we receive maximum benefit from the finished project.

1. **Traffic:** From the onset, the OCA acting on behalf of the residents of Oakridge, have expressed concern with additional traffic associated with this development. Specifically, traffic which uses the intersection on the corner of 24th Street and Oakmoor Drive, SW. Understanding that a traffic study has been undertaken by McElhanney Consulting Services Ltd. and we have received a copy. We want to ensure that this intersection is monitored and that the numbers stated in the traffic study are accurate, and the intersection is monitored following completion.

"155 additional trips expected in the AM peak hour, and 20 additional trips expected in the PM peak hour. In the future, the operation of the intersection of 24 Street SW and Oakmoor Drive should be monitored to ensure excessive queue lengths do not create significant safety or operational issues."

We expect the developers and city to work with the OCA to monitor the intersection in question and to find a solutions if issues arise.

2. **Shadows:** Some of the townhouses directly to the north of the proposed development enjoy south facing. The OCA and more specifically the residents of the mentioned townhouses are concerned that a 50 meter structure could cast a shadow which would darken these units.

If there are issues from shadowing on these units we expect the developers to work with these residents to find a mutually agreed upon solution.

3. **Pathway:** Directly to the west of the first phase there is a pathway which provides condo residents access to the current CO-OP property. The OCA is concerned that closing this path may limit condo-residents ability to access groceries and other essential services. Understanding that any closure is to ensure safety during construction and would not be permanent.

We expect the developer to do their best to inform the residents of the condos as to the closure and length of time access will be closed.

Urban Design Review Panel Comments

Date: August 30, 2017

Time:

Attendance:

Panel Members:

Present:

Brian Horton (vice-chair)
Terry Klassen
Robert LeBlond
Yogeshwar Navagrah

Absent:

Janice Liebe (chair)
Chad Russill
Bruce Nelligan
Philip Vandermeij

Advisor: David Down, Chief Urban Designer

Application number: DP2016-5076

Municipal address: 2580 Southland Dr SW

Community: Oakridge

Project description: New: Multi-Residential, Retail and Consumer Service, Office, Medical Clinic, Supermarket (6 buildings, 266 units)

Review: Second (*previously Feb 22, 2017: Do Not Support*)

File Manager: Jarred Friedman

City Wide Urban Design: Lothar Wiwjorra

Applicant: Sahuri + Partners Architecture

Architect: Sahuri + Partners Architecture

Owner: Calgary Co-operative Association

Ranking:

General Commentary:

UDRP commends the applicant on revising the development plan in response to the UDRP comments provided from the first review. UDRP believes that the changes made result in a generally improved project. In particular, UDRP supports the inclusion of north south connection from Oakmoor Drive into the site.

UDRP is concerned with the lack of detail provided regarding the proposed landscape design and quality and character of the public realm as the applicant did not provide detailed drawings or renderings of the streetscapes, interface between buildings and the public realm, or landscaped areas. This material is required for UDRP to evaluate and comment on these key aspects of urban design.

UDRP requests that the applicant includes with their DTR response detailed drawings and renderings illustrating the following:

- NE Residential building.
 - o Interface between the ground floor and the streetscape public realm (entrances, active frontages etc)
- Oakmoor Drive, back of house of co-op.
 - o Street level pedestrian experience along this length of Oakmoor drive.
- NW Residential building.
 - o Interface between the ground floor and the streetscape and public realm along both the Oakmoor frontage and west lane (entrances, active frontages etc).
- Lane between NW residential building and existing community.
 - o Details on paving materials, landscaping, furnishings and overall character.
- North-south "main street".
 - o Illustrations showing the overall street level character (provided rendering is shown above the tree canopy).

Urban Design Review Panel Comments

- Details on the interface between retail units and the streetscape (porosity, podium level materials, location of retail entrances etc.)
 - Details on the landscape materials, planting and furnishings.
- Passageway between “main street” and internal courtyard.
 - Details of the interface between buildings and pedestrian route, landscaping and material treatment details.
- Internal courtyard of NW residential building
 - Details of interface between ground level units and courtyard.
 - Details of landscaping and furnishings.

The information listed above is the material that UDRP typically expects to receive to evaluate proposals. Once this material is provided to administration, UDRP asks administration to decide if a further UDRP is required to evaluate the material provided.

City Led Engagement Summary

Phase one: issues scoping

An in-person session and online opportunity was provided to citizens in February 2017. The purpose of this phase was to: develop a high-level understanding of the issues and concerns with the application, and to inform our future phase of engagement.

- One in-person open house on Thursday, February 23 at Oakpark Church
 - There were 377 people in attendance at the Open House
 - 30 completed comment forms were received
- One online survey from February 22 through the 28
 - 77 completed survey responses were received

645 comments and ideas were collected through phase one.

What We Heard

Some of the main themes that emerged through all of the comments gathered in phase one were:

- Citizens are concerned that this development may have insufficient parking and/ or spill-over effects of parking in the community;
- Citizens are concerned about the impact that additional density combined with other projects (i.e. Ring Road) may have on transportation infrastructure; and
- Citizens require more information on the future use of the development (i.e. rental properties, commercial tenants, condo sales, green roof access etc.).

Phase two: visioning workshops

Two in-person workshops and a pre-workshop online survey were provided to citizens in May 2017. The purpose of this phase was to delve deeper into the issues, opportunities and outcomes that community residents want to see with the proposed development. This was an opportunity for participants to provide feedback on the development that was not overly constrained by the current proposal. Further, it was an opportunity for Citizens to understand that it was not only that the City wanted to know their opinions on the proposed development, but also how the proposal could be improved. This was achieved through a charrette-style board game facilitated by IBI Group, which allowed participants to express their preferences, ideas and aspirations through a spatial planning exercise.

- Two workshops were held at the Cedarbrae Community Centre on May 13 and May 17.
 - There were 83 workshop participants at the two sessions; and
 - 12 community based concepts were developed at the two sessions.

785 comments and ideas were collected through phase two of engagement.

What We Heard

Some of the main themes that emerged through all of the comments gathered in phase two were:

- Citizens are concerned about the proposed density and building heights and feel it is too much for the community and have suggested a range of 5 – 9 storeys;
- Citizens are concerned that this development may have insufficient parking and/ or spill-over effects of parking in the community;

City Led Engagement Summary

- Citizens would like to see good connectivity through the site for all modes (pedestrians, vehicles and bicycles); and
- Citizens would like new development to be sensitive to the existing surrounding development.

The 12 community concepts were amalgamated to develop an overall workshop concept plan that was shared with the applicant. The heat maps and community concept can be found in the detailed phase two What We Heard Report.

Phase three: revised application evaluation

The purpose of phase three of engagement was to: share the results of our first two phases of engagement, what changes were requested of the developer through the first detailed team review, and what changes were made to the proposal as a result of community feedback. Citizens were asked to assess the changes made and determine if they were appropriate in addressing community concerns.

Recognizing that summer is always a busy time, there were many different activities and tactics throughout the month of August for Citizens to review the application details, ask questions of City staff, and evaluate the changes to the application

- One community sounding board at the Oakridge Co-op store from August 23 - 30.
 - 64 comments and ideas were received
- One pop-up event at Braeside's Community Birthday Party on August 19
 - We talked with 78 citizens
- One in-person open house was held on Monday, August 14 at The Braeside Community Centre
 - We had 165 participants attend the open house
 - We received 13 completed feedback forms
 - We received 105 sticky notes of comments and ideas
- An online survey was made available from August 9 through August 30
 - There were 1247 unique visitors to the website
 - We received 172 completed responses
- One comment drop-box at the Braeside Community Centre
 - We received 2 completed forms

1063 total ideas and comments were collected through phase three of engagement.

What We Heard

Some of the main themes that emerged through all of the comments received in phase three were:

- Citizens agree with the proposed changes to the application to address pedestrian connectivity, gathering spaces and like the addition of the commercial main street;
- Citizens have mixed views on the development fit, some agree that the reduction in storeys were sufficient while others feel it was not enough and still too high; and
- Citizens have concerns over parking and traffic issues that could result from the proposed development.

City Led Engagement Summary

Phase four: information sharing

An in-person information session to share the final application, a summary of what has changed, a summary of engagement and information on how to participate in the public hearing of council was held on November 9, at Oakpark Church.

This information session was not complete at the time of report writing and thus we do not have attendance numbers to share here at this time.

Communications overview

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. On-going tactics employed throughout the life of the project have included:

- project specific website (calgary.ca/oakridgecoop) that shares information and background about the Brentwood Co-op redevelopment application. The website also includes a summary of previous engagement activities and notice about upcoming activities taking place in the community;
- Sending emails to the community members subscribed to our email list, sharing on-going project information and engagement details; and
- Regular and on-going communications with the Community Associations.

For each phase of engagement the following communications tactics were employed to promote participation in our various engagement opportunities. Which included:

- Digital advertisements;
- Twitter and Facebook advertisement campaigns;
- Large traffic signs placed at high-traffic intersections in the community;
- Post card mail outs to surrounding area residents;
- Advertisements in the community association newsletters;
- Post cards handed out at the Oakridge Co-op store to shoppers;
- Posters distributed throughout the community in highly visible areas; and
- Information was also shared to external email lists via the Councillor's Office, Community Associations and the developer.

Full engagement reports

The full what we heard reports and verbatim comments for each phase can be found here:

[Phase one: What We Heard Report](#)

[Phase two: What We Heard Report](#)

[Phase three: What We Heard Report](#)

Conditions of Approval

Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

Planning:

1. Submit a total of 12 complete sets of Amended Plans (file folded and collated) to the Planning Generalist that comprehensively address the Prior To Release conditions of all Departments as specified below.

In order to expedite the review of the Amended Plans, please include the following in your submission:

- a. 4 of the plan set(s) shall highlight all of the amendments.
- b. 4 detailed written response(s) to the Conditions of Approval document that provides a point by point explanation as to how each of the Prior to Release conditions were addressed and/or resolved.

Please ensure that all plans affected by the revisions are amended accordingly.

2. Submit a cheque payable to the City of Calgary for a total of \$735.00 for the cost of three additional Development Completion Inspections (\$245.00 per phase) that was not paid for at the time of the Development Permit submission.
3. Amend the plans to indicate:
 - All surface material used for the subject site;
 - The height for the 4 existing coniferous trees;
 - The type of screening that will be or existing provided along the west property line; and
 - The number of bicycle loops that are provided.
4. Amend the labeling of the following drawings:
 - **DP2-202** – ROOF PLAN to BUILDING A – ROOF PLAN;
 - **DP4-207** – BUILDING 2 – FLOOR PLAN 11 and BUILDING 2 – FLOOR PLAN 12 to BUILDING B – FLOOR PLAN 11 and BUILDING B – FLOOR PLAN 12;
 - **DP4-501** – BUILDING A – SOUTH ELEVATION to BUILDING B – SOUTH ELEVATION; and
 - **DP4-502** – BUILDING A – WEST ELEVATION to BUILDING B – WEST ELEVATION.

Development Engineering:

5. Consolidate the subject parcels. Submit a copy of the registered plan and certificate of title, confirming the consolidation of subject parcels onto a single titled parcel, to the Development Engineering Generalist.

Conditions of Approval

6. Provide a completed copy of the "Retaining Wall Design Disclosure Statement"

AND

Submit an electronic version of Structural Design Drawings, for review and acceptance, for the retaining wall(s) 1m and over, prepared by a qualified Professional Engineer under seal and permit to practice stamp to the satisfaction of the Chief Structures Engineer, Roads. The intent of the drawings is to show the feasibility of the proposed retaining wall(s) at the location(s) indicated.

7. Indicate top and bottom of wall geodetic elevations for existing and proposed retaining walls on the subject parcels as noted on C-002.
8. Follow the submission requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control (Erosion and Sediment Control Reports and Drawings: Technical Requirements) and either submit the required (2) copies of an Erosion and Sediment Control (ESC) Report and Drawings or the required (2) copies of a Written Notice to Development Engineering, for review and acceptance by Water Resources. The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

Documents submitted shall conform to the requirements detailed in the current edition of The City of Calgary *Guidelines for Erosion and Sediment Control* and shall be prepared, signed and stamped by a qualified consultant specializing in erosion and sediment control, and holding current professional accreditation as a Professional Engineer (P. Eng.), Professional Licensee (P.L. Eng), Professional Agrologist (P. Ag.) or Certified Professional in Erosion and Sediment Control (CPESC). For each stage of work where soil is disturbed or exposed, documents must clearly specify the location, installation, inspection and maintenance details and requirements for all temporary and permanent controls and practices.

If you have any questions, contact 3-1-1. A Service Request (SR) will be created for the Erosion Control Team in Water Resources.

9. The proposal to construct public infrastructure, **watermains / service connections** within City rights-of-way requires the **developer** to execute an Indemnification Agreement to the satisfaction of the Manager of Growth Management.

To initiate circulation and approval of the Work that will form part of the Indemnification Agreement, submit construction drawings online using your existing VISTA account at calgary.ca/vista. At the time of submission of the construction drawings, the following items shall also be submitted:

- a. An 8 1/2" x 11" site plan indicating the construction boundaries.
- b. Indicate who will be party to the agreement, provide contact information and a certificate of title for adjacent lands associated with the construction of the infrastructure.
- c. A detailed description of the Work that will form part of the Indemnification Agreement (cubic metres of asphalt and/or concrete, pipe diameters for sanitary, storm and watermains and their respective lengths in linear metres) within the City right of way.

Conditions of Approval

- d. A detailed cost estimate for the scope of Work including GST prepared by the contractor.

Construction drawings need to be approved before the DSSP can be reviewed and approved.

- 10. Amend the plans to:

Waste & Recycling Services – General

- a. Revise community recycling depot configuration to accommodate collection vehicle. Contact the Waste & Recycling Services Specialist at 403-268-8429 for site specific details.
 - b. Provide metric dimensions and scale on all drawings for recyclable materials and waste storage facilities. *(overhead door dimensions)*
 - c. Provide protection details for all overhead door components, including the frame and tracks, from all directions of travel.
 - d. Provide protection to ensure all parts of the storage area will be protected from contact by any part of a container. Refer to the “Development Reviews: Design Standards for the Storage and Collection of Recyclable Materials and Waste” Found at: <http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx>
- 11. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact developmentservicing2@calgary.ca for additional details.

For further information, refer to the following:

Design Guidelines for Development Site Servicing Plans

http://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP2015.pdf

Development Site Servicing Plans CARL (requirement list)

<http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicing-plan.pdf>

- 12. The Applicant shall address the recommendations made in the following report: “Phase I Environmental Site Assessment Calgary Coop Oakridge 2580 Southland Drive SW Calgary, AB” by Envirotech Engineering, dated October 2016

All report(s) are to be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental & Safety Management).

Conditions of Approval

Transportation:

13. Replace the existing substandard sidewalks surrounding the site with current standard (complete streets/DGSS 2014) sidewalks. Amend the plans to indicate the existing narrow sidewalks surrounding the site will be replaced as follows
 - New 2m wide separate walk along Southland Drive
 - New 2m wide separate walk along 24 Street SW
 - New 1.5m wide monolithic walk along Oakmoor Drive SW
14. Replace the existing type A bus apron at the bus zone on SB 24 ST at Oakmoor DR (adjacent to Building E) with a type C apron. The existing Type A pad is not wide enough to support installing a shelter without encroaching on sidewalk. Provide a public access agreement for this area, as it is outside right of way. Amend all plans to show the proposed apron.
15. Execute and register on title an Access Easement Agreement with the City of Calgary over the subject parcel (Servient Lands) in favour of 24 Street SW (Dominant Lands) for the purpose of pedestrian access / new type 'C' bus apron. The agreement and registerable access right of way plan shall be to the satisfaction of the Director, Transportation Planning and the City Solicitor. A standard template for the agreement and an Instruction Document will be provided by the Transportation CPAG Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.
16. Indicate a continuous sidewalk with curb and gutter across all driveway crossings that access public street, with the exception of the main all-turns (westerly) access to Southland Drive. Identify all existing driveways/sidewalk crossings to be removed and rehabilitated by the developer.

Note: the "proposed painted crosswalks" as shown must be revised to be typical driveways.

17. Upgrade the existing sidewalk connection and wheelchair ramp from the separate walk to the island at the SE corner of the site (Southland DR / 24 ST SW), to City standards as per Roads 454.1013.012. Indicate the upgrade on the plans and identify upgrade to be provided at developer's expense.
18. The Developer shall provide a Letter of Credit for the signalization of the intersection of 24 Street SW and Oakmoor Drive. Developer to contact the transportation generalist to confirm amount.

The Developer shall also provide a letter, under Corporate Seal, indicating that they will be responsible for any additional costs for the signal installations that could be in excess of the amount that has been identified in the Letter of Credit and required to be submitted in support of the proposed applications.

Conditions of Approval

19. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Construction of 3 new driveway crossings on Oakmoor Dr SW,
 - b. Closure and removal of 1 existing driveway crossings on Oakmoor Dr SW,
 - c. Removal of 1 existing curb return accesses onto Southland Drive and replacement with a standard driveway.
 - d. Construction of new wheelchair ramp at the SE corner of the site
 - e. Construction of new type 'C' bus apron adjacent to 24 Street SW,
 - f. Construction of new 2m wide separate walks along Southland Drive and 24 Street SW
 - g. Construction of new 1.5m wide monolithic walk along Oakmoor Drive SW
 - h. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel
20. Remit payment (certified cheque, bank draft) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Units. The amount is calculated by the respective Business Unit and is based on 100% of the estimated cost of construction.

The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

Roads

- a. Street lighting upgrading adjacent to the site.

Parks:

21. Indicate on the landscape plan the setbacks between the existing and/or proposed trees and the existing or proposed utilities/servicing connections. Provide the minimum setback requirements as identified and required in **Section 4.1.3 of "Development Guidelines and Standard Specifications: Landscape Construction 2013"**:
http://www.calgary.ca/PDA/pd/Documents/urban_development/publications/Landscape2013.pdf

This is to ensure no conflicts exist between existing and proposed trees and existing or proposed utilities/servicing connections. It appears some of the proposed water/sanitary/storm servicing connections may conflict with the trees.

Conditions of Approval

22. Amend the plans to ensure proposed private trees and shrubs are planted at least 0.5m away from the property lines so that in the future there would be no confusion regarding tree ownership and maintenance issues. It appears some of the proposed trees and shrubs (especially along Oakmoor Drive SW) are close to the property lines. Amend landscape plans and other relevant plans accordingly.

Permanent Conditions

The following permanent conditions shall apply:

Planning:

23. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
24. No changes to the approved plans shall take place unless authorized by the Development Authority.
25. This approval recognizes 4 phases on the approved plans which shall be completed in sequence. All the road works, landscaping and provisions for garbage collection shown within each phase shall be completed prior to the issuance of a Development Completion Permit for that phase. Call Development Inspection Services at 403-268-5311 to request site inspections for the Development Completion Permits.
26. All roof top mechanical equipment shall be screened as shown on the approved plans.
27. The grades indicated on the approved Development Permit plans must match the grades on the Development Site Servicing Plan for the subject site as per the Lot Grading Bylaw.
28. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system as identified on the approved plans.
29. All trees located within the subject property and shown on the approved plans, which cannot be retained during development, must be replaced by a tree of a species and size which is acceptable to the Development Authority within twelve months of the issuance of the development completion permit.

Development Engineering:

30. Single retaining walls 1.2m in height or greater or terraced retaining walls 1.2m in height or greater with a horizontal separation between walls of less than 3.6m (3x height) require the approval of a Building Permit prior to construction.

For retaining wall(s) that meet these criteria, the developer may either:

- a. Include the retaining walls with the Building Permit for the building, or
- b. Apply for a separate Building Permit for the retaining walls.

Conditions of Approval

It should be noted that the Building Permit for the building on site will not be released until the separate Building Permit for site retaining walls is approved.

31. Prior to the issuance of the Development Completion Permit, the developer/builder is required to provide the form, *Assurance of Engineering Field Review and Compliance*, (final page of the Retaining Wall Design Disclosure Statement) under seal and permit to practice stamp by the Engineer of Record to the Development Authority for the field review of the retaining wall(s).
32. The subject parcels must remain on a single certificate of title for the duration of the development unless subdivision is approved by the subdivision authority.
33. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
34. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

For all soil disturbing projects, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

35. Contact the Erosion Control Inspector, Water Resources, with at least two business day's notice, to set up a pre-construction meeting prior to commencement of stripping and grading. Locations north of 17 Avenue S should contact 403-268-5271. Sites south of 17 Avenue S should contact 403-268-1847.

Conditions of Approval

36. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual" all to the satisfaction of the Director of Water Resources.
37. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.
38. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within the utility rights-of-way.
39. The development shall be built and operated in functional compliance with the Stormwater Management measures outlined for the parcel.
40. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Assessment, prepared by e2k engineering ltd. (File No. 2016-2273) dated August 31, 2016

Transportation:

41. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Transportation Planning. All work performed on public property shall be done in accordance with City standards.
42. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Transportation Planning, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
43. All commercial loading and unloading shall take place on site. No loading, unloading or related manoeuvring shall take place on the adjacent public roadways.

Parks:

44. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector. Contact the Development Inspector at 403-268-4760 for an inspection.

Conditions of Approval

Any surface or subterranean damage to public parks resulting from the installation of building construction tie-backs or other construction practices requires remediation at the developer's expense, to the satisfaction of the Director, Parks. All materials associated with the encroachments must be removed and any subterranean and surface disturbances to the parcel must be remediated. All site remediations must be approved by the Parks Development Inspector. Contact the Development Inspector at 403-268-4760 for an inspection.

45. There shall be no construction access through the adjacent park lands.
46. Public trees located on the park/boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
47. Drainage from the development site onto the adjacent park is not permitted.
48. The submitted plans indicate that the removal of existing public trees along property frontage is necessary. As per the City of Calgary Tree Protection By-law, a letter of authorization to remove public trees is required from Parks Urban Forestry. The applicant is to contact Urban Forestry at 311 to make arrangements for the letter and compensation.

Development Permit Plans

OAKRIDGE CROSSING

2580 Southland Drive SW
CALGARY, ALBERTA

ISSUED FOR DEVELOPMENT PERMIT - DTR2

SAHURI architecture
2500 17th Avenue SW
Calgary, Alberta T2M 0K6
Tel: 403.243.8888
Fax: 403.243.8889
www.sahuri.ca

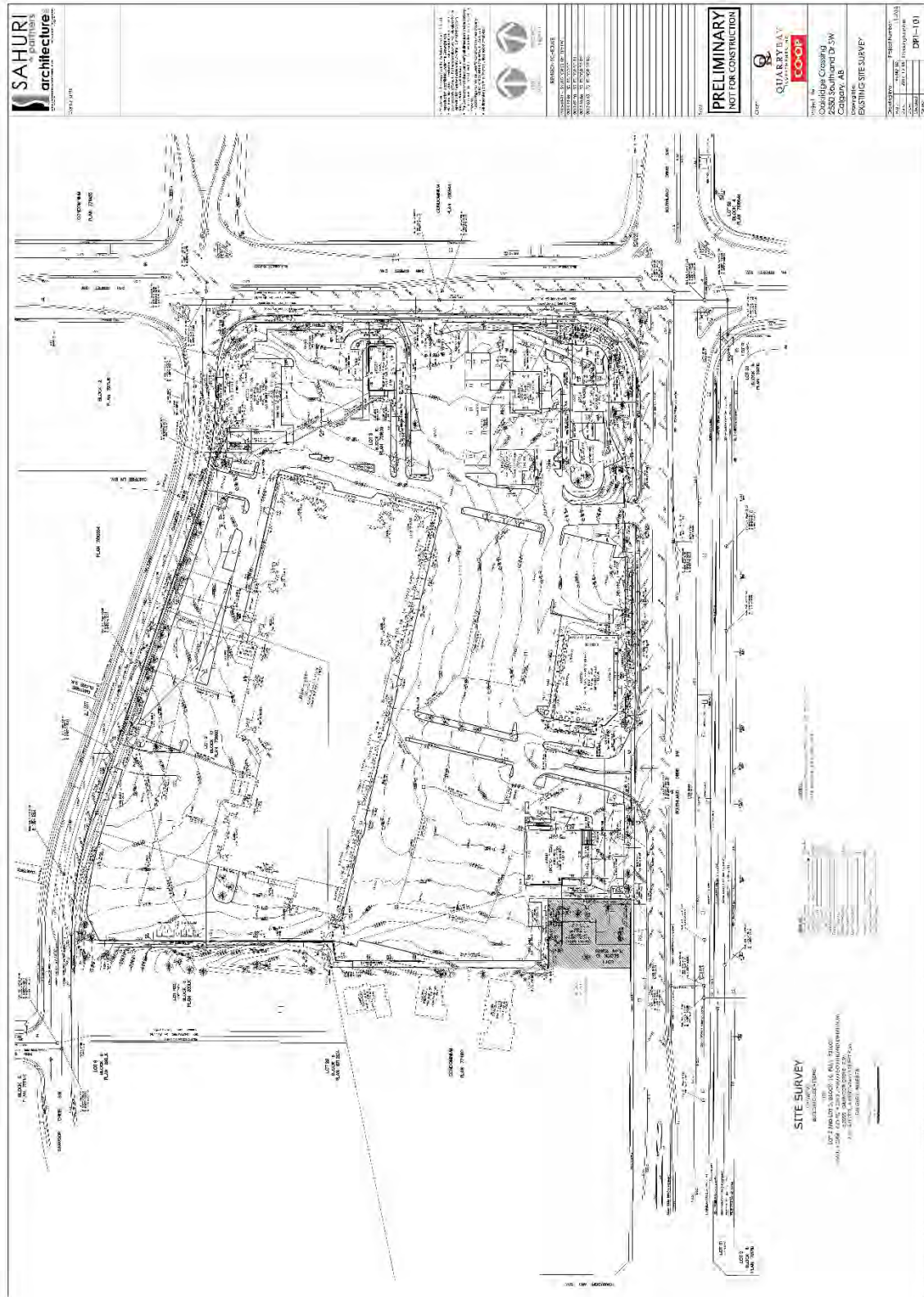
ARCHITECTURAL DRAWING LIST

NO.	DESCRIPTION	DATE	BY	CHECKED
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02	ARCHITECTURAL FLOOR PLAN	2018.05.15	J. SAHURI	J. SAHURI
03	ARCHITECTURAL SECTION	2018.05.15	J. SAHURI	J. SAHURI
04	ARCHITECTURAL ELEVATION	2018.05.15	J. SAHURI	J. SAHURI
05	ARCHITECTURAL DETAIL	2018.05.15	J. SAHURI	J. SAHURI
06	ARCHITECTURAL FINISH SCHEDULE	2018.05.15	J. SAHURI	J. SAHURI
07	ARCHITECTURAL MATERIAL SCHEDULE	2018.05.15	J. SAHURI	J. SAHURI
08	ARCHITECTURAL LIGHTING PLAN	2018.05.15	J. SAHURI	J. SAHURI
09	ARCHITECTURAL MECHANICAL PLAN	2018.05.15	J. SAHURI	J. SAHURI
10	ARCHITECTURAL ELECTRICAL PLAN	2018.05.15	J. SAHURI	J. SAHURI
11	ARCHITECTURAL LANDSCAPE PLAN	2018.05.15	J. SAHURI	J. SAHURI
12	ARCHITECTURAL CIVIL PLAN	2018.05.15	J. SAHURI	J. SAHURI
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14	ARCHITECTURAL HISTORICAL PLAN	2018.05.15	J. SAHURI	J. SAHURI
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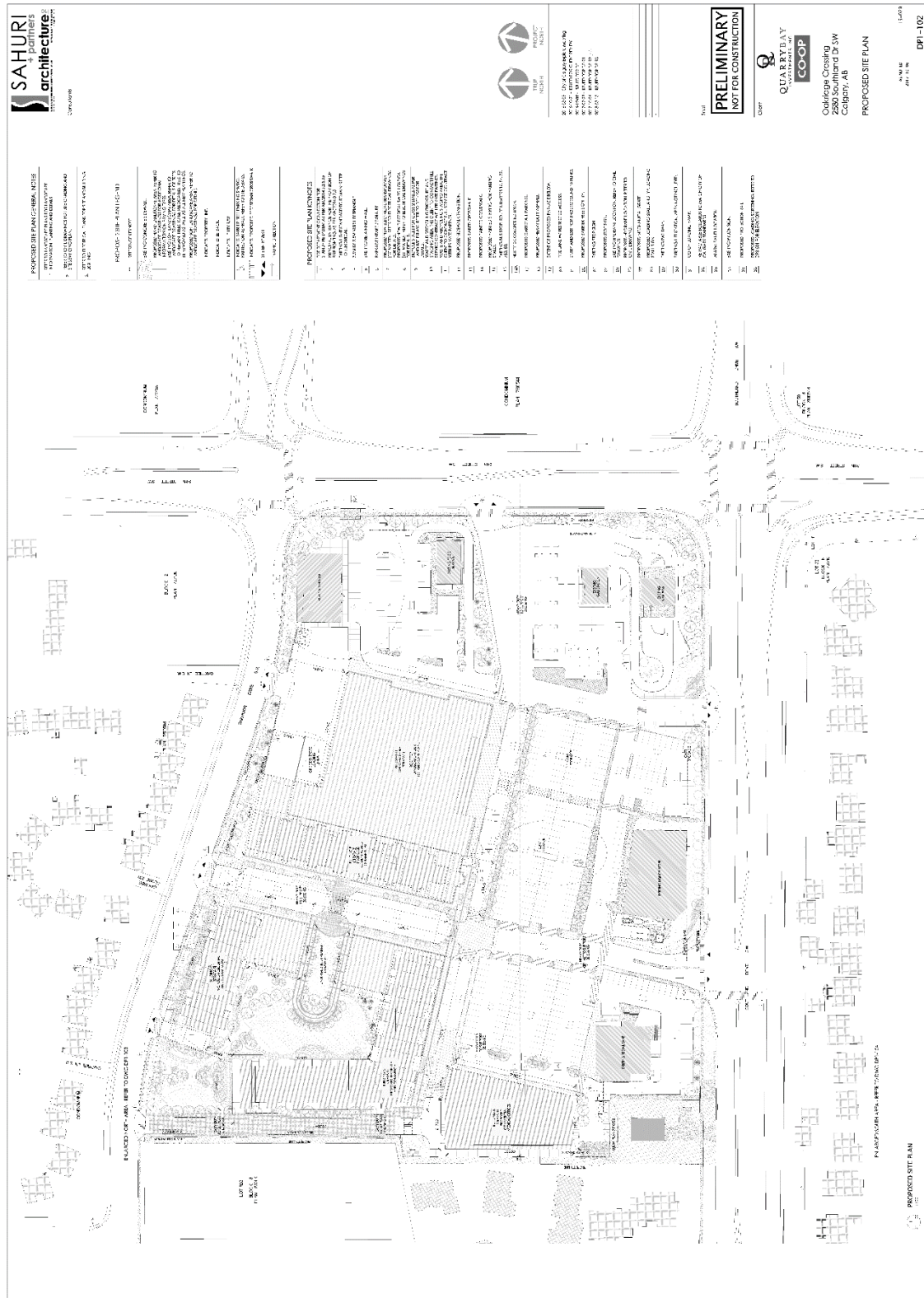
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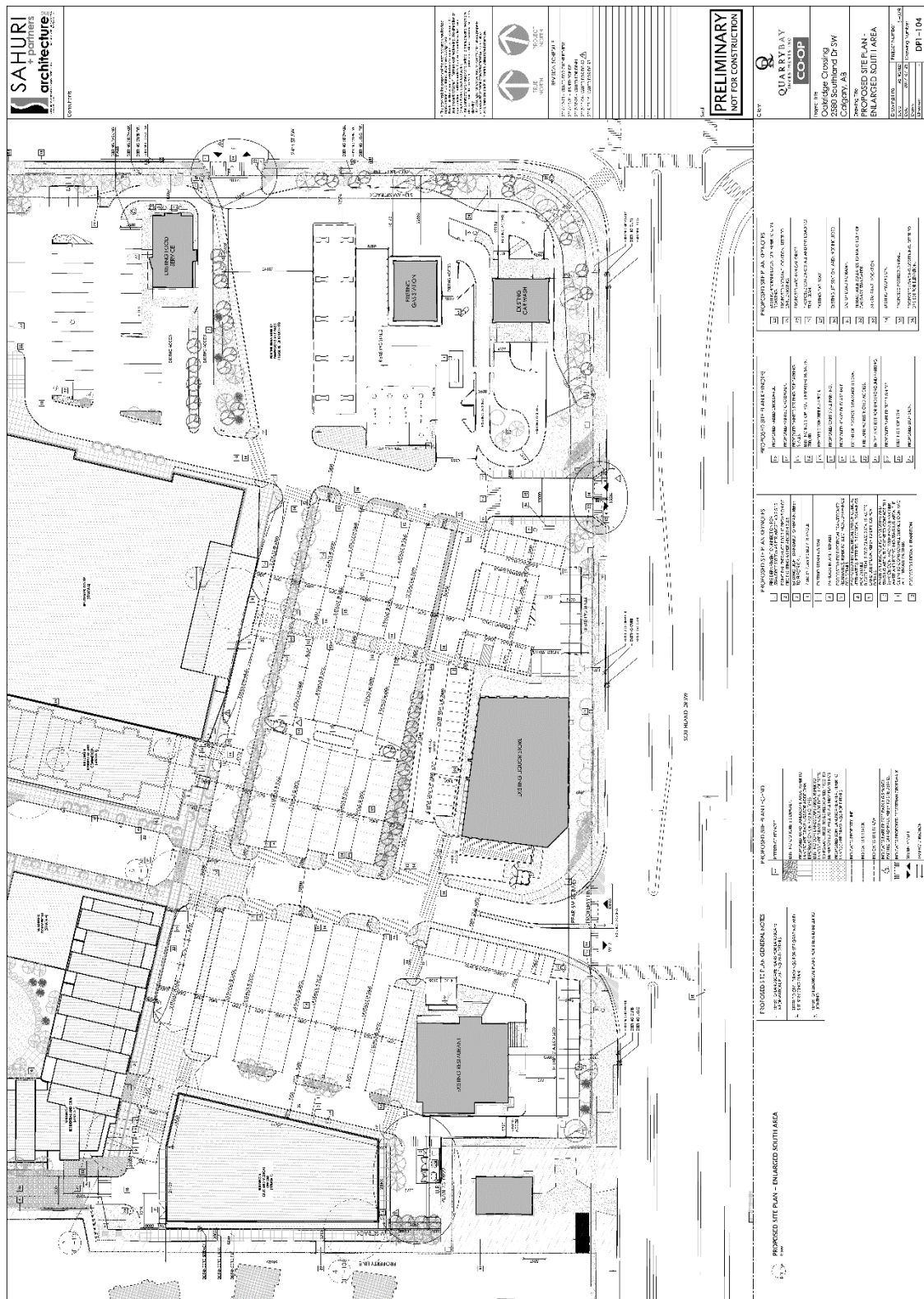
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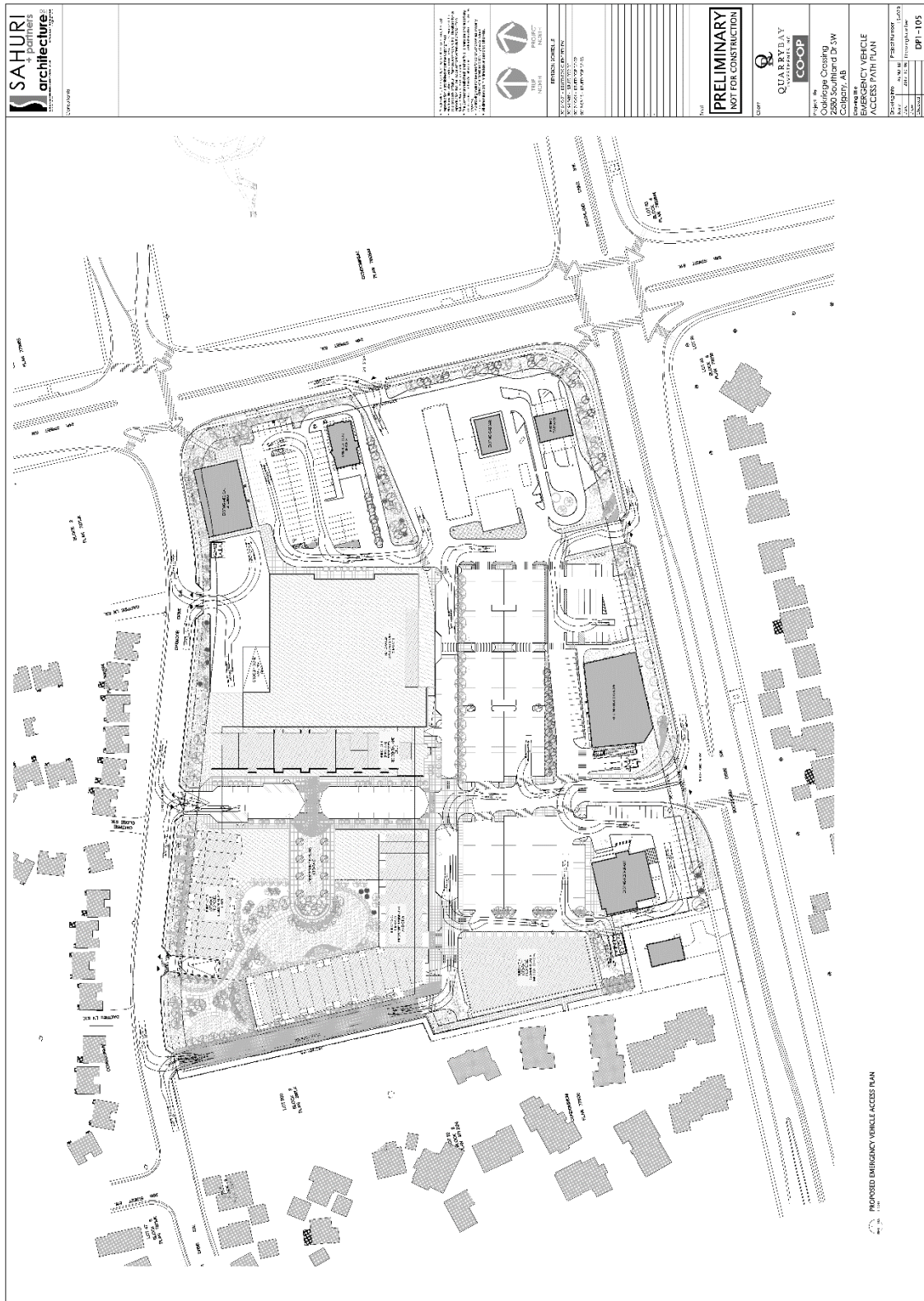
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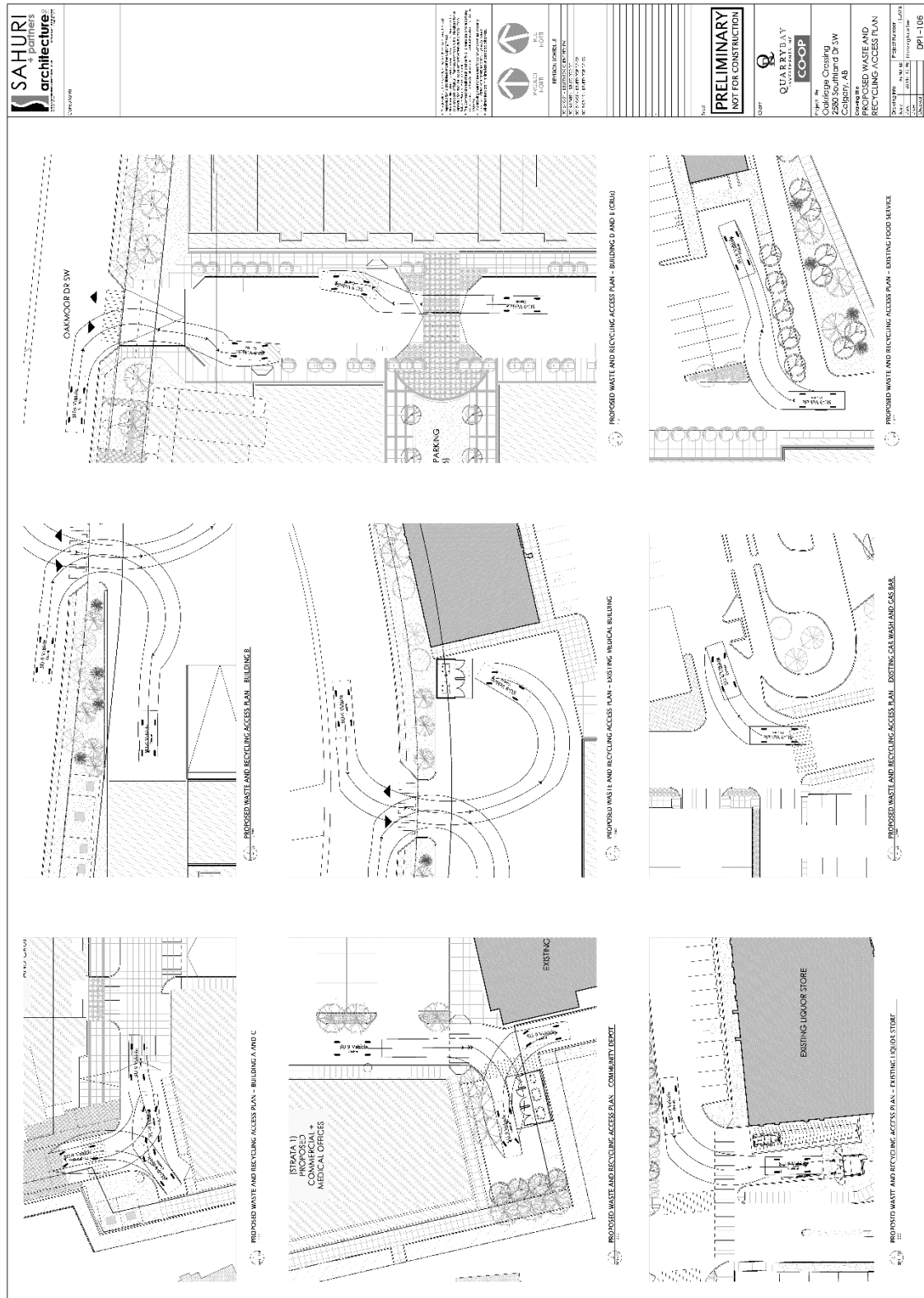
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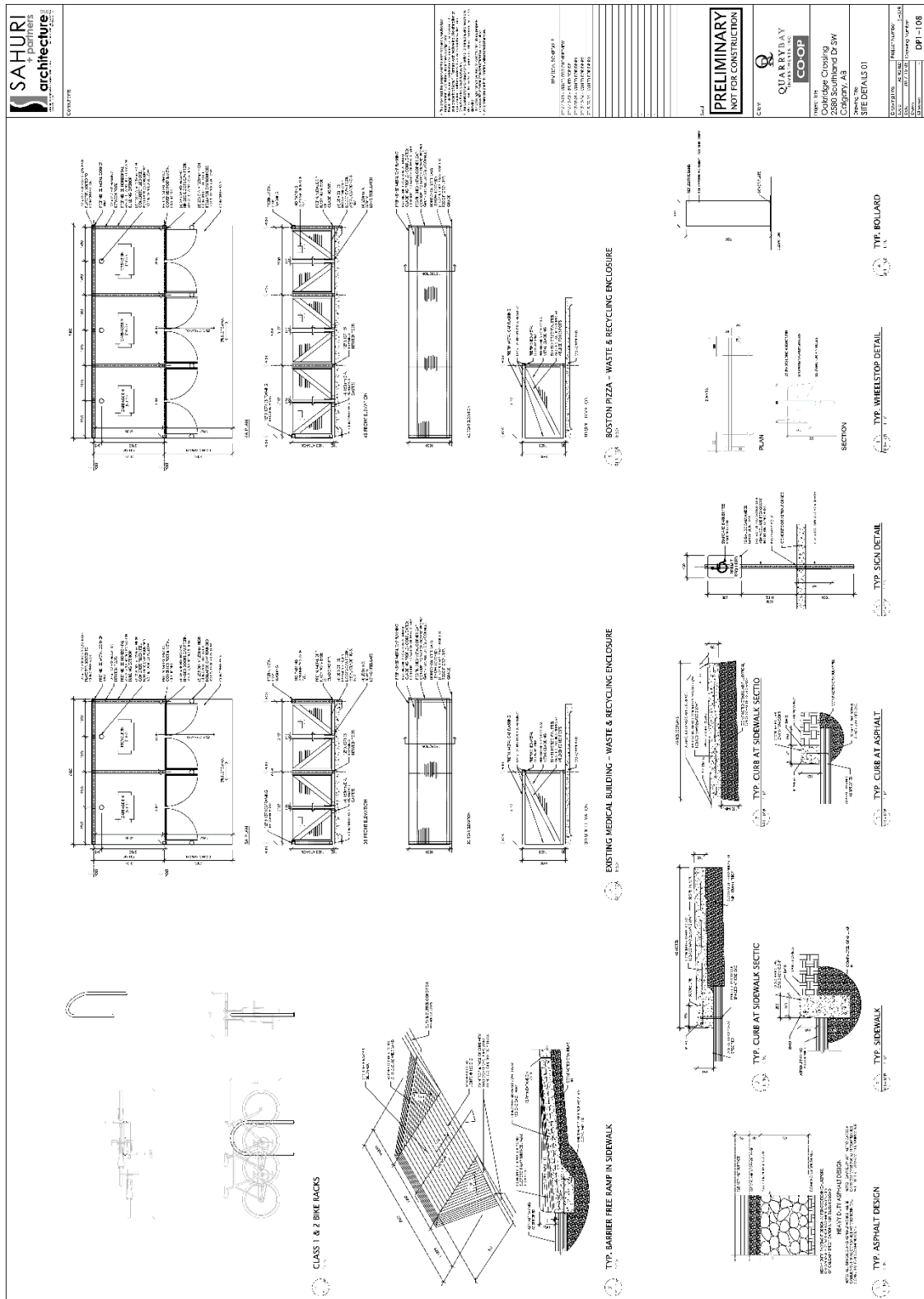
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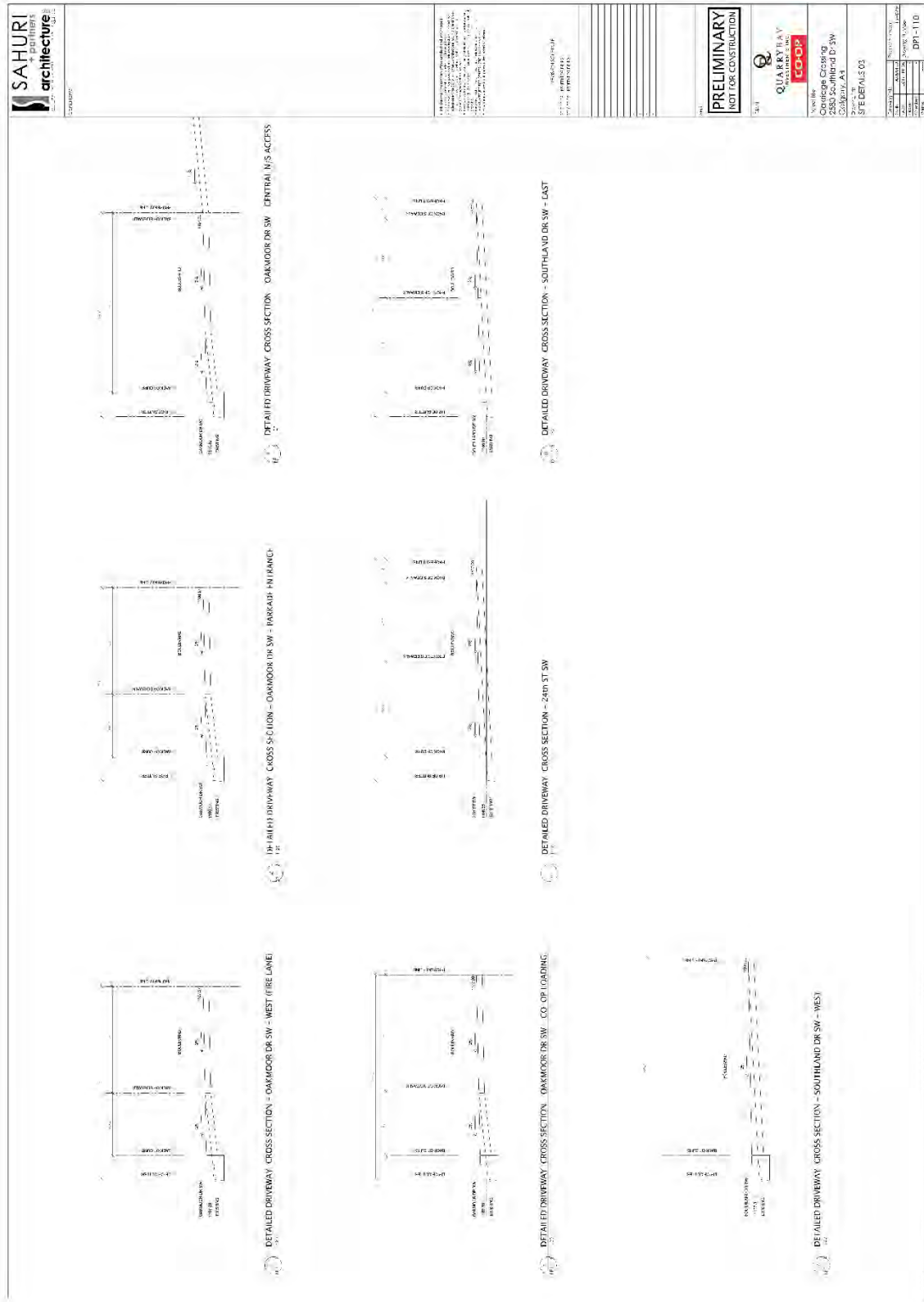
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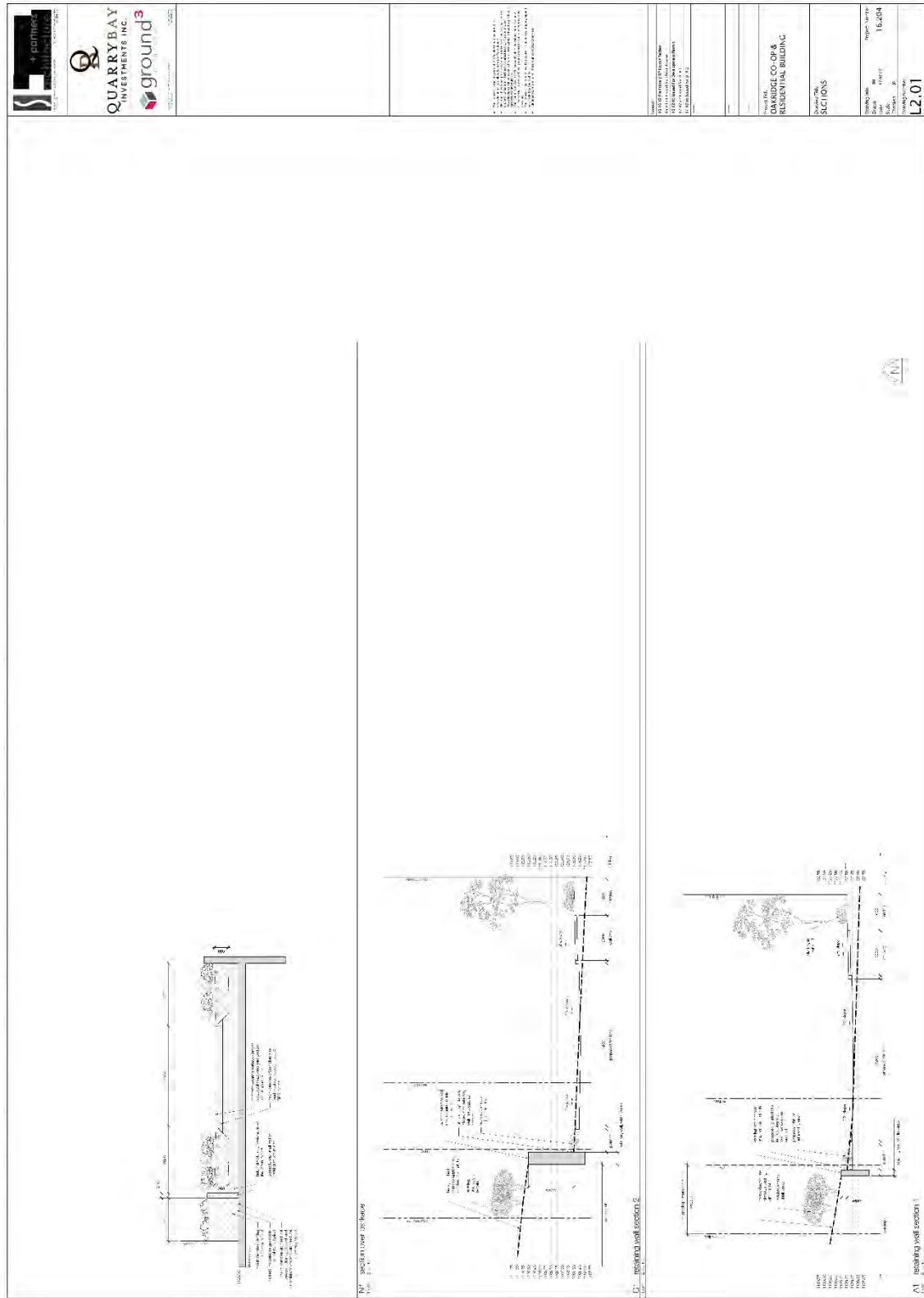
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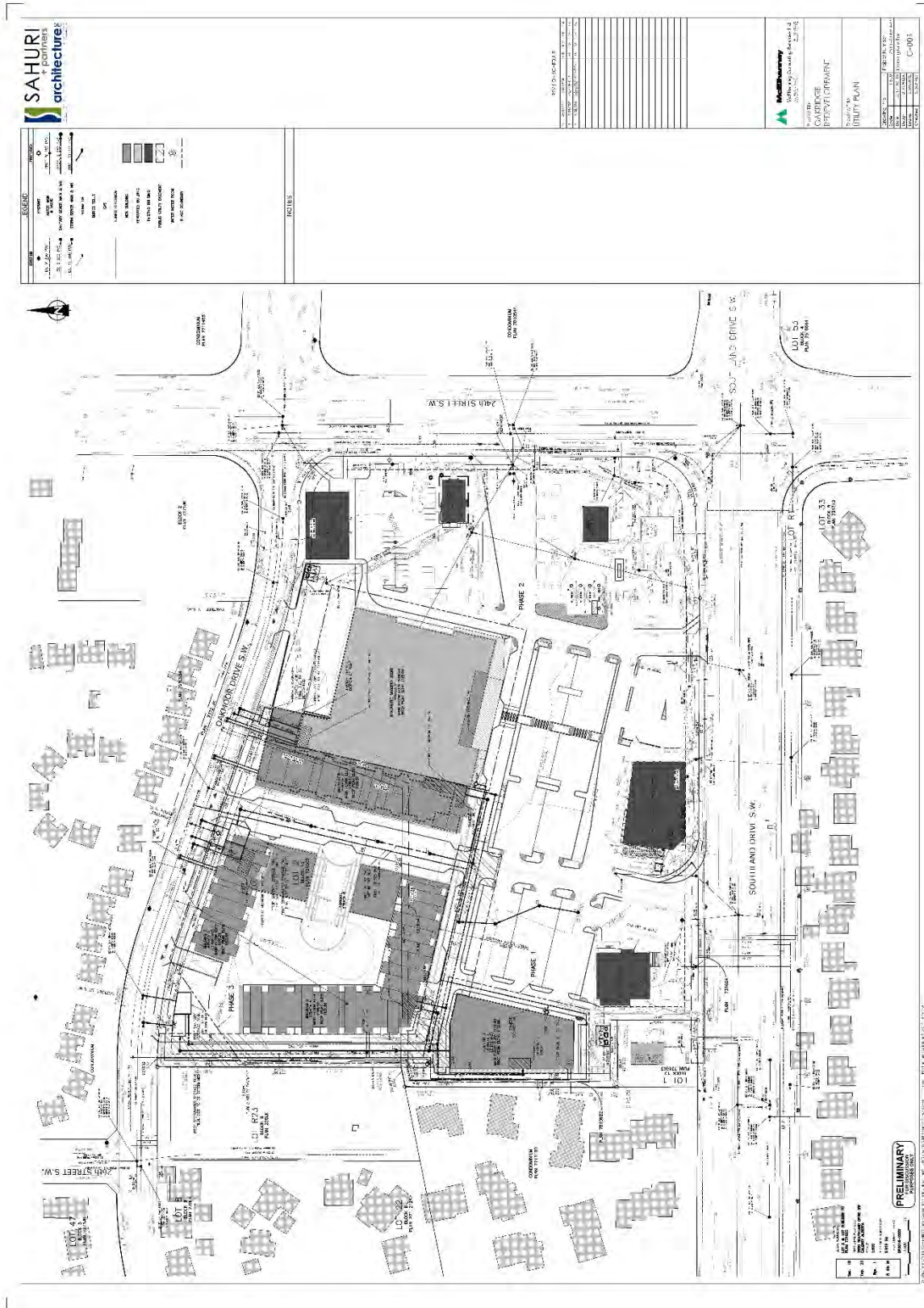
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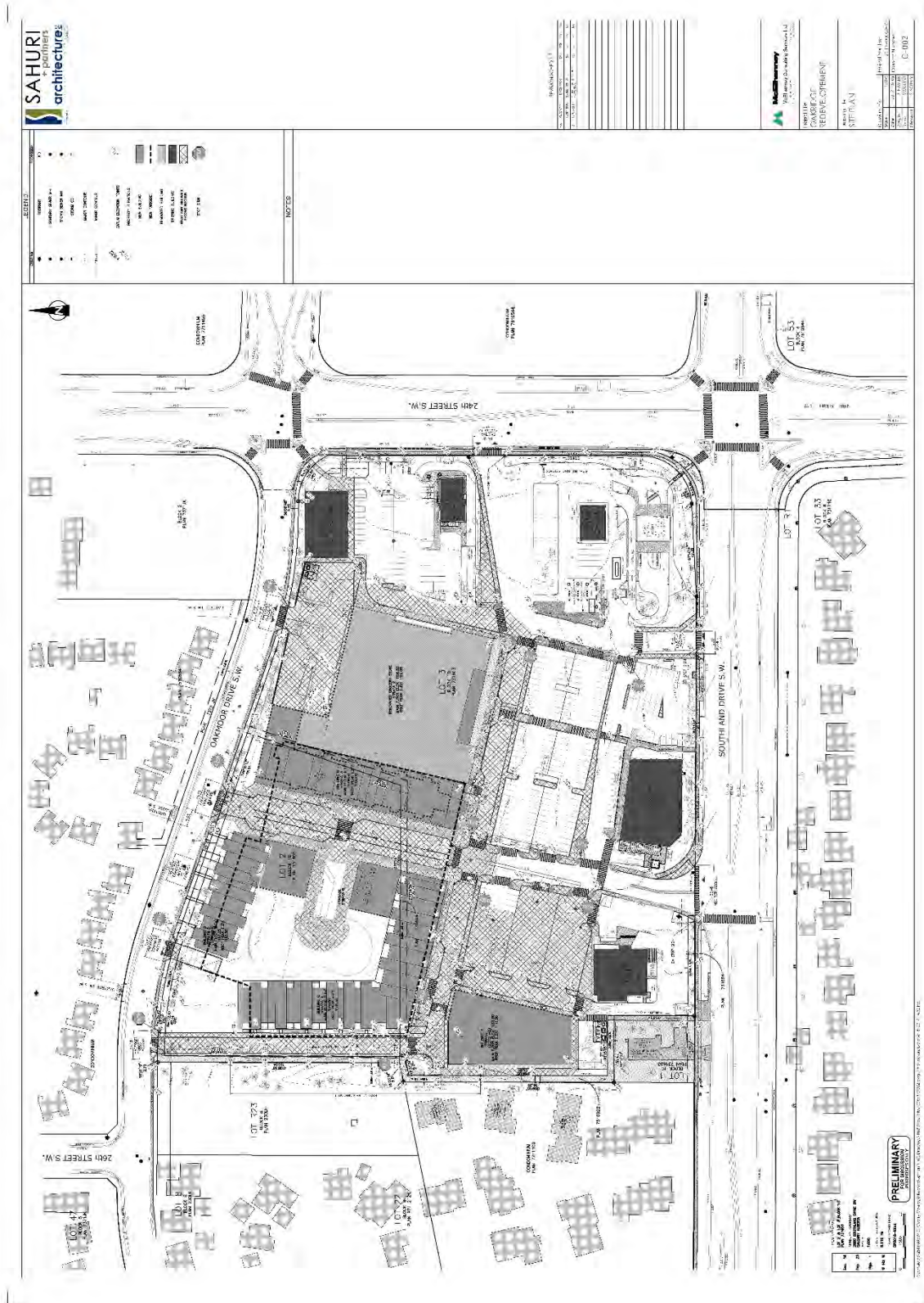
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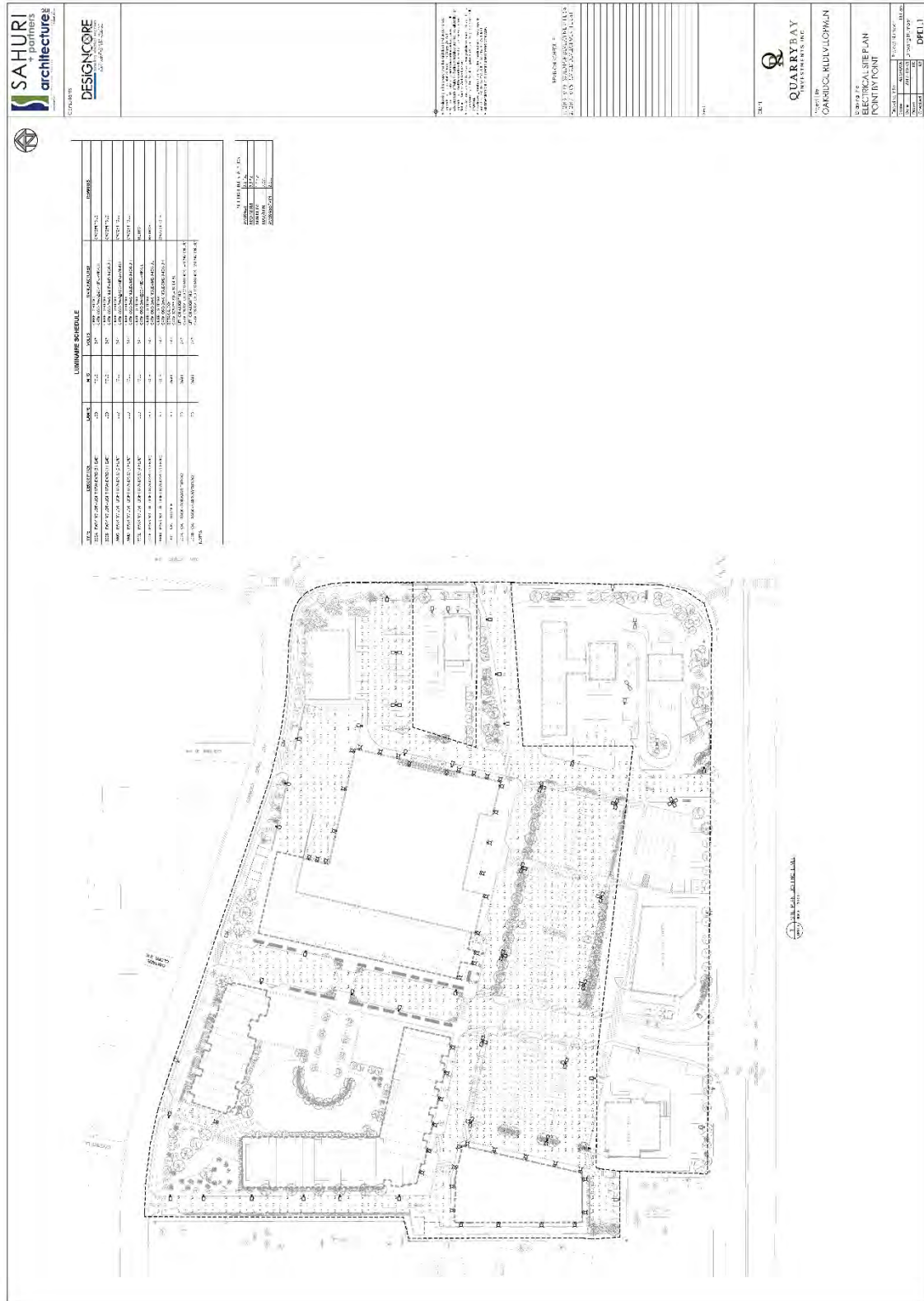
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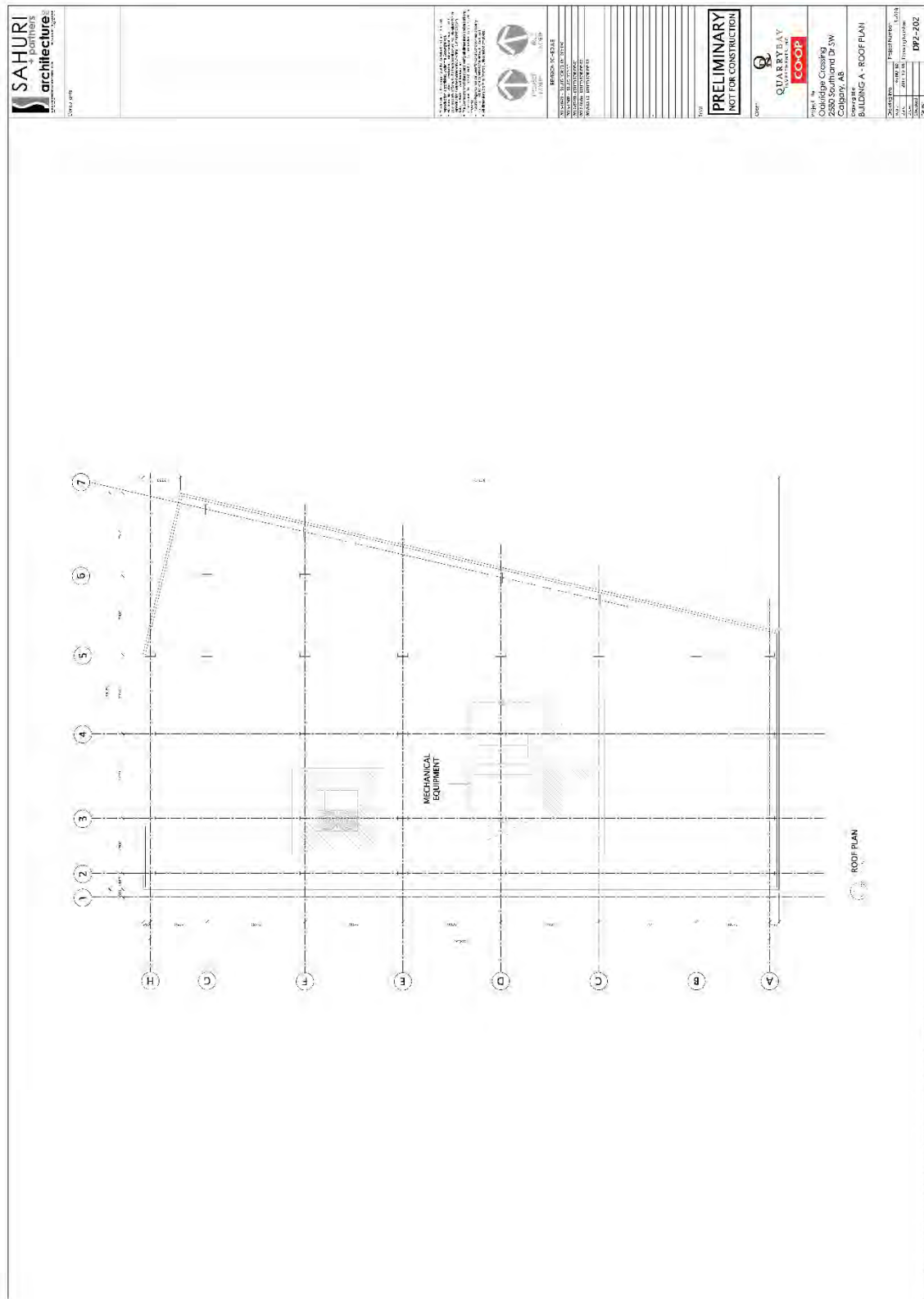
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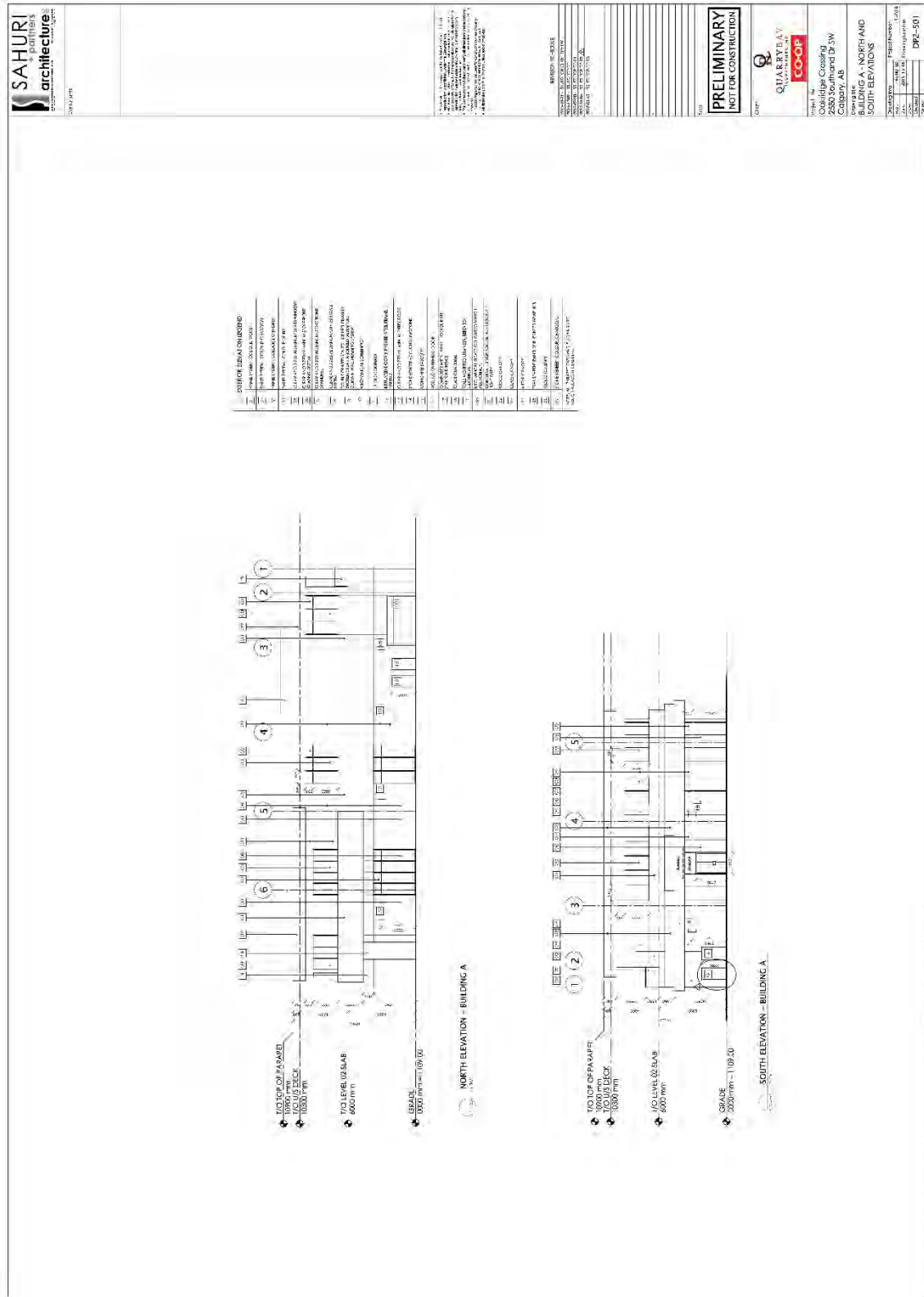
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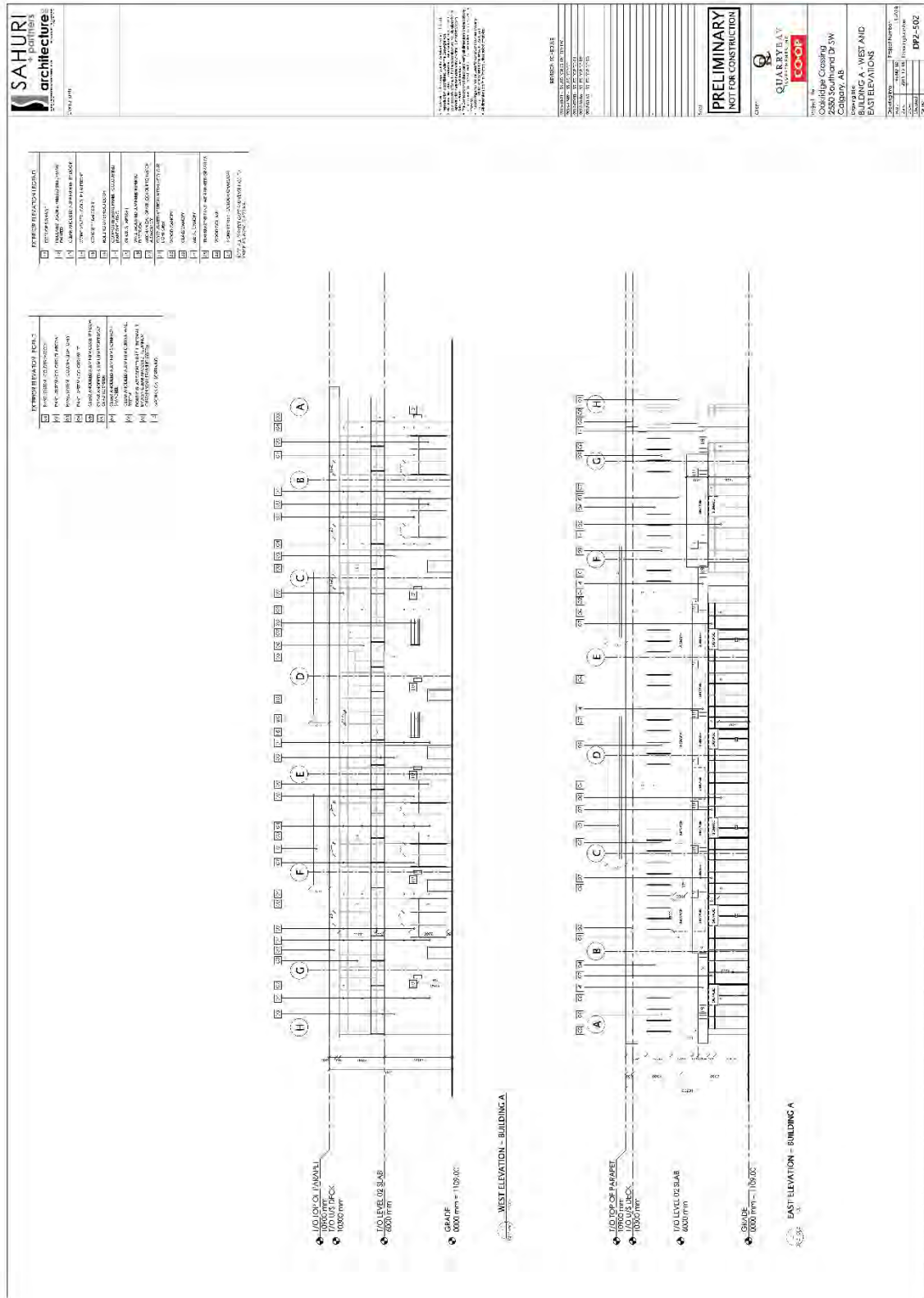
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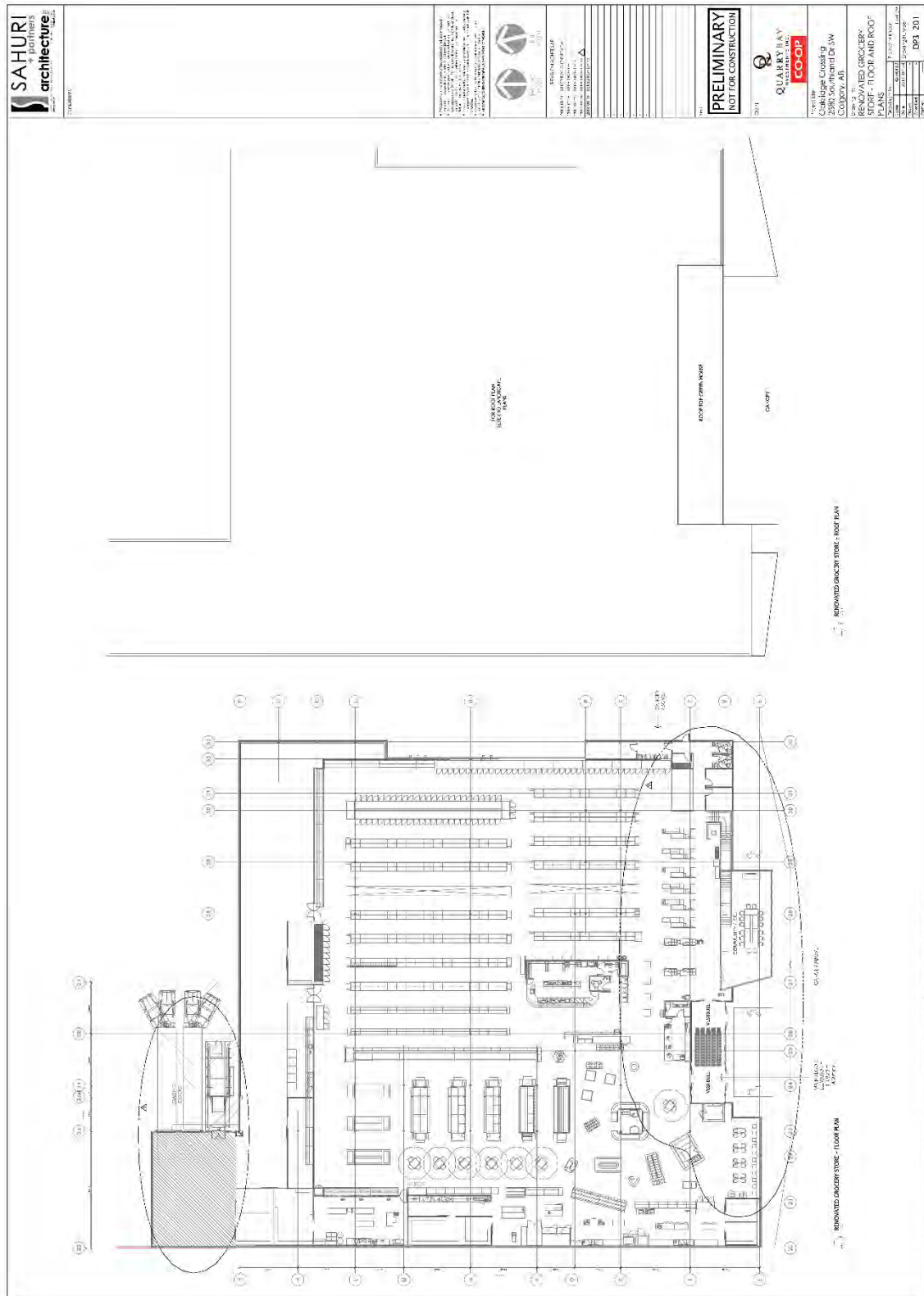
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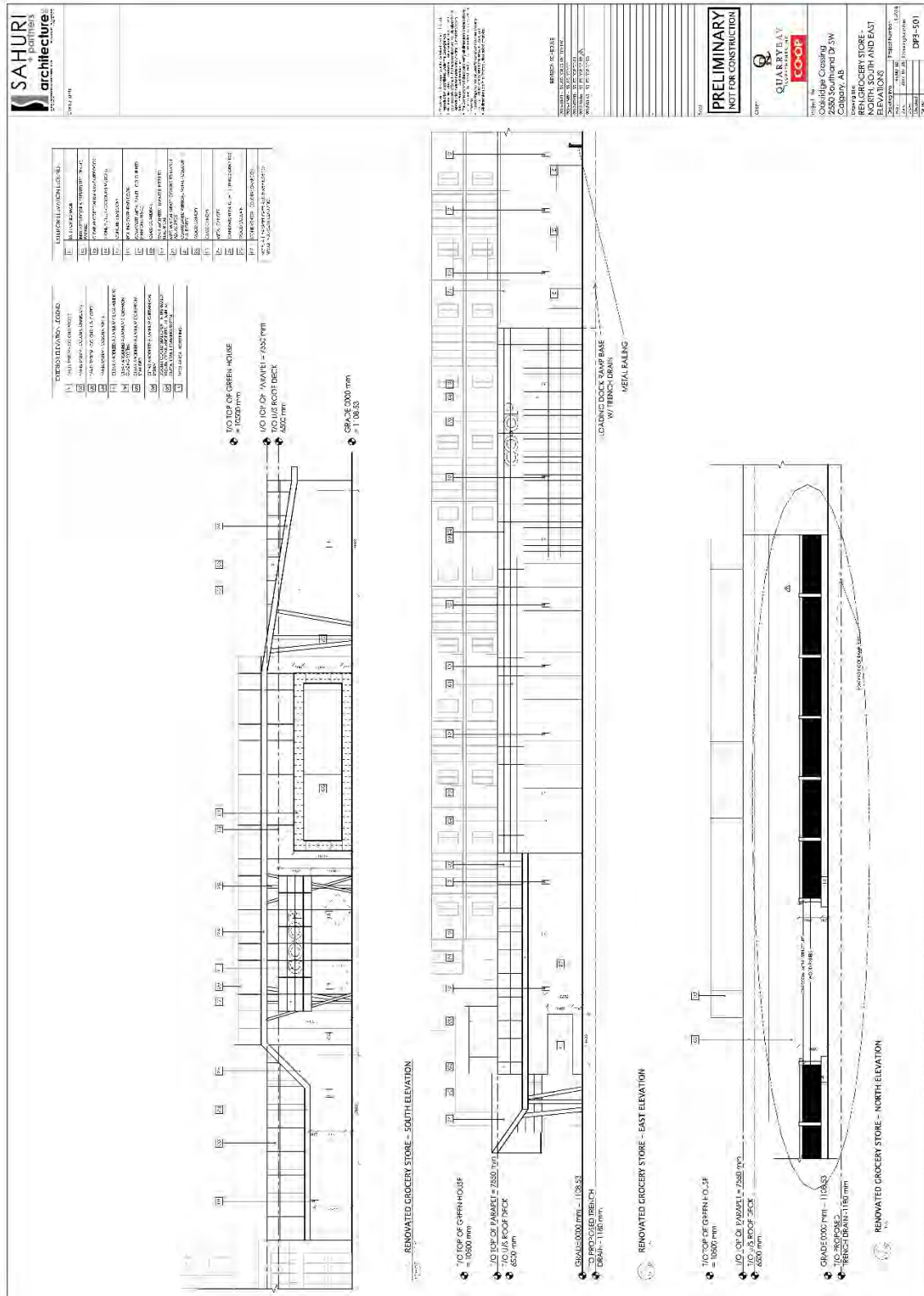
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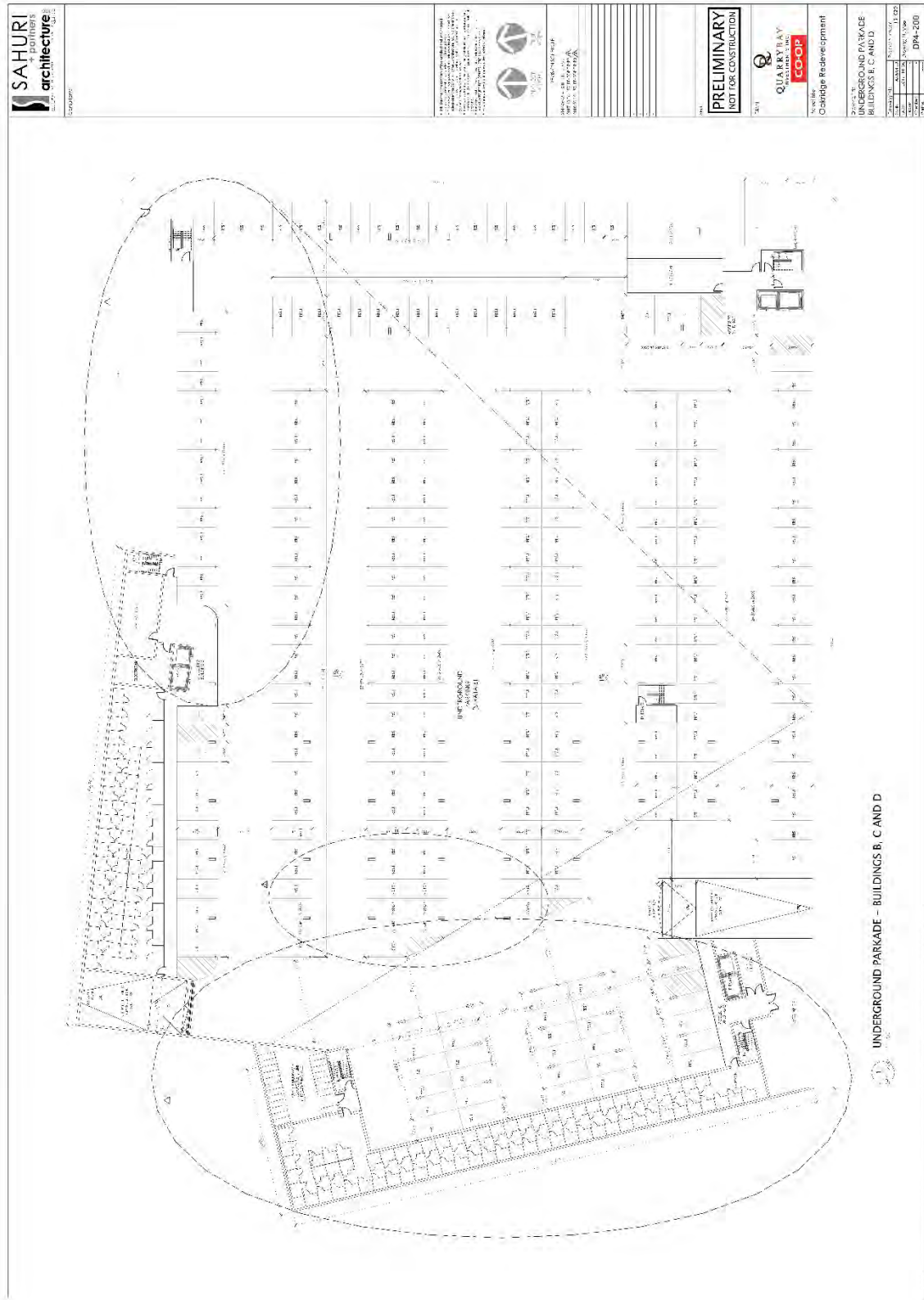
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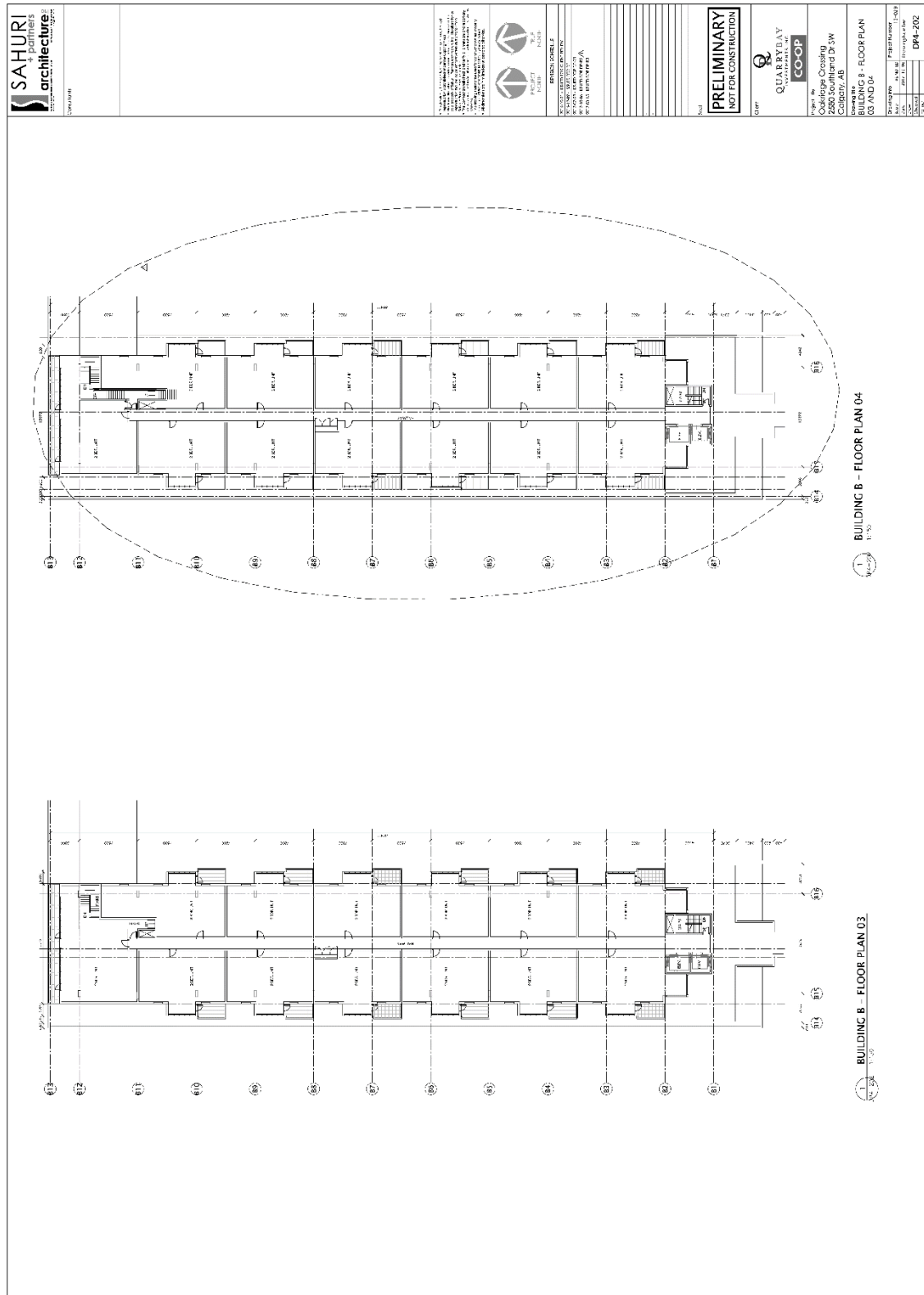
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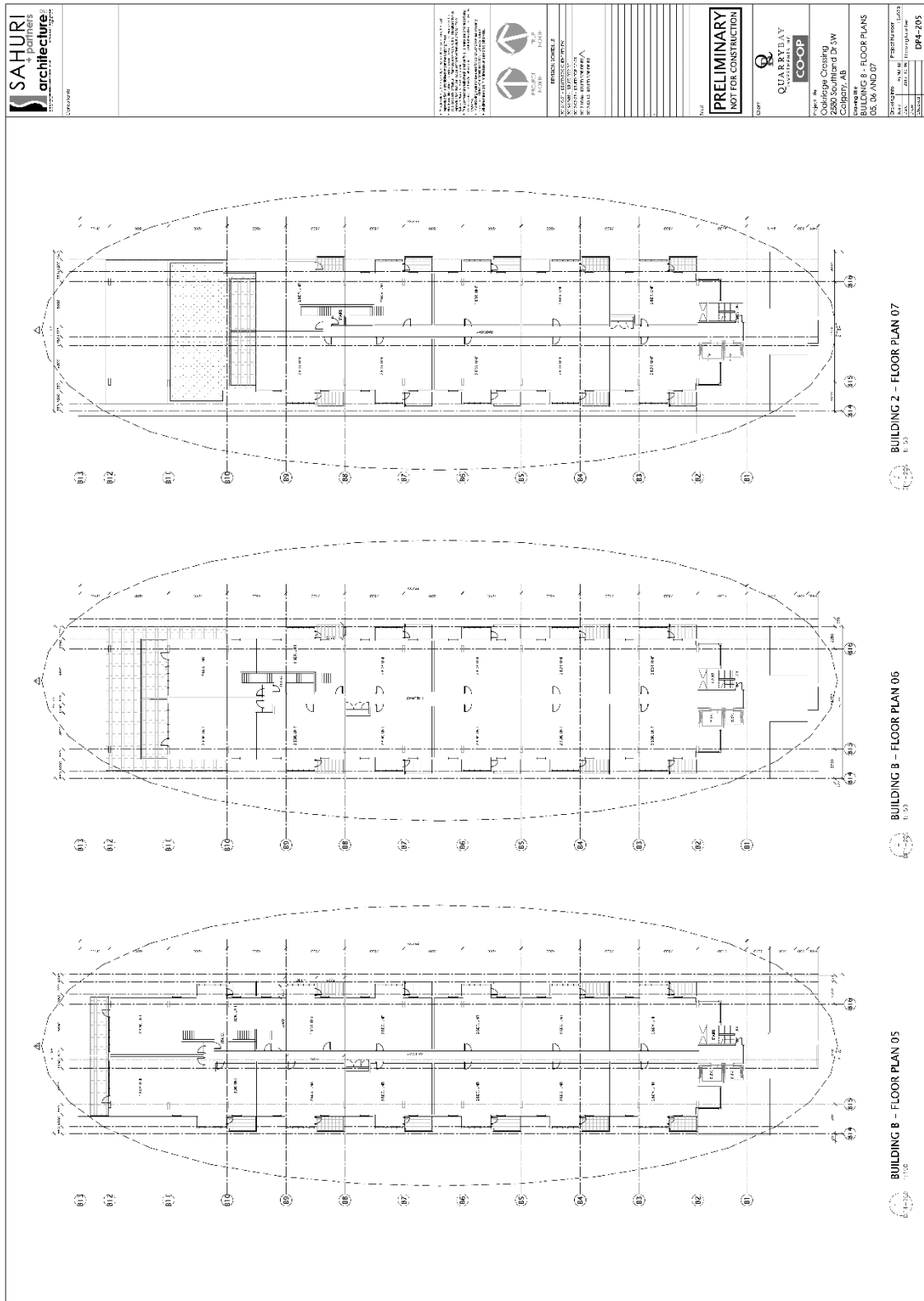
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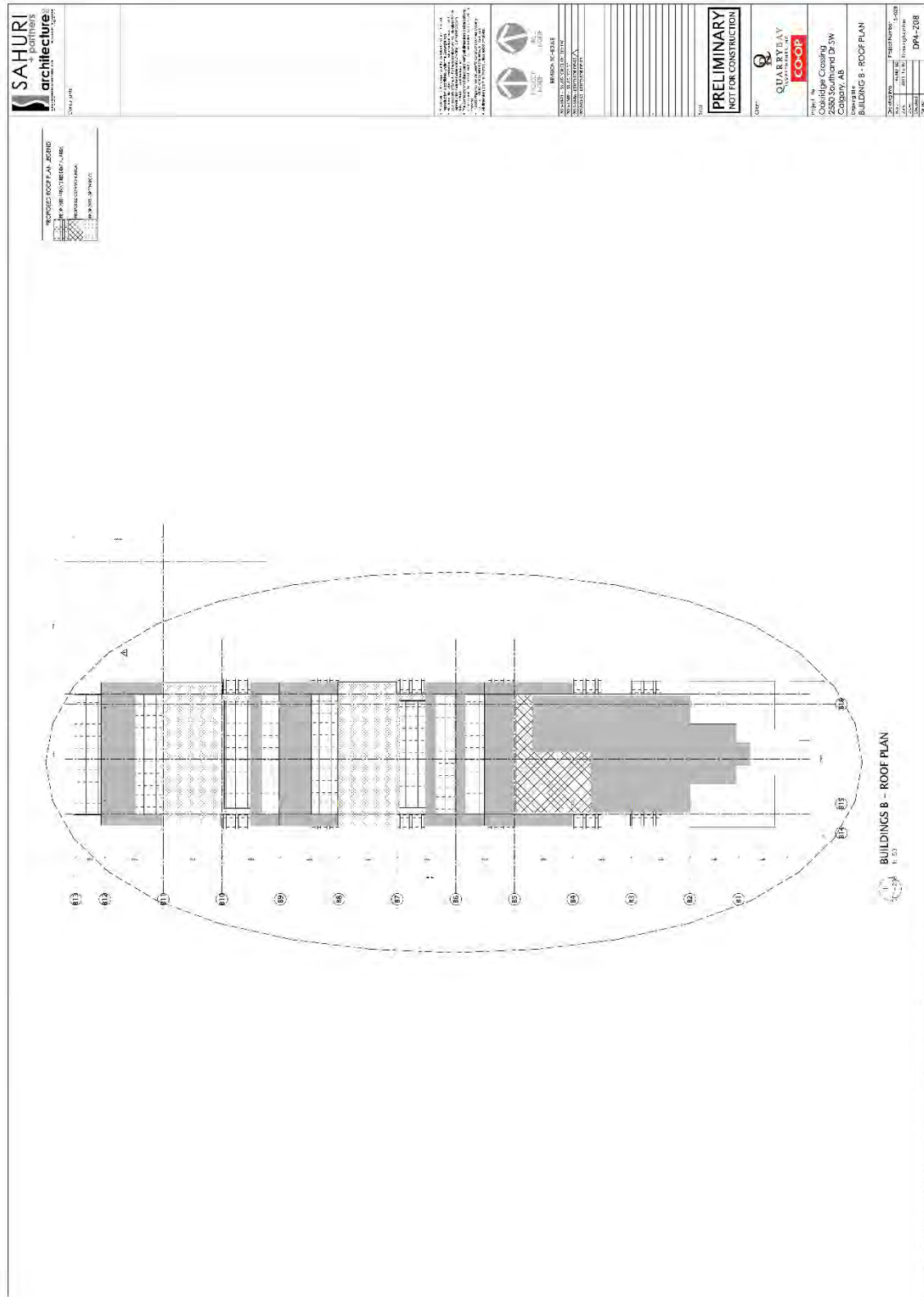
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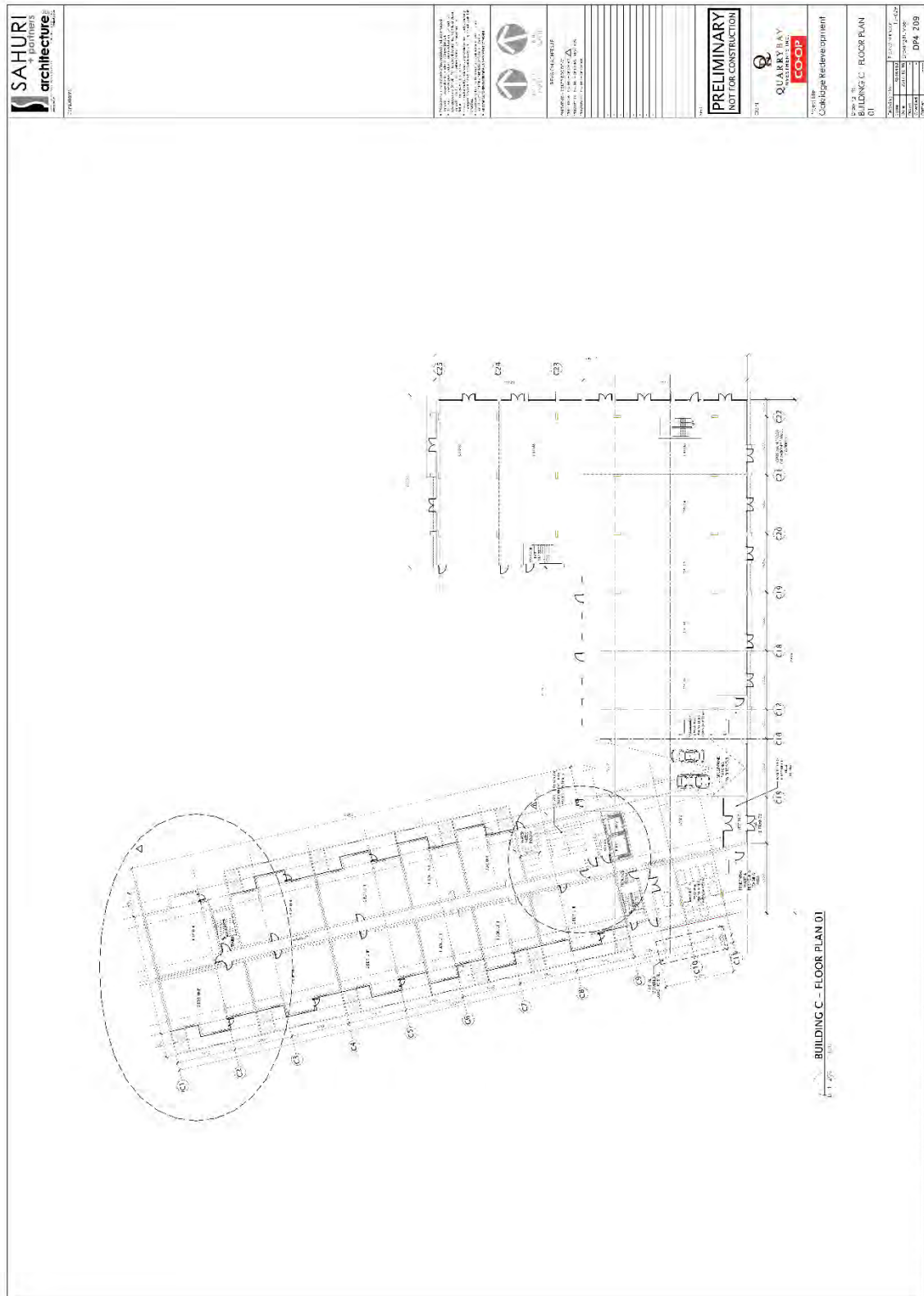
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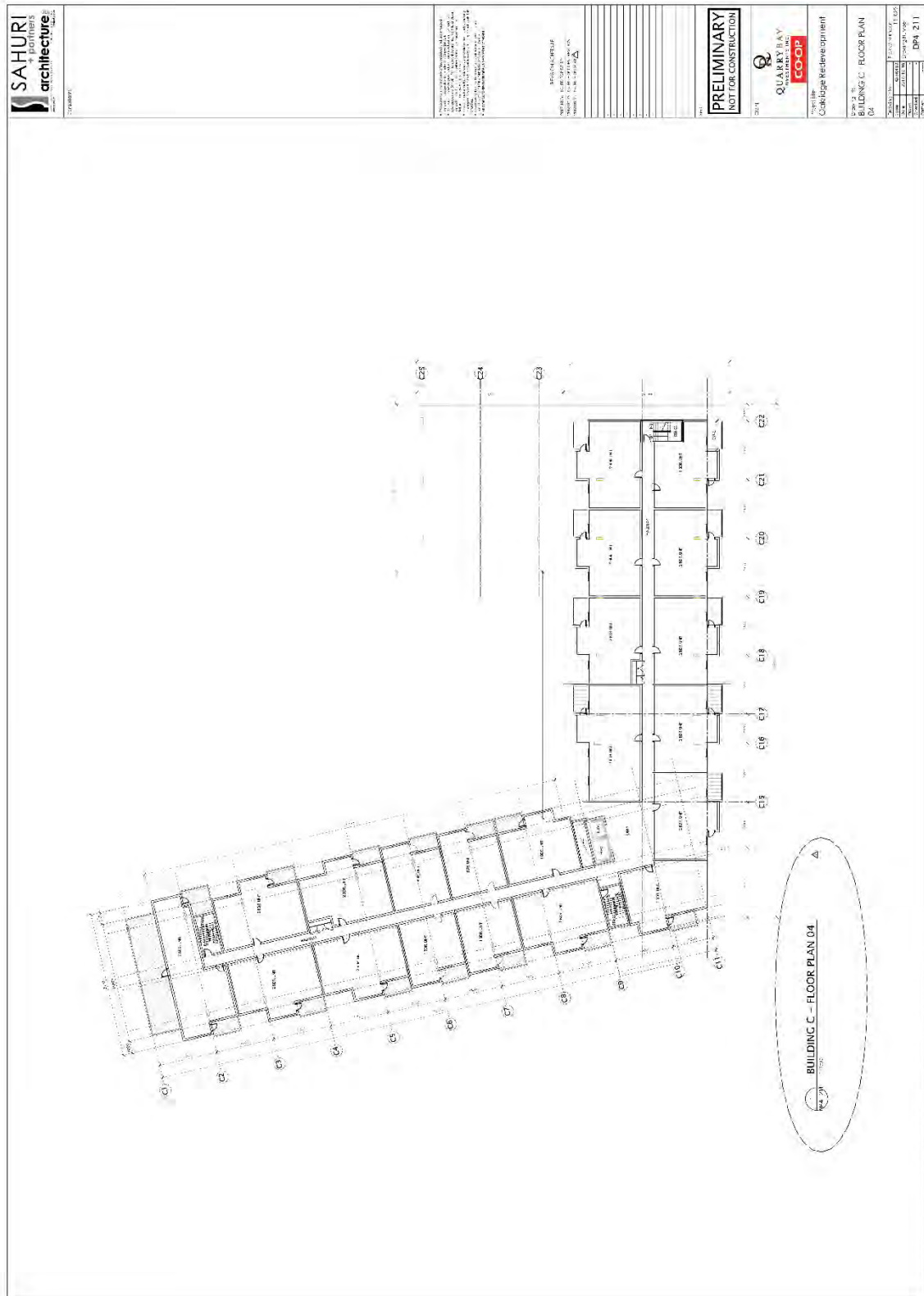
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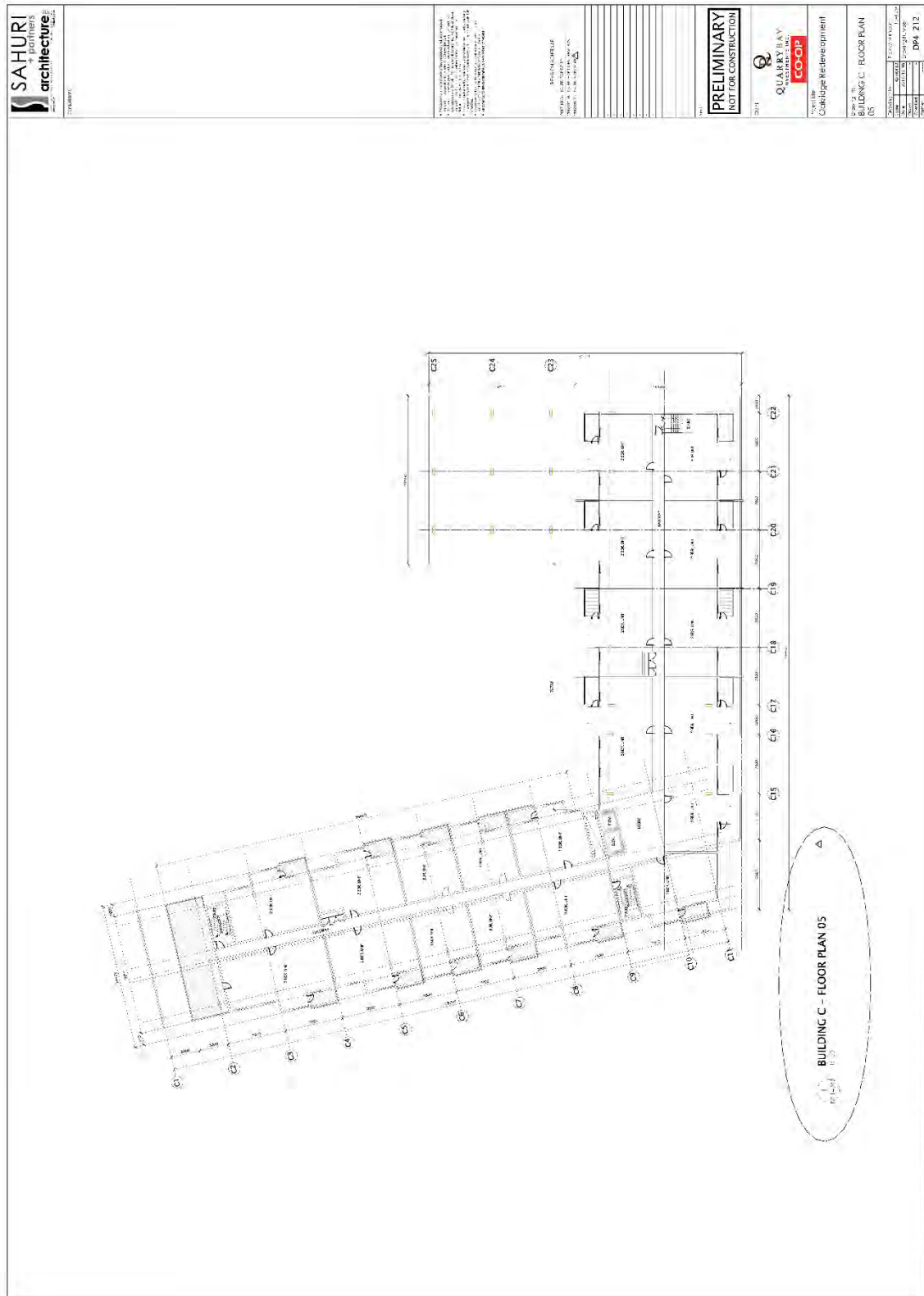
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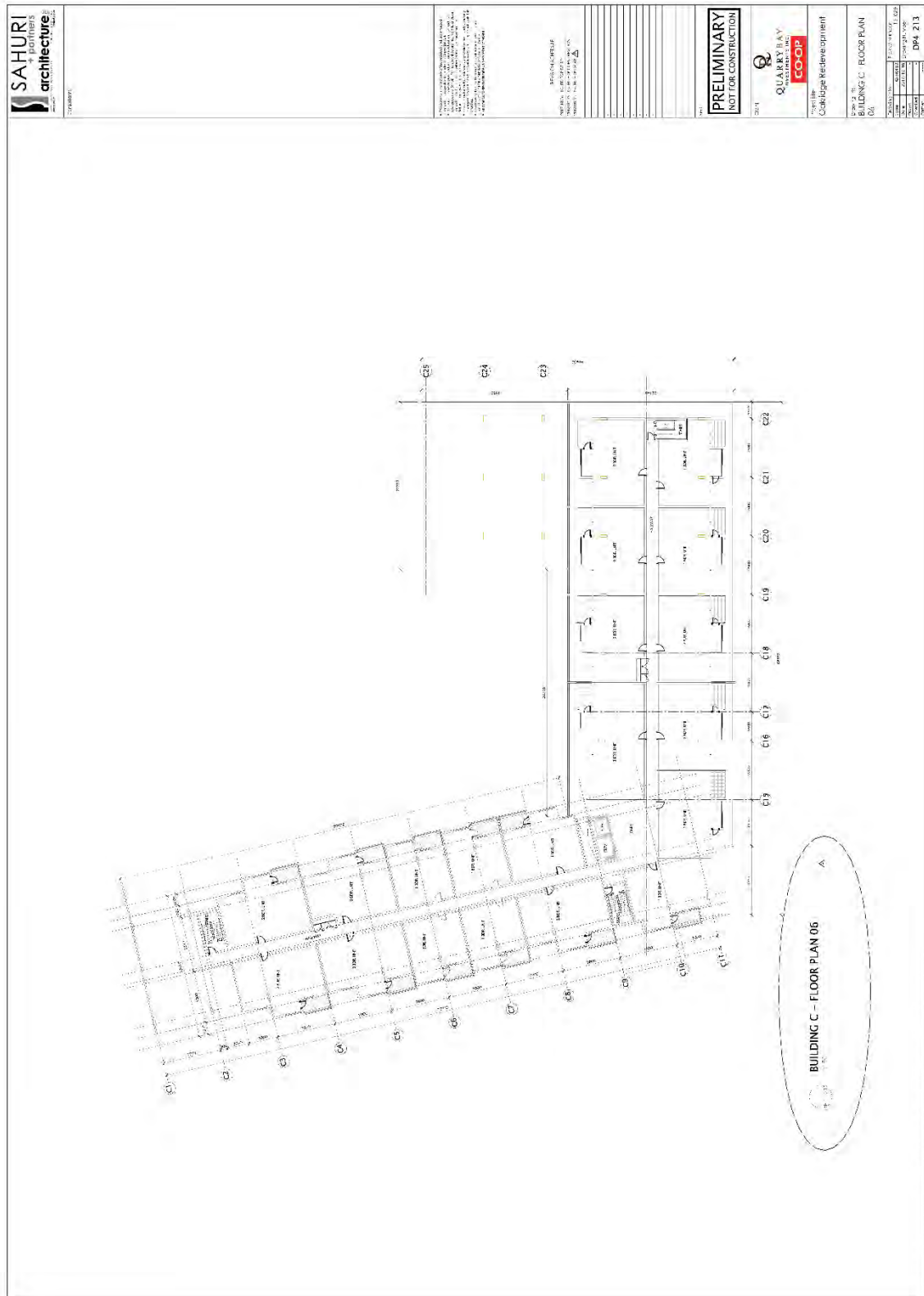
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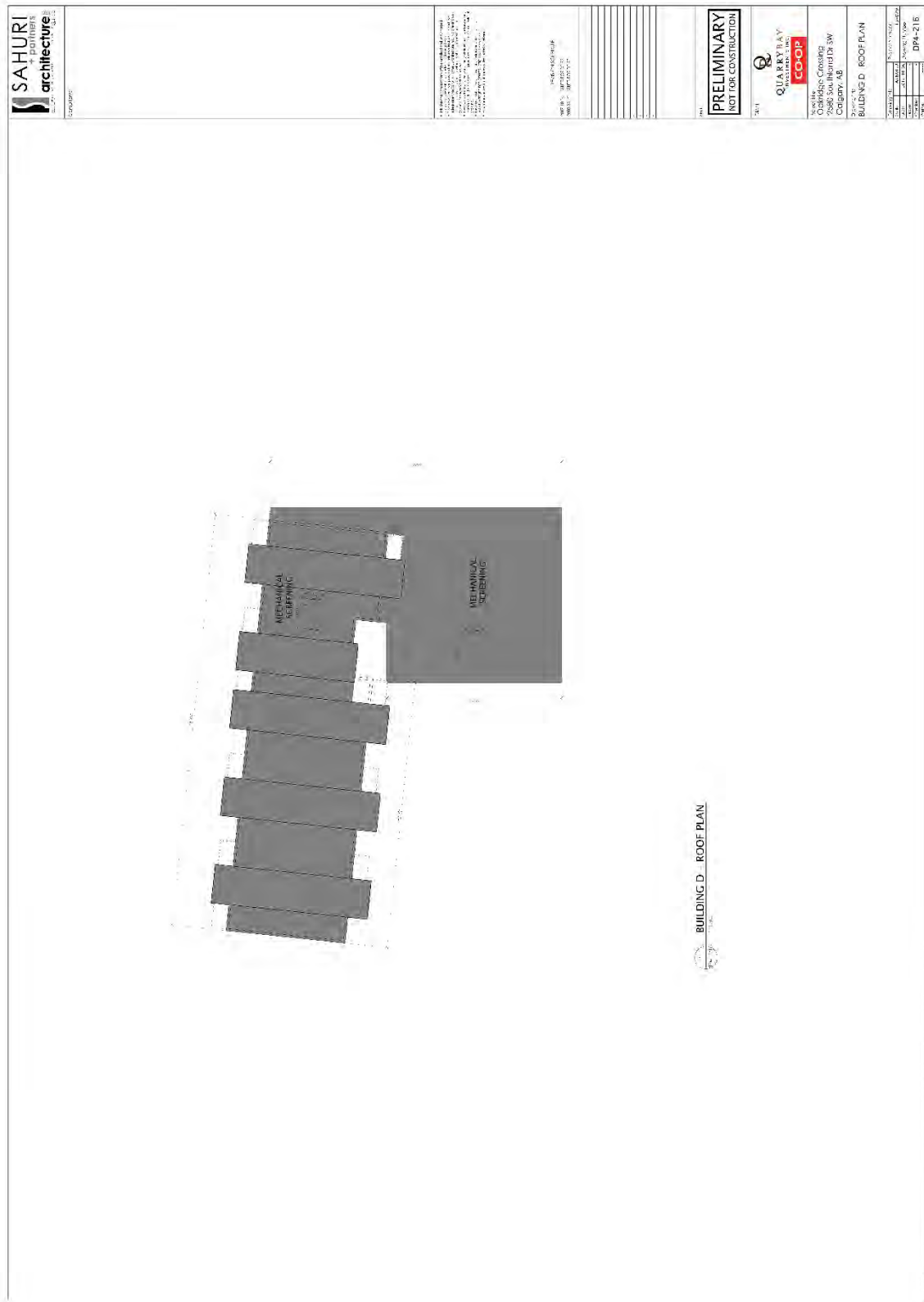
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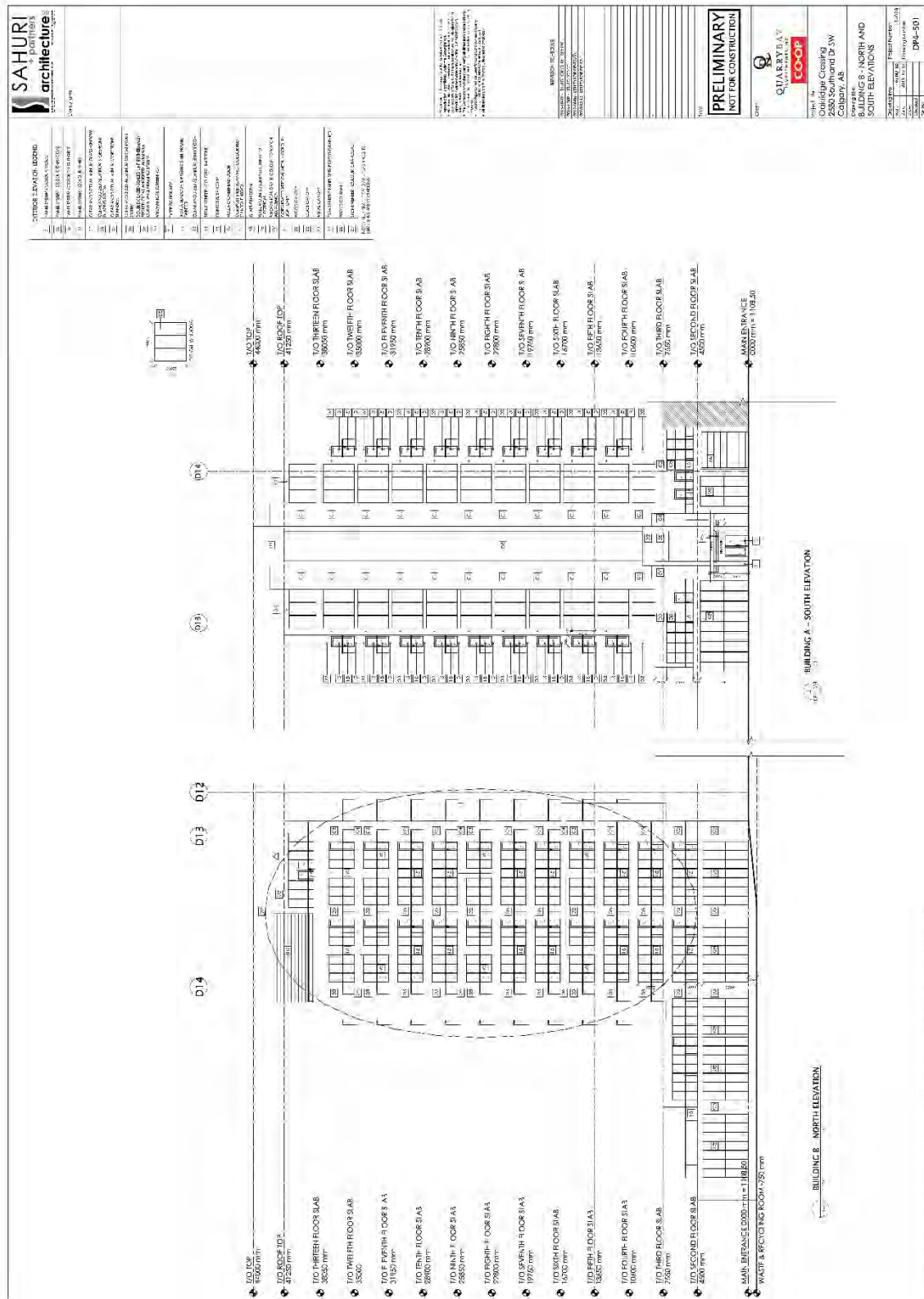
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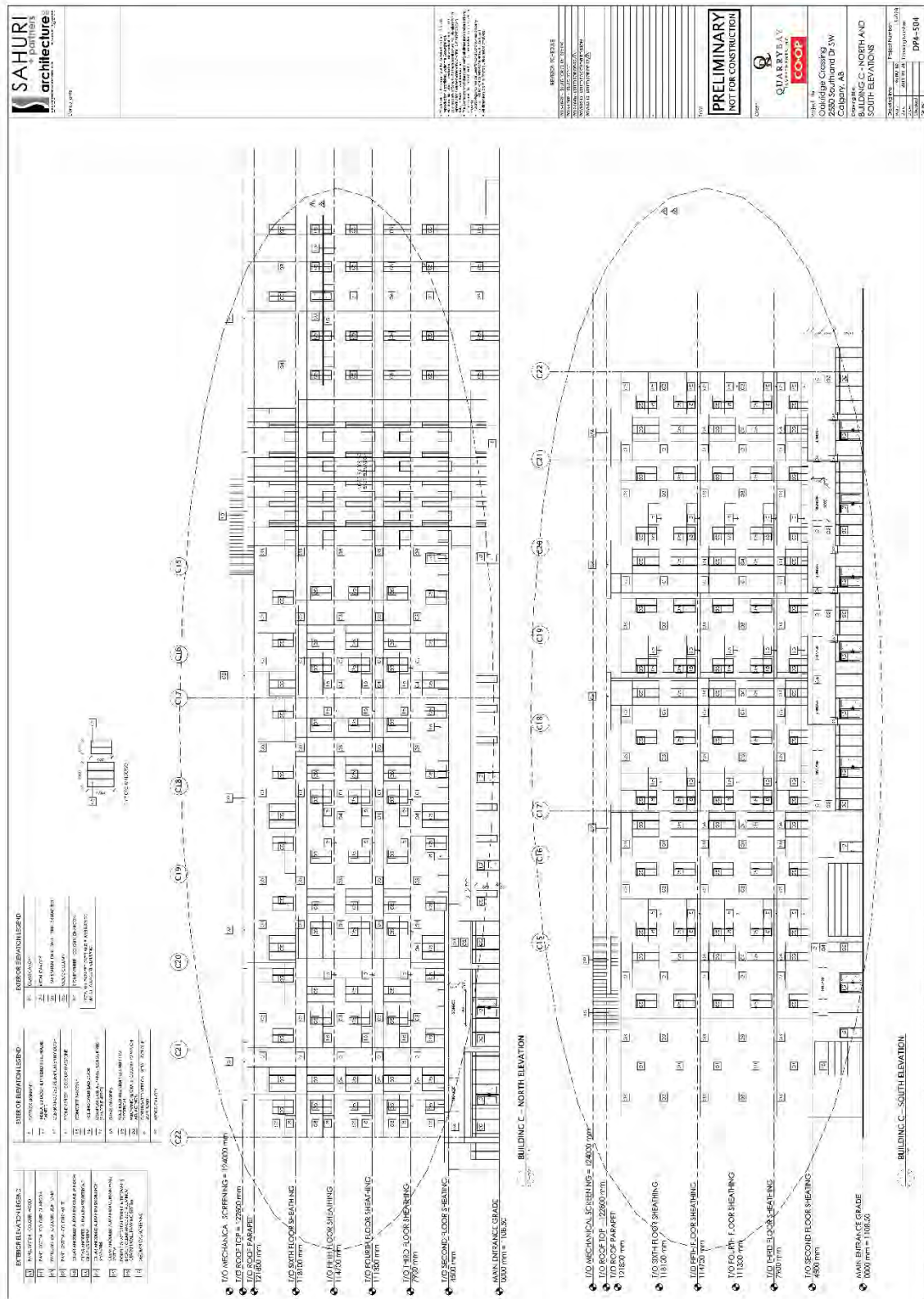
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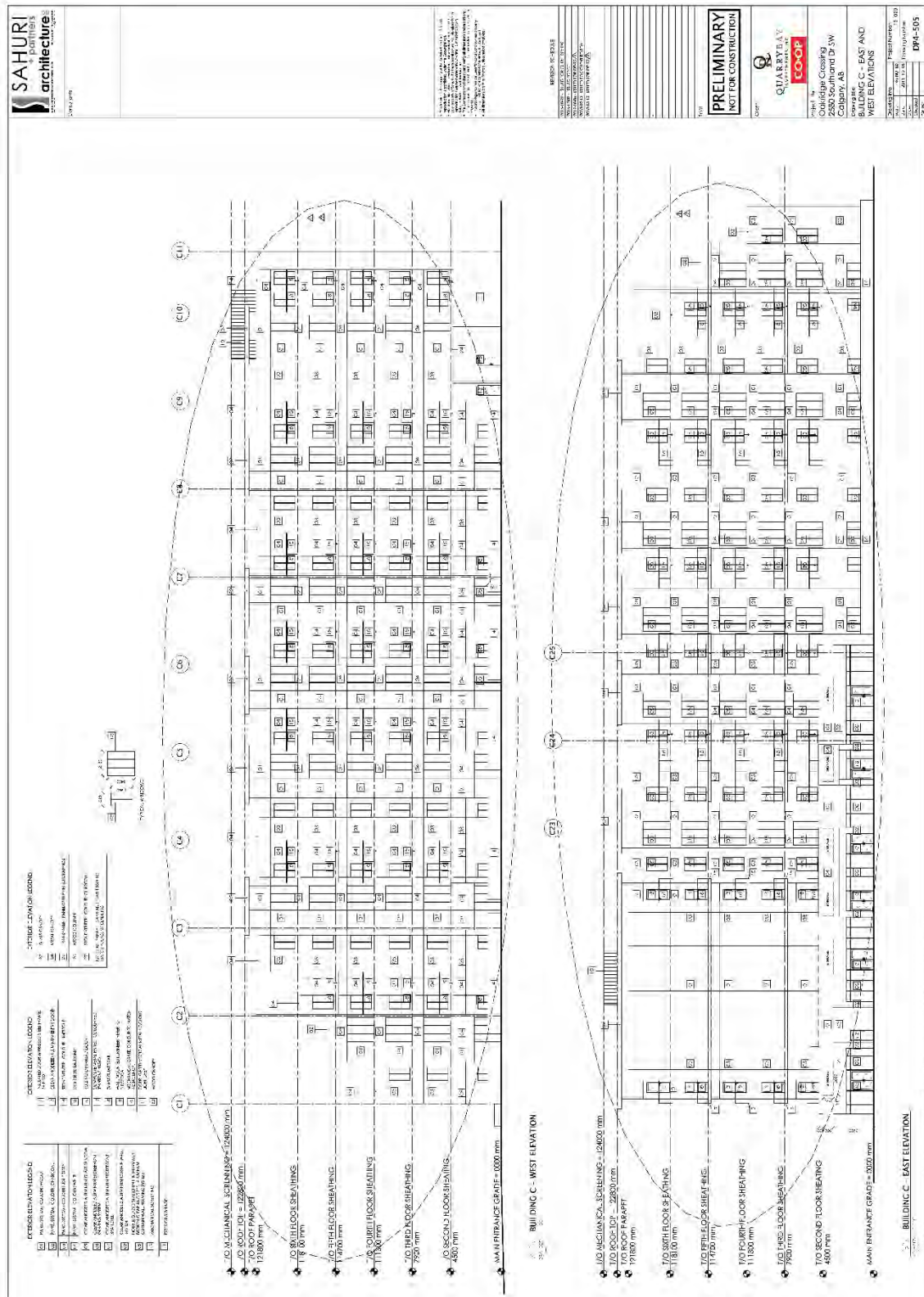
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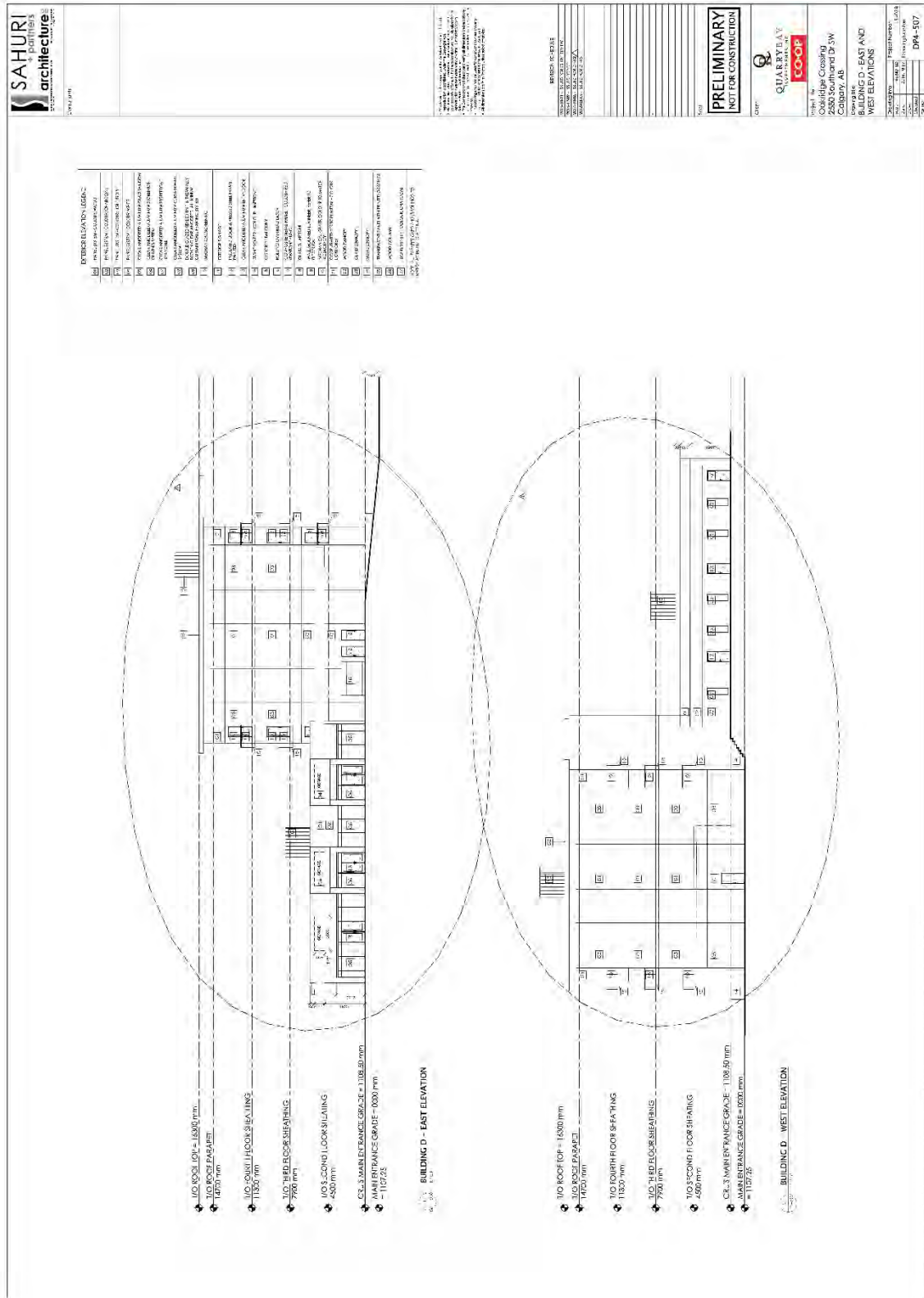
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Development Permit Plans



Development Permit Plans



Long Term Concept Plan

SAHURI
+ partners
architects

LONG TERM CONCEPT PLAN - MASSING
OAKRIDGE CROSSING - MARCH 2018

FOR ILLUSTRATION PURPOSES ONLY

CO-OP

OAKRIDGE
CROSSING



Long Term Concept Plan



Proposed Direct Control District Guidelines

Purpose

- 1 This Direct Control District is intended to:
- (a) provide for a high **density** mixed-use **development**;
 - (b) incorporate **amenity space** requirements for **dwelling units**; and
 - (c) provide opportunities for commercial and multi-residential **uses**.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 The **permitted uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District:
- (a) with the exclusion of:
 - (i) **Vehicle Rental – Minor**; and
 - (ii) **Vehicle Rental – Minor**;

Discretionary Uses

- 5 The **discretionary uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:
- (a) with the addition of:
 - (i) **Multi-Residential Development**;
 - (ii) **Vehicle Rental – Minor**;
 - (iii) **Vehicle Sales – Minor**; and
 - (b) with the exclusion of:
 - (i) **Auto Service – Major**;
 - (ii) **Auto Service – Minor**;
 - (iii) **Parking Lot – Grade**;
 - (iv) **Parking Lot – Structure**; and
 - (v) **Pawn Shop**.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area

- 7 The maximum **floor area ratio** is 3.0.

Proposed Direct Control District Guidelines

Building Height

8 The maximum **building height** is:

- (a) 26.5 metres within 20.0 metres of a **property line** shared with Oakmoor Drive, a **residential district** or a **special purpose district**, or
- (b) 44.0 metres in all other cases.

Location of Uses within Buildings

9 (1) **Dwelling Units** may be located on the ground floor of a **building**.

(2) “Commercial Uses” and **Live Work Units**:

- (a) may be located on the same floor as **Dwelling Units**; and
- (b) must not share an internal hallway with **Dwelling Units**.

(3) Where this section refers to “Commercial Uses”, it refers to the listed **uses** in Sections 4 and 5 of this Direct Control District, other than **Dwelling Unit** and **Live Work Unit**.

Amenity Space

10 (1) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.

(2) The required minimum **amenity space** is 5.0 square metres per **unit**.

(3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.

(4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** must be included to satisfy the **amenity space** requirement.

(5) Where a **patio** is located within 4.0 metres of a **lane** or another **parcel**, it must be **screened**.

(6) **Private amenity space** must:

- (a) be in the form of a **balcony**, **deck** or **patio**; and
- (b) have no minimum dimensions of less than 2.0 metres.

(7) **Common amenity space**:

- (a) may be provided as **common amenity space – indoors** and **common amenity space – outdoors**;
- (b) must be accessible from all the **units**;

Proposed Direct Control District Guidelines

- (c) must have a contiguous area of not less than 50.0 square metres, with no dimension less than 6.0 metres; and
- (d) must not be located in a required **setback area**.
- (8) **Common amenity space – indoors** may only be provided to satisfy the **amenity space** requirement as part of a **development** with 100 or more **units**.
- (9) A maximum of 10.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (10) **Common amenity space – outdoors** must provide a **balcony, deck or patio** and at least one of the following as permanent features:
 - (a) a barbeque; or
 - (b) seating.

Relaxation Rule

- 11** The **Development Authority** may relax any of the rules contained in Section 10 where the relaxation test in Bylaw 1P2007 is met.

Proposed Direct Control District Guidelines

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 5.02

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0377
Page 1 of 12**

Development Permit in Beltline (Ward 11) at multiple properties DP2017-4812

EXECUTIVE SUMMARY

This development permit was submitted by Dialog on 2017 October 18 on behalf of the landowner One Properties. This development permit proposes:

- A mixed use development with a podium (4 Storeys), and two residential towers (33 and 36 storeys with a total of 628 one and two bedroom units).
- The first and second storeys in the podium contain a residential lobby, a grocery store and smaller commercial uses; the third and fourth storeys contain two-storey dwellings.
- A private North-South lane to serve and internalize commercial loading and parkade access.
- Retail storefronts and façade articulation to compliment the 13th Avenue Heritage Greenway.
- Phase 1 of a two phase development; Phase 2 comprises a third tower, as shown in the report for illustration only, and is subject to a separate, future development permit.

Subject to the conditions attached, the proposal is in alignment with planning policy and is recommended for approval.

ADMINISTRATION'S RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed development permit application of a New: Supermarket, Multi-Residential Development, Retail and Consumer Service at 209, 215, 227 and 231 - 12 Avenue SE, 228, 232 and 234 - 13 Avenue SE, 1203 and 1227 Macleod Trail SE and 1206 - 1 Street SE (multiple legal parcels) with conditions.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

Site context

The subject site is located in the Beltline Community between 12th and 13th Avenues SE, and between Macleod Trail SE and 1 Street SE. The 13th Avenue Heritage Greenway is completed and lies to the south. The Heritage Greenway is an enhanced and widened pedestrian boulevard that runs from MacLeod Trail to 17 Street SW.

Adjacent to the site, the Green Line LRT is anticipated to be located below grade along 12 Avenue SE, with a future station in close proximity to the subject site.

The subject site formerly held a historic building known as the Curtis Block, which was demolished in 2009. The development includes a Heritage Interpretive Commemoration, as noted in the Conditions of Approval.

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The local context comprises high density development with tall buildings to the north (Keynote) and tall buildings to the south (Alura and Nuera), and a mid-rise office tower to the south (Stampede Station). Tall buildings are approved by development permit to the west of the site and to the south west. To the east of the subject site, surface parking lots serve the Calgary Stampede. A City Park is located to the northeast.

The subject site comprises a number of parcels with one unoccupied two-storey building fronting 13 Avenue SE, one unoccupied two-storey building recognized on the City Wide Historic Resource database (known as the Deutsch-Canadier Block (eastern Block)), fronting Macleod Trail SE, two buildings fronting 2 Avenue, a surface parking lot and a single storey former fast food restaurant fronting 1 Street SE.

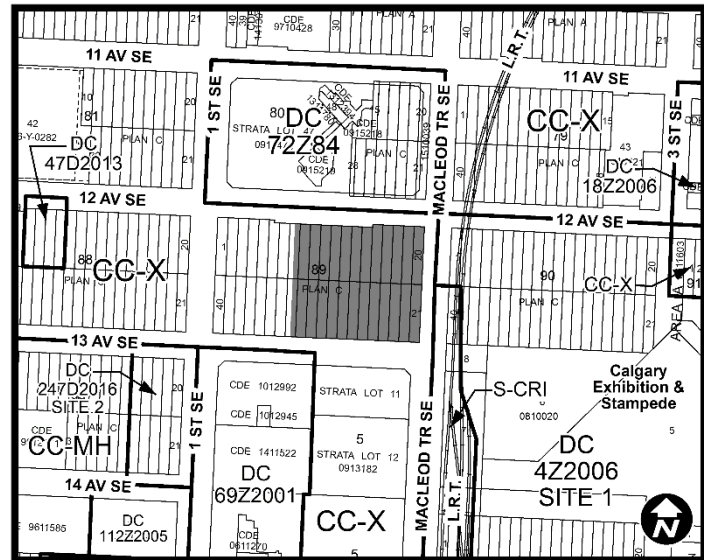
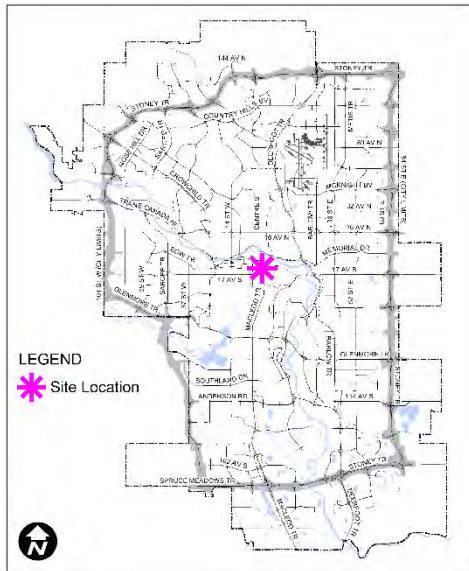
The site is flat and does not contain any significant landscaping.

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Location Maps



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INVESTIGATION: ALTERNATIVES AND ANALYSIS

Application Review

Site and Building Design

The podium is in conformance with the intent for the Centre City Mixed Use (CC-X) District. The various grids of punched windows into a metal panel combined with the chosen colour palette in the towers has made a considerable difference compared with the original proposed scheme. The development permit contributes to place making in the Beltline, in particular on the local public realm through:

- fine-grained store fronts;
- seating arrangements integrated into the sidewalk - due to floodplain requirements;
- activation through illumination;
- floor-to ceiling windows;
- flexible window panels;
- a cantilevered second floor; and
- a dense street tree canopy on all three public street fronts.

Phase I comprises two towers of 33 and 36 storeys in height respectively (approximately 109 and 118 metres) set on a four-storey podium.

Phase 2 comprises a third tower which is shown on renderings for illustration purposes only and will require a future development permit.

The proposed towers are positioned at the southeast and northwest corners of the site. The residential entrance and lobby area is located off Macleod Trail SE with entrances to retail units along 13 Avenue SE. The entrances to the supermarket will be provided at 12 Avenue SE. A mezzanine is proposed above the first storey of retail development with a further 2 storeys of residential development (with 2 level townhouse units) to be located on floors 3 and 4.

The towers are constructed from a combination of silver and pewter metal panels, with clear and grey vision glass and medium grey spandrel glass. Mechanical louvres are medium grey.

The podium is constructed from a combination of light and medium grey brick, brown canopy slats with clear and grey vision glass and medium grey spandrel glass.

The bedroom count in the development is summarised as follows:

Bedrooms	Tower 1	Tower 2	Podium	Total
One	185	167	40	392
Two	124	112	-	236
Three	-	-	-	
Total	309	279		Total: 628 (Tower 1 and 2)

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Indoor and outdoor amenity space for residents will be provided on Level 4 of the podium, with outdoor amenity space provided on level 35 of Tower 1 and indoor amenity space provided on level 32 of Tower 2.

Individual amenity space will be provided to each of the units with balconies integrated into the facades of the podium and towers.

CPTED – Crime Prevention Through Environmental Design

This development permit will build on CPTED principles of natural surveillance, natural access control and territorial reinforcement through appropriate lighting surrounding the site, controlled access to residential units, with site landscaping and paving differentiating between the public sidewalk and the development site.

City Wide Urban Design

Planning and City Wide Urban Design engaged the applicant in design review discussions early in the process, providing substantial design focused comment which the applicant responded to. The relevant principles of the Beltline Plan and the Centre City Urban Design Guidelines have been successfully addressed by the proposed development.

Urban Design Review Panel (UDRP)

This development permit was presented to the UDRP on 2017 November 29. The UDRP endorsed the application as proposed. The comments from UDRP are contained in full in Attachment 3 and the applicant's response to UDRP is provided in Attachment 4. It is notable that the UDRP endorsed the proposal as presented at the initial review. The applicant provided information about heritage commemoration; it is their intent to incorporate an interpretative design feature along the exterior of the new development along the 13 Avenue SE façade. Details will be forthcoming through the prior to release process.

Shadow study

A shadow study for the proposed towers was provided for March 21, June 21 and September 21 between 10am and 4pm and illustrated the City of Calgary park to the north east of the site in shadow between 3pm and 4pm on March 21 and September 21 with partial shadowing between 3 pm and 4 pm on June 21.

As the park is not subject to policy provisions for sunlight protection in the Centre City Plan, Beltline ARP or Land Use Bylaw, this shadowing impact is considered by Administration to be acceptable given the high density mixed-use development which will be delivered by this development permit.

Wind study

A wind study was provided and reviewed by Administration. The proposed development will not result in any adverse wind impacts at the proposed building entrances and above grade in the proposed amenity spaces.

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Infrastructure

Transportation Networks

A Transportation Impact Assessment (TIA) was submitted by the applicant in support of the application, the TIA was reviewed by CPAG Transportation and was accepted.

The site is within walking distance of the C-Train line at Victoria Park LRT station on Macleod Trail SE. The future Green Line LRT is planned to travel along 12 Avenue SE, with a station located immediately west of the site. Additionally, bus routes 7, 10 and 24 operate within a 300 metre walking distance from the site.

The following roadways are located in the vicinity of the site:

- **12 Avenue SE** in combination with 11 Avenue SE is a major east west street classified as a Boulevard Street. There is no on street parking along the site frontage. A 4 car layby for parking is proposed for this development adjacent to the site.
- **13 Avenue SE** is a two lane roadway classified as a Residential Street. Pedestrian facilities were recently approved as part of the 13th Avenue Heritage Green Way project. Restricted on street paid parking is available on the south side of the roadway.
- **1 Street SE** is a Boulevard Street that with Macleod Trail forms a north south couplet. The roadway has a four lane southbound only cross section from Riverfront Avenue SE to the Elbow river where it becomes the south bound direction of MacLeod Trail SE.
- **Macleod Trail SE** is a north south major roadway that runs from south of Calgary to Riverfront Avenue SE. Within the study area, the roadway has a four lane north bound only cross section and is classified as a Boulevard Street. On street parking is not allowed on the roadway. A 3-car lay by parking is proposed for this development adjacent to the site.

Site Access and Parking

Vehicular access

An internal north - south lane will be provided as part of this development permit to the western portion of the subject site connecting 13 and 12 Avenues SE. This internal access road will provide vehicular access for residents and shoppers to a three-level underground parkade and provide loading functions for the retail and residential uses (at grade in the lane). The internal access road has also been designed as to enable possible standard Fire truck access within and through the development site.

Pedestrian access

Six pedestrian entrances are located off 13 Avenue SE providing access to retail units at grade and secondary access to residential units above grade. The main residential access point for pedestrians will be located off Macleod Trail SE providing access to the lobby and elevator cores. Twelfth Avenue SE serves as the primary retail entrance to the supermarket at grade on the northern portion of the site.

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Vehicle parking

A breakdown of the parking provision is provided below, with 619 parking stalls are provided in this development permit.

Parking Stalls	Required	Provided	Relaxation	Surplus
Residential	470	472	-	2
Visitor	63	26	-37	-
Retail	119	121	-	2
Total (residential, visitor and retail)	652	619	-33	4

Bike parking

A total of 318 bike parking stalls are provided on level 2 (mezzanine level) of the podium. This can be accessed by a dedicated elevator and elevators in the core to the north.

Utilities and Servicing

Public water, sanitary and storm deep mains exist within the adjacent public rights-of-way for development servicing purposes. Development Servicing will be determined at the Development Site Servicing Plan (DSSP) circulation stage, to the satisfaction of Water Resources.

Water Resources determined the available fire flow in the adjacent City water main network is 20,000 LPM (litres per minute). A Fire Flow Letter is required, prior to the release of the development permit.

A Sanitary Servicing Letter was required for the subject proposal. This document had been submitted and accepted.

Environmental Site Assessment

There are no known outstanding contamination related concerns associated with the subject lands and/or proposed development scope.

Stakeholder Engagement, Research and Communication

Engagement

This application was circulated to relevant stakeholders and notice posted at the site. Notification letters were sent to adjacent land owners and the application was received at www.calgary.ca/development.

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The decision made by Calgary Planning Commission (CPC) will be receive Public Notice accordance with the *Municipal Government Act*.

No public meetings were held by the applicant or Administration.

Citizen and Community Association Comments

Administration received 2 letters of support for the application from the Beltline Neighbourhood Association (Attachment 5) and Victoria Park BIA (Attachment 6).

No citizen comments were received by the report submission date.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Centre City Plan (Non-statutory)

Contribution to the Calgary skyline

The site lies at a prominent location and will be visible when entering the city from the south along Macleod Trail SE. The height of the proposed towers is comparatively lower than tall buildings in the immediate local context. The towers will be screened from views from the north by tall buildings in the downtown which are significantly higher, such as Telus Sky, The Bow and Brookfield tower.

The tops of the proposed towers will integrate mechanical uses in the buildings in the top two floors and there is variation in the floor plates at the top of both towers.

Given the immediate surroundings and screening provided by other tall buildings the proposal provides an acceptable response to the Calgary skyline in compliance with relevant planning policies in the Centre City plan.

Beltline Area Redevelopment Plan (Statutory)

Urban Mixed-Use Area

The site is located in the Urban Mixed Use planning policy area (Area C) in the Beltline ARP. This is the highest density district in the Beltline and is intended to allow for residential, office and mixed use development containing retail, residential and office (or any combination thereof).

This development permit fulfils the policy objectives of the Urban Mixed Use policy area by providing retail units at grade and residential units above grade. The supermarket in the podium will contribute to local retail in the local community.

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Floor plate

In the Urban Mixed-Use Area the Beltline ARP stipulates floor plates of tall buildings shall be 650 square metres above 36 metres of height. The Beltline ARP allows the Development Authority discretion to consider floor plates in excess of 650 square metres up to a maximum of 750 square metres.

In considering any relaxation to the floor plates of tall buildings in the Beltline it is appropriate consider the impact of the massing of towers on:

- The shadowing of the public realm such as protected parks and public sidewalks;
- The ability for pedestrians on the street to maintain a sky view when walking along Streets and Avenues;
- The Calgary skyline.

In light of the above considerations with respect to the floor plate proposed in this development permit Administration would note:

- The shadow study demonstrated the proposed two towers had no adverse shadowing impacts (at 650 square metres with the same number of residential units a taller and thinner tower would cast a greater shadow on the surrounding area);
- The road widths surrounding the subject site are sizeable and when considered with setbacks proposed for the towers, and existing setbacks provided by existing towers on adjacent lands, Administration considers pedestrians would have a satisfactory sky view;
- The screening of this site by surrounding development, the height of the proposed towers, and inclusion of mechanical plant in the towers and distinction of tower tops provides an acceptable contribution to the Calgary skyline.

Administration is satisfied that the proposed floor plate of the two residential towers at 750 square metres is appropriate on this site.

Tower Separation

This development permit proposes a 24 metres tower separation above 36 metres of height between the two towers on the site, and to all surrounding towers adjacent to the site, which is in compliance with the tower separation planning policy in the Beltline ARP. The tower separation of the Phase 2 tower will be evaluated by a future development permit.

Tower and podium design (base, body and top of the building)

The design of the towers provides sufficient variation between the podium and the tower and between the body (middle) and top of the tower. In particular by:

- Variation in the size and proportion of openings between the podium and the tower;
- Provision of canopies over retail entrances at grade – providing material variety between the podium and the tower;

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- The step back of towers from the roof of the podium on 12 Avenue and 13 Avenue - providing variety in the built form between the podium and the tower;
- Variation to the floor plates at the top of the towers – providing variety in the massing between the body and top of the towers.

Balcony design

The Beltline ARP seeks to promote integrated balconies on tall buildings and discourage ‘tacked on’ balconies protruding from facades of tall buildings. This development permit provides balconies for residential units integrated into the facade of the towers in compliance with Beltline ARP Policy.

Land Use Bylaw

The subject site is located in the Centre City Mixed Use District (CC-X which allows for the highest densities in the Beltline. In this District the base of 5.0 F.A.R can be increased with the provision of residential units up to 8.0 F.A.R; beyond 8.0 F.A.R applicants have the opportunity to further increase density with bonus provisions listed in the Land Use Bylaw and Beltline ARP (such as financial contributions to the Beltline Community Investment Fund (BCIF)), and/or provision of onsite amenities such as publicly accessible private open space (plazas).

This development permit is within the tolerances of the CC-X land use district – at 7.27 F.A.R.

Administration identified the following relaxations to the Land Use Bylaw and after review Administration considers each relaxation acceptable. A response to each relaxation is contained in the table below.

Bylaw Relaxations		
Regulation	Standard	Provided
1169 Front Setback Area	Where the parcel shares a property line with a street, the front setback area must have minimum and maximum depth as noted. (1)(e) 12 Avenue – West of Macleod TR SE Minimum 1.5m – Max 3.0m	Plans indicate a maximum building setback of 4.75m (+1.75m). Administration supportive of relaxation – a larger setback contributes to a wider sidewalk and enhances the public realm
1172 Floor Plate Restrictions	(2) In all other locations, each floor of a building located partially or wholly above 36.0 metres above grade, and containing Dwelling Units, Hotel suites or Live Work Units, has a maximum: (a) floor plate area of 650.0 square metres; and	Plans indicate a floor plate area of 756.62m ² (+106.62m ²) for floors above 36.0m from grade. Administration supportive of relaxation – the floor plate of the proposed towers is considered to be acceptable – with minimal shadowing impacts on public areas and a tower design in compliance with planning policy.

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	(2) In all other locations, each floor of a building located partially or wholly above 36.0 metres above grade, and containing Dwelling Units, Hotel suites or Live Work Units, has a maximum: (b) horizontal dimension of 37.0 metres.	Plans indicate a horizontal dimension of 40.94m (+3.94m) for floor plates above 36.0m from grade. Administration supportive of relaxation - the floor plate of the proposed towers is considered to be acceptable – with minimal shadowing impacts on public areas and a tower design in compliance with planning policy.
1152 Visibility Setback	Buildings, finished grade of a parcel and vegetation within a corner visibility triangle must not be located between 0.75 m and 4.60 m above the lowest elevation of the street.	Plans indicate vegetation may be located within the corner visibility triangle. Administration supportive of relaxation – which contributes to a positive public realm
Motor Vehicle Parking Stalls	472 commercial motor vehicle parking stalls required.	Plans indicate 470 (-2) commercial motor vehicle parking stalls Administration supportive of relaxation, based on CPAG Transportation comments and Parking study submitted
	63 visitor parking stalls required.	Plans indicate 26 (-37) visitor parking stalls. Administration supportive of relaxation, based on CPAG Transportation comments and Parking study submitted
Bicycle Stalls	69 bicycle stalls – class 2 required.	Plans indicate 28 (-41) bicycle stalls – class 2. Administration supportive of relaxation, based on CPAG Transportation comments and Parking study submitted

Social, Environmental, Economic (External)

None relevant to the consideration of this development permit.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed development does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

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Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATION:

Subject to the conditions listed and considering the relaxations noted the application is in alignment with relevant statutory and non-statutory planning policy contained in the Centre City Plan, Beltline Area Redevelopment Plan and Land Use Bylaw.

This Development Permit is recommended for approval.

ATTACHMENTS:

- 1 Conditions of Approval
- 2 Development permit plans
- 3 Urban Design Review Panel Comments
- 4 Applicant Response to UDRP Comments
- 5 Beltline Neighbourhoods Association Letter
- 6 Victoria Park BRZ Comments

Conditions of Approval

Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

Planning:

1. Submit a total of 8 complete sets of Amended Plans (file folded and collated) to the Planning Generalist that comprehensively address the Prior to Release conditions of all Departments as specified below.

In order to expedite the review of the Amended Plans, please include the following in your submission:

- a. All of the plan set(s) shall highlight all of the amendments.
- b. Five (5) detailed written response(s) to the Conditions of Approval document that provides a point by point explanation as to how each of the Prior to Release conditions were addressed and/or resolved.

Please ensure that all plans affected by the revisions are amended accordingly.

2. Prior to Release of this Development Permit provide details (comprising a plan and a written response) of the Heritage Commemorative Feature(s) to the Curtis Block and Deutsch Canadier Block as committed to by letter on January 19, 2018.

Development Engineering:

3. Amend the plans to:

Fire – Fire Department Connection (Siamese) Location

Indicate (label and dimension) the location of the Siamese location such that it is:

- a. Facing the street or access route, not blocked by columns, planters or landscaping, bike racks, etc.

4. Submit a Fire Flow Letter, which shall be prepared by a qualified professional engineer, under seal and permit to practice stamp, to the satisfaction of Development Approvals Team Leader, Water Resources.
Submit said letter to WA-ResourcesDevelopmentApprovals@calgary.ca.

Per Water Resources, **the available fire flow available in the adjacent City watermain is 20,000 LPM** (litres per minute).

The fire flow letter shall identify the type of the development, address of the development, and the fire flow required for the developing property.

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5. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact developmentservicing2@calgary.ca for additional details.

For further information, refer to the following:

Design Guidelines for Development Site Servicing Plans

http://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP2015.pdf

Development Site Servicing Plans CARL (requirement list)

<http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicing-plan.pdf>

Note:

See advisories below. Also, storm is available from Macleod TR SE (per Water Resources). Contact 403-268-6798 for further details.

6. Follow the submission requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control (Erosion and Sediment Control Reports and Drawings: Technical Requirements) and either submit the required (2) copies of an Erosion and Sediment Control (ESC) Report and Drawings or the required (2) copies of a Written Notice to Development Engineering, for review and acceptance by Water Resources. The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

Documents submitted shall conform to the requirements detailed in the current edition of The City of Calgary *Guidelines for Erosion and Sediment Control* and shall be prepared, signed and stamped by a qualified consultant specializing in erosion and sediment control, and holding current professional accreditation as a Professional Engineer (P. Eng.), Professional Licensee (P.L. Eng), Professional Agrologist (P. Ag.) or Certified Professional in Erosion and Sediment Control (CPESC). For each stage of work where soil is disturbed or exposed, documents must clearly specify the location, installation, inspection and maintenance details and requirements for all temporary and permanent controls and practices.

If you have any questions, contact 3-1-1. A Service Request (SR) will be created for the Erosion Control Team in Water Resources.

7. Consolidate the subject parcels. Submit a copy of the registered plan and certificate of title, confirming the consolidation of subject parcels onto a single titled parcel, to the Development Engineering Generalist.
8. Remit payment (**certified cheque**) for the infrastructure upgrades for the Centre City communities, in the amount of **\$1,166,422.08**, to Development Engineering. This levy includes both the Centre City Utility Levy approved under the **Centre City Utility Levy Bylaw 38M2009** and an amount approved by Council for community recreation,

Conditions of Approval

transportation, parks upgrading, and greenways. The amount identified above is determined by using **\$4,710.00 per meter of site frontage (on avenues only)** for the proposed development (152.366m + 95.282m = 247.648m charged X \$4,710.00/m).

9. **After the Development Permit is approved but prior to its release**, the landowner shall execute an Off-Site Levy Agreement for the payment of off-site levies pursuant to Bylaw 2M2016.

Should payment be made prior to release of the development permit, an Off-Site Levy Agreement will not be required.

To obtain the off-site levy agreement, contact the Subdivision Development Coordinator, Calgary Approvals Coordination at 403-268-6739 or email offsitelevy@calgary.ca.

Transportation:

10. Amend the design of the lay-by to current City standards, Provide geometric details; length, gutter radii and cross-section through each lay-by. Road crossfall to be extended into lay-by (this is a standard practice). Also, lay-by to be constructed with back to back 6.5m reversing curves (min radius for a street sweeper) at the entrance and the exit. Include detailed engineering drawings of the lay-by with the amended drawings.
11. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. construction of two driveway crossings
 - b. close and remove existing driveway crossing on 13 Av SE
 - c. construction of sidewalk adjacent to the site
 - d. construction of lay-by (2 in stage 1)
 - e. construction of WCRs
 - f. construction of tree trenches
 - g. relocation of ex street lights and power poles
 - h. Installation of a curb bulge on the south side of 12 Avenue and east of the bus zone
 - i. A reduced taper length in front of the bus zone, with the taper ending before the driveway.
12. Amend the site plan to include following offsite improvements. The developer will be responsible for the cost of construction for these off site improvements.

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1. Installation of a curb bulge on the south side of 12 Avenue and east of the bus zone, which would result in bus drivers merging left prior to the access. This ensures only one conflicting eastbound lane at the driveway access.
 2. A reduced taper length in front of the bus zone, with the taper ending before the driveway. This would formalize the actual operations that are anticipated to occur at the area, with only one effective eastbound traffic stream in front of the driveway access. This configuration would make the bus stop more similar to a bus layby, as the bus would have to merge left before accelerating substantially.
13. Remit payment (certified cheque, bank draft) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Units. The amount is calculated by the respective Business Unit and is based on 100% of the estimated cost of construction.

The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

a) Street lighting upgrading adjacent to (adjacent to the site)

14. Execute and register on title an Access Easement Agreement with the City of Calgary over insert legal description (Servient Lands) in favour of insert legal description or Street Name(s) (Dominant Lands) for the purpose of parking access / vehicular access / pedestrian access / an access route for the waste & recycling collection vehicle(s) to the storage facilities. The agreement and registerable access right of way plan shall be to the satisfaction of the Director, Transportation Planning and the City Solicitor. A standard template for the agreement and an Instruction Document will be provided by the Transportation CPAG Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.
15. The lane egress to 13 AV and 12 AV. Perhaps more 12 AV. Transportation Planning is concerned about sight lines for vehicles, especially the WB-12s. There will be conflicts with pedestrians using either the 13 AV greenway or 12 AV. Truck driver will not be able to see people until they are well out into the sidewalk. Please contact Shane Le Bout hillier for further details and resolve the issues prior to resubmission.

In addition to installing a Stop Sign, further measures are required to ensure safety of pedestrians.

16. Submit a traffic control plan (on-site signage and pavement markings) with amended plans. Pedestrian circulation movements shall be indicated on the site and landscaping plans as well as the traffic control plan.

Not resolved. All traffic safety measures identified by Traffic consultant should be incorporated in the plan.

Conditions of Approval

Parks:

17. Applicant is to enter into a Perpetual Maintenance Agreement for the proposed trees and groundcover plantings located in the road right-of-way of 12 Avenue and Macleod Trail SE. This agreement is to be registered on the development site's land title(s) as part of Transportation's Perpetual Maintenance Agreement (see Transportation's permanent condition).

Note: As per the applicant's letter of response (dated 218 January 19), Brandon elms are indicated on the amended drawings, reflecting the position of the owner, designers, and the Urban Design Review Panel is to extend the double row of Elm trees of the 13th Avenue SE Heritage Greenway around the corner, along Macleod Trail SE. From a design perspective, Parks concur with this.

While overall tree and canopy health is directly related to root health, and the additional underground infrastructure (proposed silva cell) will help, regardless of the improved conditions, monocultures, especially those directly adjacent to trees of the same species (Brandon Elms) that are currently in declining health, are not sustainable in the long term, and thus, not recommended by Urban Forestry. This perpetual maintenance agreement will address additional maintenance and replacement costs to the City/Parks.

18. Provide detailed landscape construction drawings for the portion of 13 Avenue Greenway, Macleod Trail, and 12 Avenue SE that are within the scope of work/construction disturbance for Parks approval. Provide a dimensioned surfacing layout and supporting details, grading plan and planting plan. Please also include details/cross sections for all proposed features including but not limited to paving, lighting, and benches. Please also include concrete colour codes to confirm that the 13 Avenue Heritage Greenway Design Guidelines are being applied to this block of 13 Avenue. . For further information, please contact Parks Coordinator – Development at 403-268-2367 or email Mary.Quinlan@calgary.ca .
19. Amend L-101 to provide legible Legend, Planting Plan etc.

Permanent Conditions

The following permanent conditions shall apply:

Planning:

20. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
21. No changes to the approved plans shall take place unless authorized by the Development Authority.

Conditions of Approval

22. A Development Completion Permit shall be issued for the development; **before the use is commenced or the development occupied**. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5311 to request a site inspection for the Development Completion Permit.
23. All roof top mechanical equipment shall be screened as shown on the approved plans.
24. The grades indicated on the approved Development Permit plans must match the grades on the Development Site Servicing Plan for the subject site as per the Lot Grading Bylaw.
25. The walls, pillars and ceiling of the underground parkade shall be painted white or a comparable light colour.
26. The light fixtures in the parkade shall be positioned over the parking stalls (not the drive aisles).
27. All stairwell doors and elevator access areas shall be installed with a transparent panel for visibility.
28. The Heritage Commemorative feature referred to in Condition 2 shall be installed in accordance with the approved plans prior to occupation of the development and shall be retained throughout the lifetime of the development.

Development Engineering:

29. The subject parcels must remain on a single certificate of title for the duration of the development unless subdivision is approved by the subdivision authority.
30. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
31. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

Conditions of Approval

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

32. Contact the Erosion Control Inspector, Water Resources, with at least two business day's notice, to set up a pre-construction meeting prior to commencement of stripping and grading. Locations north of 17 Avenue S should contact 403-268-5271. Sites south of 17 Avenue S should contact 403-268-1847.
33. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual" all to the satisfaction of the Director of Water Resources.
34. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.
35. As the development application has not met the standards in either the current City of Calgary standards – "Development Reviews: Design Standards for the Storage and Collection Waste" or the current Waste and Recycling Bylaw, the development may not be eligible to receive collection service from The City of Calgary.
36. Pursuant to Bylaw 2M2016, off-site levies are applicable.
37. **Prior to issuance of a Development Completion Permit or any occupancy of the building**, payment shall be made for off-site levies pursuant to Bylaw 2M2016. To obtain a final estimate, contact the Subdivision Development Coordinator, Calgary Approvals Coordination at 403-268-6739 or email offsitelevy@calgary.ca

Conditions of Approval

Transportation:

38. No off site loading activity will be permitted. The largest size of truck used for commercial activity for this site is WB12.
39. Class 1 Bicycle Parking will be assigned to units rather than scramble Parking. ***“Priority for lower racks will be given to residents upon request for accessibility considerations.”***
40. The subject development does not qualify for the Residential Parking Permit Program.
41. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Transportation Planning. All work performed on public property shall be done in accordance with City standards.
42. The encroachment(s) (Canopies and awnings) located within the bylaw setback / City road right-of-way / corner cut area shall be removed at the owner's expense within 30 days of the City of Calgary giving notice.
43. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Transportation Planning, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
44. The approved driveway(s) required for this development must be constructed to the ramp grades as shown on the approved Development Permit plans. Negative sloping of the driveway within the City boulevard is not acceptable. If actual grades do not match the approved grades, the developer/owner shall be responsible for all costs to remove and reconstruct the entire driveway ramp in accordance with approved grades.
45. A Perpetual Maintenance Agreement is to be registered on the development site's land title(s) for the applicant requested non-standard surface element(s) located in the road right-of-way concurrently with the execution of the Indemnification Agreement. Contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
46. There is 5.182m road right of way setback requirement along 1 St SE and Macleod Trail SE.
47. The layby area along Macleod TR SE will be signed as a 20 minute loading zone. The layby area along 12 AV SE will be signed as a 20 minute loading zone.

Conditions of Approval


Parks:

48. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
49. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. **Prior to any construction activities**, Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit www.calgary.ca, call 311, or email tree.protection@calgary.ca for more information.
50. The submitted plans indicate that the removal of some existing public trees along property frontage. As per the City of Calgary Tree Protection By-law, a letter of authorization to remove public trees is required from Parks Urban Forestry. The applicant is to contact Urban Forestry at 311 to make arrangements for the letter and compensation.
51. In order to ensure the integrity of existing public trees and roots, construction access is only permitted outside the drip line of public trees that are to remain.
52. Any tree planting in the City boulevard shall be performed and inspected in accordance with Parks Development Guidelines and Standard Specifications – Landscape Construction (current edition). Applicant is to contact the Parks Development Inspector (at 403-620-3216 or at 403-268-5204) to arrange an inspection.

Development Permit Plans

CURTIS BLOCK MIXED USE DEVELOPMENT

209 12 AVENUE SE, CALGARY, AB



ARCHITECTURAL

- 1-01 SITE PLAN
- 1-02 FLOOR PLAN
- 1-03 SECTION
- 1-04 ELEVATION
- 1-05 EXTERIOR FINISHES
- 1-06 INTERIOR FINISHES
- 1-07 MECHANICAL
- 1-08 ELECTRICAL
- 1-09 PLUMBING
- 1-10 FIRE PROTECTION
- 1-11 LANDSCAPE
- 1-12 SIGNAGE
- 1-13 ACCESSIBILITY
- 1-14 OTHER

LANDSCAPE

- 2-01 SITE PLAN
- 2-02 FLOOR PLAN
- 2-03 SECTION
- 2-04 ELEVATION
- 2-05 EXTERIOR FINISHES
- 2-06 INTERIOR FINISHES
- 2-07 MECHANICAL
- 2-08 ELECTRICAL
- 2-09 PLUMBING
- 2-10 FIRE PROTECTION
- 2-11 LANDSCAPE
- 2-12 SIGNAGE
- 2-13 ACCESSIBILITY
- 2-14 OTHER

ELECTRICAL

- 3-01 SITE PLAN
- 3-02 FLOOR PLAN
- 3-03 SECTION
- 3-04 ELEVATION
- 3-05 EXTERIOR FINISHES
- 3-06 INTERIOR FINISHES
- 3-07 MECHANICAL
- 3-08 ELECTRICAL
- 3-09 PLUMBING
- 3-10 FIRE PROTECTION
- 3-11 LANDSCAPE
- 3-12 SIGNAGE
- 3-13 ACCESSIBILITY
- 3-14 OTHER

ISSUED FOR DP CPAG DTR2
03/05/2018

NOT FOR CONSTRUCTION

COVER SHEET

SCALE: 1/8" = 1'-0"

DATE: 03/05/2018

PROJECT: CURTIS BLOCK MIXED USE DEVELOPMENT

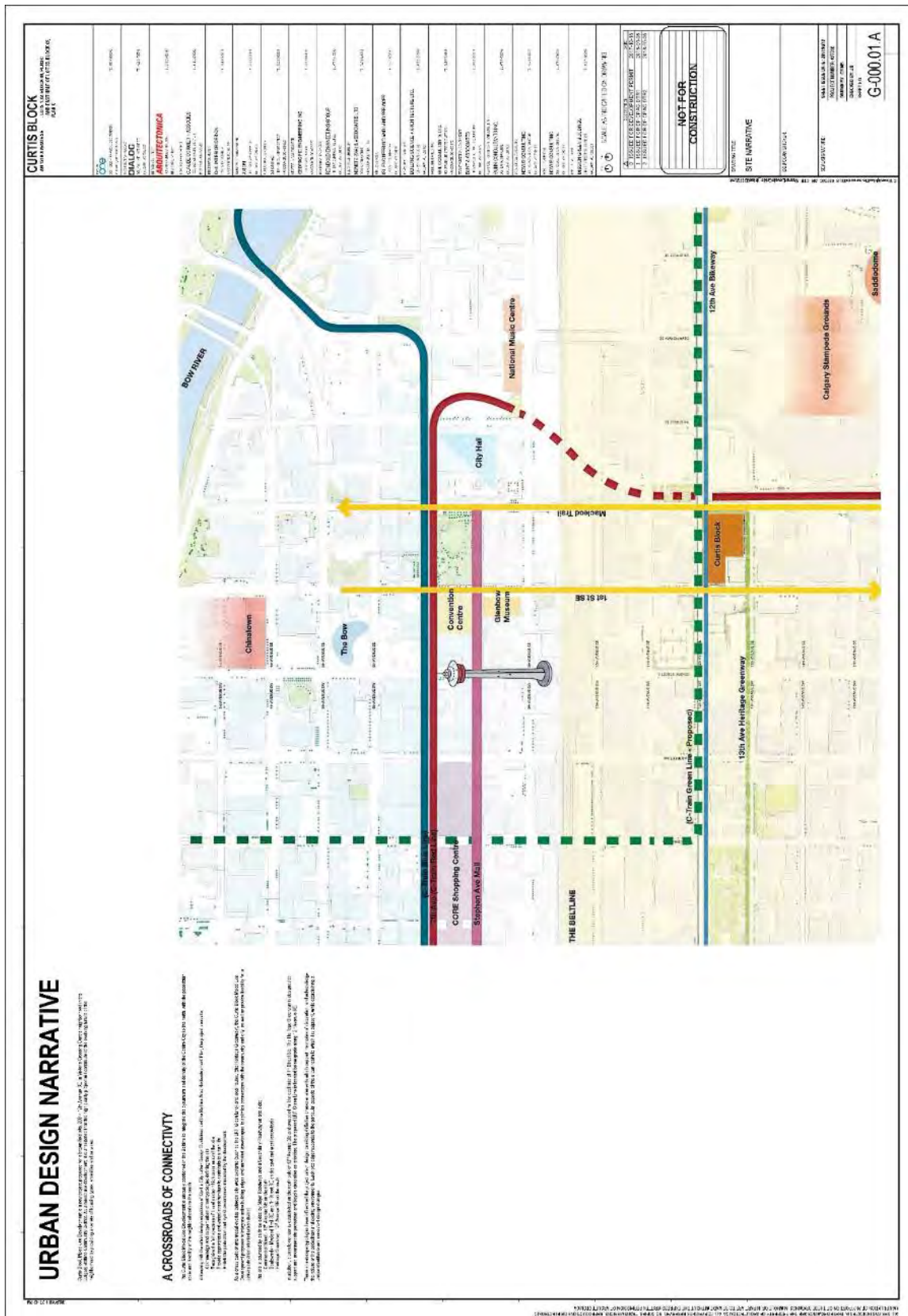
CLIENT: CURTIS BLOCK MIXED USE DEVELOPMENT

DESIGNER: CURTIS BLOCK MIXED USE DEVELOPMENT

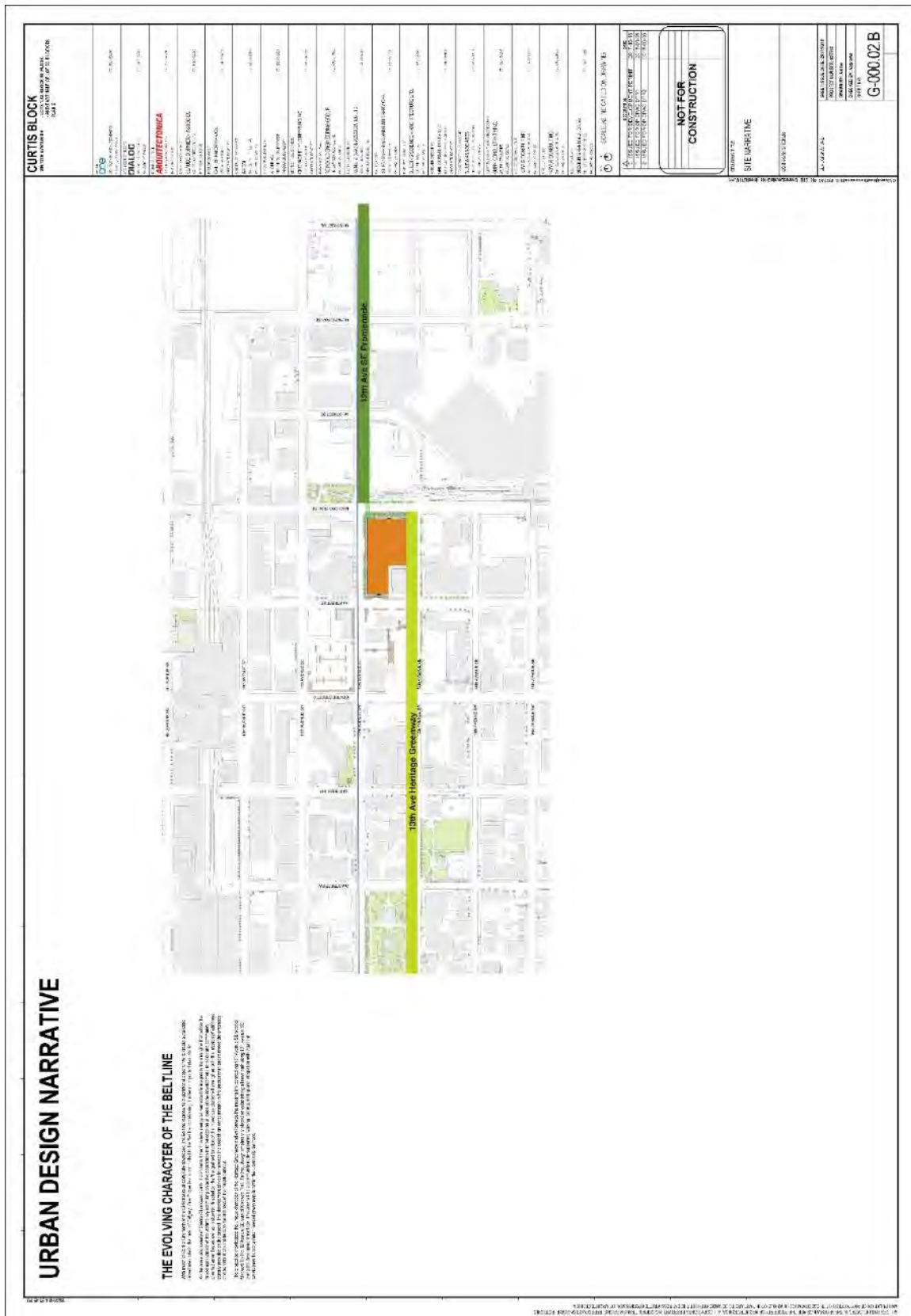
CONTRACTOR: CURTIS BLOCK MIXED USE DEVELOPMENT

VALUE: G-000.00

Development Permit Plans



Development Permit Plans



Development Permit Plans

BUILDING DESIGN NARRATIVE

OVERVIEW: The building design narrative is a story that tells the story of the building's design. It is a story that is told through a series of images and text that describe the building's design process, from the initial concept to the final design. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public.

1. CONCEPT DIAGRAM

A. OVERLAY CITY URBAN GRID

The building design narrative is a story that tells the story of the building's design. It is a story that is told through a series of images and text that describe the building's design process, from the initial concept to the final design. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public.

2. STANDING OUT IN THE SKYLINE & TOWER TOP VARIATION

The building design narrative is a story that tells the story of the building's design. It is a story that is told through a series of images and text that describe the building's design process, from the initial concept to the final design. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public.

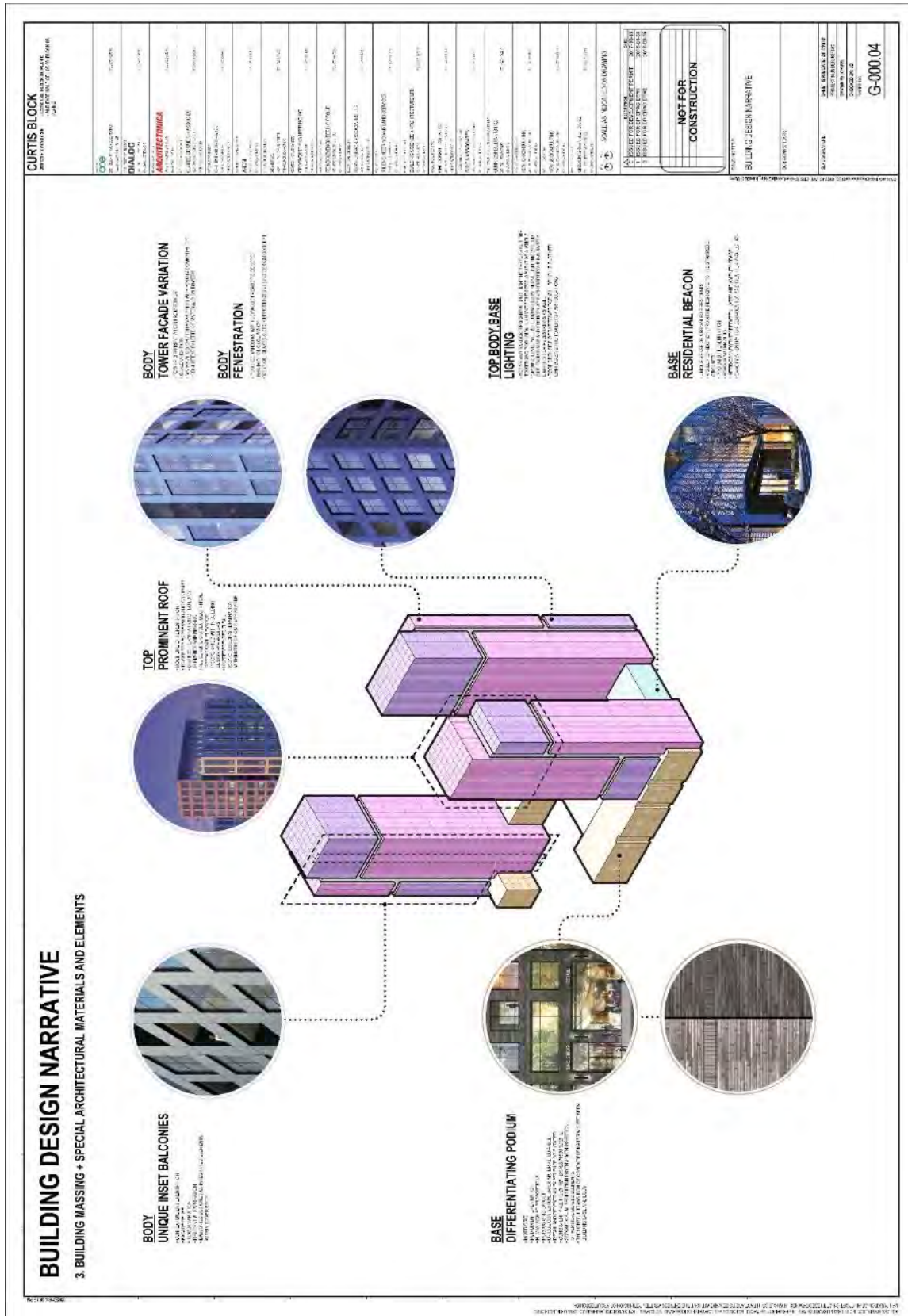
3. TRANSLATE CITY QUADRANTS

The building design narrative is a story that tells the story of the building's design. It is a story that is told through a series of images and text that describe the building's design process, from the initial concept to the final design. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public.

4. INTRODUCE TECTONIC SHIFT

The building design narrative is a story that tells the story of the building's design. It is a story that is told through a series of images and text that describe the building's design process, from the initial concept to the final design. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public. The narrative is a key part of the building's design process, as it helps to communicate the building's design to the client and the public.


Development Permit Plans




Development Permit Plans

[illegible]


Development Permit Plans




NORTH EAST - AERIAL VIEW - DAYTIME - PHASE 2



NORTH EAST - AERIAL VIEW - EVENING - PHASE 2



SOUTH - CITY SKYLINE VIEW



NORTH EAST - STREET LEVEL BUILDING VIEW - PHASE 2

CURTIS BLOCK
PHASE 2
1000 WEST 1ST AVENUE
VANCOUVER, BC V6C 1A1

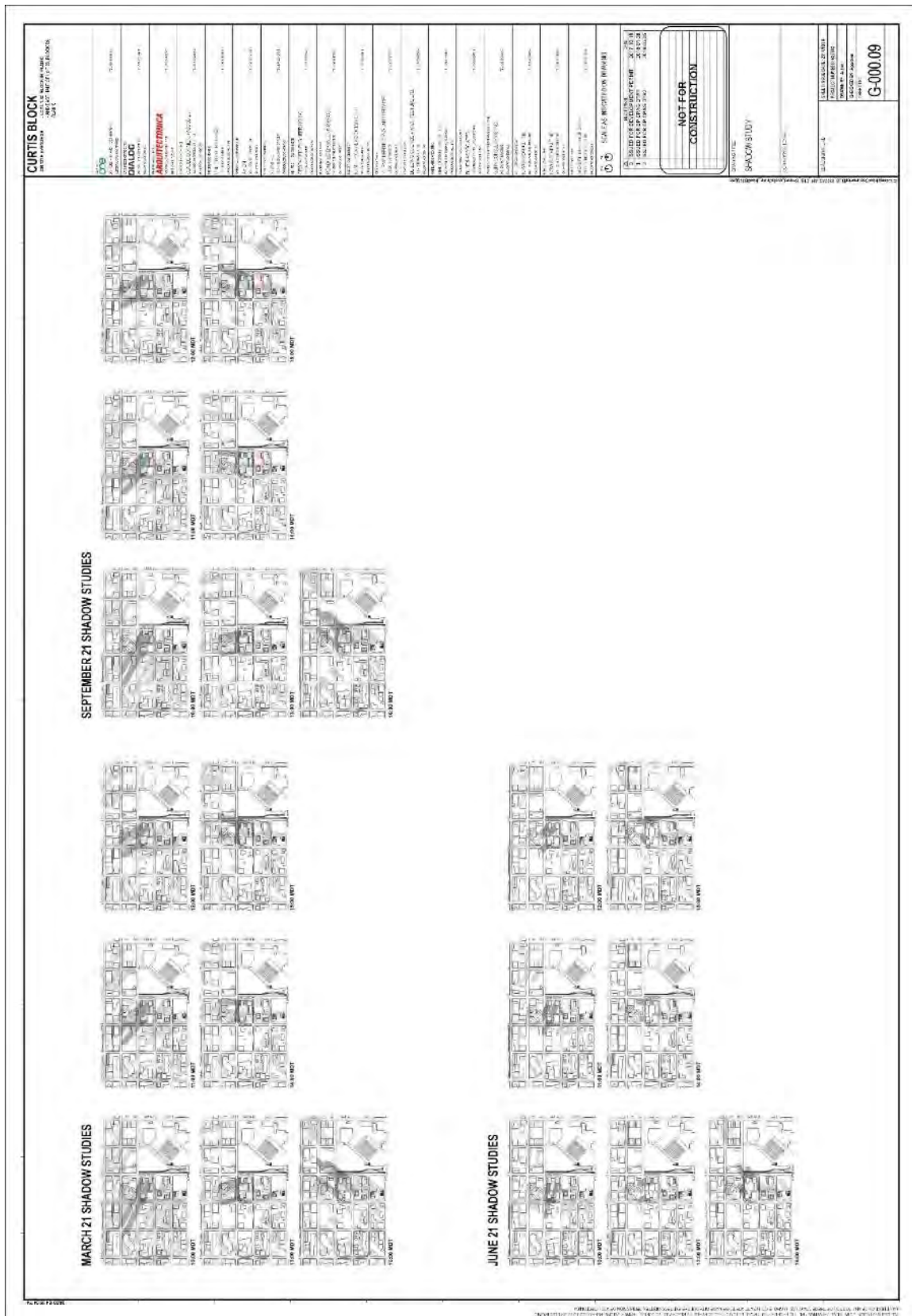
<p>OWNER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>DESIGNER: ADRIAN PEREIRA</p> <p>ARCHITECT: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>LANDSCAPE ARCHITECT: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>INTERIOR DESIGNER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>MECHANICAL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>ELECTRICAL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>PLUMBING ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>HEATING, VENTILATION & AIR CONDITIONING ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>SAFETY ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>ENVIRONMENTAL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>TRANSPORTATION ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>WATER ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>SEWER ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>SOIL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>FOUNDATION ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>STRUCTURAL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>CONCRETE ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>STEEL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>WOOD ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>MASONRY ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>GLASS ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>MECHANICAL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>ELECTRICAL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>PLUMBING ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>HEATING, VENTILATION & AIR CONDITIONING ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>SAFETY ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>ENVIRONMENTAL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>TRANSPORTATION ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>WATER ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>SEWER ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>SOIL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>FOUNDATION ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>STRUCTURAL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>CONCRETE ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>STEEL ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>WOOD ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>MASONRY ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p> <p>GLASS ENGINEER: CURTIS BLOCK DEVELOPMENT LTD.</p>	<p>PROJECT NUMBER: G-000.06</p> <p>DATE: 2018-03-27</p> <p>SCALE: 1/8" = 1'-0"</p> <p>NOT FOR CONSTRUCTION</p> <p>PROJECT FEATURES:</p> <p>PHASE 2:</p> <p>1. 1000 WEST 1ST AVENUE - 30-7 TO 10</p> <p>2. 1000 WEST 1ST AVENUE - 10-15</p> <p>3. 1000 WEST 1ST AVENUE - 15-20</p> <p>4. 1000 WEST 1ST AVENUE - 20-25</p> <p>5. 1000 WEST 1ST AVENUE - 25-30</p> <p>6. 1000 WEST 1ST AVENUE - 30-35</p> <p>7. 1000 WEST 1ST AVENUE - 35-40</p> <p>8. 1000 WEST 1ST AVENUE - 40-45</p> <p>9. 1000 WEST 1ST AVENUE - 45-50</p> <p>10. 1000 WEST 1ST AVENUE - 50-55</p> <p>11. 1000 WEST 1ST AVENUE - 55-60</p> <p>12. 1000 WEST 1ST AVENUE - 60-65</p> <p>13. 1000 WEST 1ST AVENUE - 65-70</p> <p>14. 1000 WEST 1ST AVENUE - 70-75</p> <p>15. 1000 WEST 1ST AVENUE - 75-80</p> <p>16. 1000 WEST 1ST AVENUE - 80-85</p> <p>17. 1000 WEST 1ST AVENUE - 85-90</p> <p>18. 1000 WEST 1ST AVENUE - 90-95</p> <p>19. 1000 WEST 1ST AVENUE - 95-100</p> <p>20. 1000 WEST 1ST AVENUE - 100-105</p> <p>21. 1000 WEST 1ST AVENUE - 105-110</p> <p>22. 1000 WEST 1ST AVENUE - 110-115</p> <p>23. 1000 WEST 1ST AVENUE - 115-120</p> <p>24. 1000 WEST 1ST AVENUE - 120-125</p> <p>25. 1000 WEST 1ST AVENUE - 125-130</p> <p>26. 1000 WEST 1ST AVENUE - 130-135</p> <p>27. 1000 WEST 1ST AVENUE - 135-140</p> <p>28. 1000 WEST 1ST AVENUE - 140-145</p> <p>29. 1000 WEST 1ST AVENUE - 145-150</p> <p>30. 1000 WEST 1ST AVENUE - 150-155</p> <p>31. 1000 WEST 1ST AVENUE - 155-160</p> <p>32. 1000 WEST 1ST AVENUE - 160-165</p> <p>33. 1000 WEST 1ST AVENUE - 165-170</p> <p>34. 1000 WEST 1ST AVENUE - 170-175</p> <p>35. 1000 WEST 1ST AVENUE - 175-180</p> <p>36. 1000 WEST 1ST AVENUE - 180-185</p> <p>37. 1000 WEST 1ST AVENUE - 185-190</p> <p>38. 1000 WEST 1ST AVENUE - 190-195</p> <p>39. 1000 WEST 1ST AVENUE - 195-200</p> <p>40. 1000 WEST 1ST AVENUE - 200-205</p> <p>41. 1000 WEST 1ST AVENUE - 205-210</p> <p>42. 1000 WEST 1ST AVENUE - 210-215</p> <p>43. 1000 WEST 1ST AVENUE - 215-220</p> <p>44. 1000 WEST 1ST AVENUE - 220-225</p> <p>45. 1000 WEST 1ST AVENUE - 225-230</p> <p>46. 1000 WEST 1ST AVENUE - 230-235</p> <p>47. 1000 WEST 1ST AVENUE - 235-240</p> <p>48. 1000 WEST 1ST AVENUE - 240-245</p> <p>49. 1000 WEST 1ST AVENUE - 245-250</p> <p>50. 1000 WEST 1ST AVENUE - 250-255</p> <p>51. 1000 WEST 1ST AVENUE - 255-260</p> <p>52. 1000 WEST 1ST AVENUE - 260-265</p> <p>53. 1000 WEST 1ST AVENUE - 265-270</p> <p>54. 1000 WEST 1ST AVENUE - 270-275</p> <p>55. 1000 WEST 1ST AVENUE - 275-280</p> <p>56. 1000 WEST 1ST AVENUE - 280-285</p> <p>57. 1000 WEST 1ST AVENUE - 285-290</p> <p>58. 1000 WEST 1ST AVENUE - 290-295</p> <p>59. 1000 WEST 1ST AVENUE - 295-300</p> <p>60. 1000 WEST 1ST AVENUE - 300-305</p> <p>61. 1000 WEST 1ST AVENUE - 305-310</p> <p>62. 1000 WEST 1ST AVENUE - 310-315</p> <p>63. 1000 WEST 1ST AVENUE - 315-320</p> <p>64. 1000 WEST 1ST AVENUE - 320-325</p> <p>65. 1000 WEST 1ST AVENUE - 325-330</p> <p>66. 1000 WEST 1ST AVENUE - 330-335</p> <p>67. 1000 WEST 1ST AVENUE - 335-340</p> <p>68. 1000 WEST 1ST AVENUE - 340-345</p> <p>69. 1000 WEST 1ST AVENUE - 345-350</p> <p>70. 1000 WEST 1ST AVENUE - 350-355</p> <p>71. 1000 WEST 1ST AVENUE - 355-360</p> <p>72. 1000 WEST 1ST AVENUE - 360-365</p> <p>73. 1000 WEST 1ST AVENUE - 365-370</p> <p>74. 1000 WEST 1ST AVENUE - 370-375</p> <p>75. 1000 WEST 1ST AVENUE - 375-380</p> <p>76. 1000 WEST 1ST AVENUE - 380-385</p> <p>77. 1000 WEST 1ST AVENUE - 385-390</p> <p>78. 1000 WEST 1ST AVENUE - 390-395</p> <p>79. 1000 WEST 1ST AVENUE - 395-400</p> <p>80. 1000 WEST 1ST AVENUE - 400-405</p> <p>81. 1000 WEST 1ST AVENUE - 405-410</p> <p>82. 1000 WEST 1ST AVENUE - 410-415</p> <p>83. 1000 WEST 1ST AVENUE - 415-420</p> <p>84. 1000 WEST 1ST AVENUE - 420-425</p> <p>85. 1000 WEST 1ST AVENUE - 425-430</p> <p>86. 1000 WEST 1ST AVENUE - 430-435</p> <p>87. 1000 WEST 1ST AVENUE - 435-440</p> <p>88. 1000 WEST 1ST AVENUE - 440-445</p> <p>89. 1000 WEST 1ST AVENUE - 445-450</p> <p>90. 1000 WEST 1ST AVENUE - 450-455</p> <p>91. 1000 WEST 1ST AVENUE - 455-460</p> <p>92. 1000 WEST 1ST AVENUE - 460-465</p> <p>93. 1000 WEST 1ST AVENUE - 465-470</p> <p>94. 1000 WEST 1ST AVENUE - 470-475</p> <p>95. 1000 WEST 1ST AVENUE - 475-480</p> <p>96. 1000 WEST 1ST AVENUE - 480-485</p> <p>97. 1000 WEST 1ST AVENUE - 485-490</p> <p>98. 1000 WEST 1ST AVENUE - 490-495</p> <p>99. 1000 WEST 1ST AVENUE - 495-500</p> <p>100. 1000 WEST 1ST AVENUE - 500-505</p> <p>101. 1000 WEST 1ST AVENUE - 505-510</p> <p>102. 1000 WEST 1ST AVENUE - 510-515</p> <p>103. 1000 WEST 1ST AVENUE - 515-520</p> <p>104. 1000 WEST 1ST AVENUE - 520-525</p> <p>105. 1000 WEST 1ST AVENUE - 525-530</p> <p>106. 1000 WEST 1ST AVENUE - 530-535</p> <p>107. 1000 WEST 1ST AVENUE - 535-540</p> <p>108. 1000 WEST 1ST AVENUE - 540-545</p> <p>109. 1000 WEST 1ST AVENUE - 545-550</p> <p>110. 1000 WEST 1ST AVENUE - 550-555</p> <p>111. 1000 WEST 1ST AVENUE - 555-560</p> <p>112. 1000 WEST 1ST AVENUE - 560-565</p> <p>113. 1000 WEST 1ST AVENUE - 565-570</p> <p>114. 1000 WEST 1ST AVENUE - 570-575</p> <p>115. 1000 WEST 1ST AVENUE - 575-580</p> <p>116. 1000 WEST 1ST AVENUE - 580-585</p> <p>117. 1000 WEST 1ST AVENUE - 585-590</p> <p>118. 1000 WEST 1ST AVENUE - 590-595</p> <p>119. 1000 WEST 1ST AVENUE - 595-600</p> <p>120. 1000 WEST 1ST AVENUE - 600-605</p> <p>121. 1000 WEST 1ST AVENUE - 605-610</p> <p>122. 1000 WEST 1ST AVENUE - 610-615</p> <p>123. 1000 WEST 1ST AVENUE - 615-620</p> <p>124. 1000 WEST 1ST AVENUE - 620-625</p> <p>125. 1000 WEST 1ST AVENUE - 625-630</p> <p>126. 1000 WEST 1ST AVENUE - 630-635</p> <p>127. 1000 WEST 1ST AVENUE - 635-640</p> <p>128. 1000 WEST 1ST AVENUE - 640-645</p> <p>129. 1000 WEST 1ST AVENUE - 645-650</p> <p>130. 1000 WEST 1ST AVENUE - 650-655</p> <p>131. 1000 WEST 1ST AVENUE - 655-660</p> <p>132. 1000 WEST 1ST AVENUE - 660-665</p> <p>133. 1000 WEST 1ST AVENUE - 665-670</p> <p>134. 1000 WEST 1ST AVENUE - 670-675</p> <p>135. 1000 WEST 1ST AVENUE - 675-680</p> <p>136. 1000 WEST 1ST AVENUE - 680-685</p> <p>137. 1000 WEST 1ST AVENUE - 685-690</p> <p>138. 1000 WEST 1ST AVENUE - 690-695</p> <p>139. 1000 WEST 1ST AVENUE - 695-700</p> <p>140. 1000 WEST 1ST AVENUE - 700-705</p> <p>141. 1000 WEST 1ST AVENUE - 705-710</p> <p>142. 1000 WEST 1ST AVENUE - 710-715</p> <p>143. 1000 WEST 1ST AVENUE - 715-720</p> <p>144. 1000 WEST 1ST AVENUE - 720-725</p> <p>145. 1000 WEST 1ST AVENUE - 725-730</p> <p>146. 1000 WEST 1ST AVENUE - 730-735</p> <p>147. 1000 WEST 1ST AVENUE - 735-740</p> <p>148. 1000 WEST 1ST AVENUE - 740-745</p> <p>149. 1000 WEST 1ST AVENUE - 745-750</p> <p>150. 1000 WEST 1ST AVENUE - 750-755</p> <p>151. 1000 WEST 1ST AVENUE - 755-760</p> <p>152. 1000 WEST 1ST AVENUE - 760-765</p> <p>153. 1000 WEST 1ST AVENUE - 765-770</p> <p>154. 1000 WEST 1ST AVENUE - 770-775</p> <p>155. 1000 WEST 1ST AVENUE - 775-780</p> <p>156. 1000 WEST 1ST AVENUE - 780-785</p> <p>157. 1000 WEST 1ST AVENUE - 785-790</p> <p>158. 1000 WEST 1ST AVENUE - 790-795</p> <p>159. 1000 WEST 1ST AVENUE - 795-800</p> <p>160. 1000 WEST 1ST AVENUE - 800-805</p> <p>161. 1000 WEST 1ST AVENUE - 805-810</p> <p>162. 1000 WEST 1ST AVENUE - 810-815</p> <p>163. 1000 WEST 1ST AVENUE - 815-820</p> <p>164. 1000 WEST 1ST AVENUE - 820-825</p> <p>165. 1000 WEST 1ST AVENUE - 825-830</p> <p>166. 1000 WEST 1ST AVENUE - 830-835</p> <p>167. 1000 WEST 1ST AVENUE - 835-840</p> <p>168. 1000 WEST 1ST AVENUE - 840-845</p> <p>169. 1000 WEST 1ST AVENUE - 845-850</p> <p>170. 1000 WEST 1ST AVENUE - 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NORTH EAST - STREET LEVEL VIEW - 12TH AVENUE RETAIL FRONTAGE

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PROJECT DESCRIPTION

PROJECT: CURTIS BLOCK
SUBJECT: 1000 10TH AVE SE, SEATTLE, WA 98104
OWNER: CURTIS BLOCK LLC
ADDRESS: 1000 10TH AVE SE, SEATTLE, WA 98104
CONTACT: CURTIS BLOCK LLC
PHONE: (206) 461-1000
EMAIL: CURTIS@CURTISBLOCK.COM
DATE: 10/10/2018

FLOOR AREA AT GROUND FLOOR

PHASING DIAGRAMS

PHASE 1

PHASE 2

PROJECT SITE MASTERPLAN

The project site is located at the intersection of 10th Avenue SE and 1st Avenue SE in the Curtis Block area of Seattle. The site is currently vacant and is surrounded by existing residential and commercial buildings. The masterplan shows the proposed building footprint, which is a three-story structure with a total floor area of approximately 10,000 square feet. The building is designed to be a modern, multi-unit residential building with a mix of studio, one-bedroom, and two-bedroom units. The masterplan also shows the proposed parking lot, which is located to the east of the building. The parking lot is designed to provide parking for approximately 20 vehicles. The masterplan also shows the proposed landscaping, which includes trees, shrubs, and lawn areas. The masterplan is designed to be a sustainable and high-quality development that will enhance the Curtis Block area and provide a mix of housing options for the community.

ZONING ANALYSIS

The project site is currently zoned as Single-Family Detached (SFD). The proposed building is a three-story multi-unit residential building, which is not permitted under the SFD zoning. The project is therefore in violation of the current zoning. The project is seeking a zoning change to Multi-Family Medium Density (MF-MD). The MF-MD zoning allows for three-story multi-unit residential buildings, which is consistent with the proposed building. The project is also seeking a variance from the MF-MD zoning to allow for a larger building footprint and a larger parking lot. The project is requesting these changes because the current zoning is outdated and does not allow for the type of development that is needed in the Curtis Block area. The project is also requesting these changes because the proposed building and parking lot are designed to be sustainable and high-quality, which will enhance the Curtis Block area and provide a mix of housing options for the community.

ZONING PLAN

NOT FOR CONSTRUCTION

THIS PLAN IS NOT TO BE USED FOR CONSTRUCTION. IT IS A DEVELOPMENT PERMIT PLAN AND IS SUBJECT TO THE APPROVAL OF THE CITY OF SEATTLE. ANY CHANGES TO THIS PLAN MUST BE APPROVED BY THE CITY OF SEATTLE.

PROJECT DATA

PROJECT NAME	CURTIS BLOCK
PROJECT ADDRESS	1000 10TH AVE SE, SEATTLE, WA 98104
PROJECT OWNER	CURTIS BLOCK LLC
PROJECT CONTACT	CURTIS@CURTISBLOCK.COM
PROJECT PHONE	(206) 461-1000
PROJECT EMAIL	CURTIS@CURTISBLOCK.COM
PROJECT DATE	10/10/2018

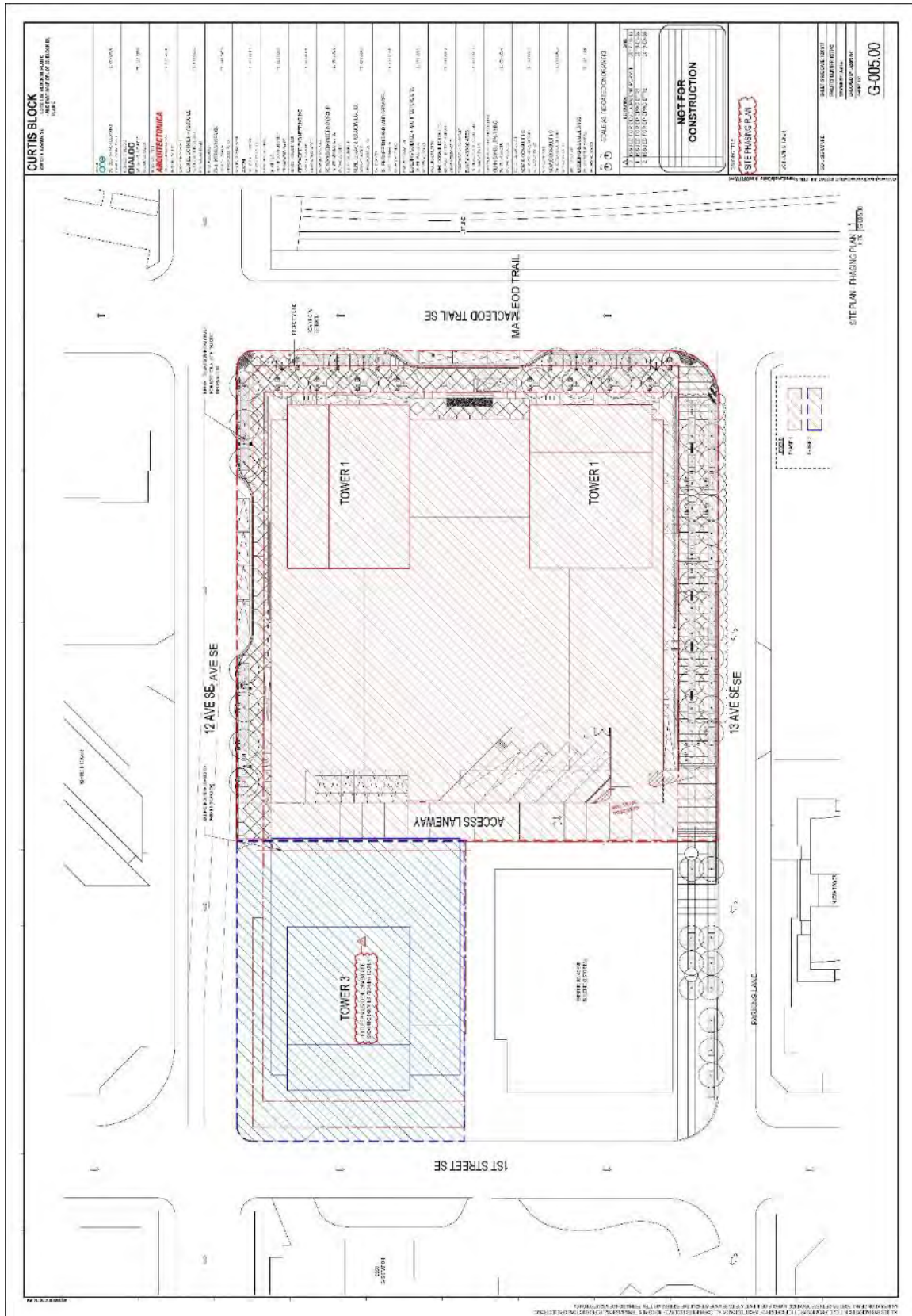
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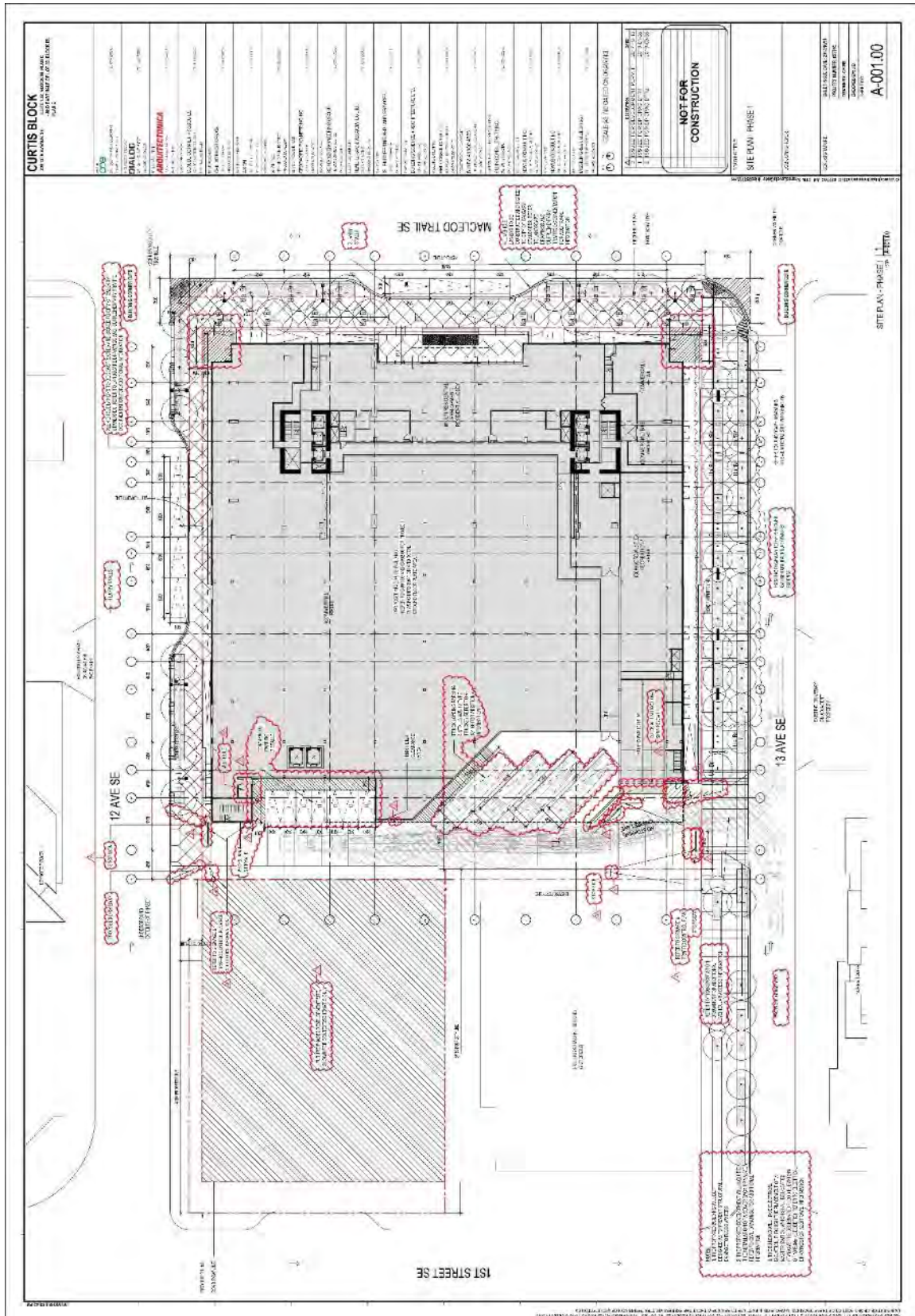
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The figure consists of a central architectural site plan and four surrounding photographs. The site plan shows a rectangular plot bounded by 12th Ave SE to the north, 13th Ave SE to the south, 1st Street SE to the east, and MacLeod Trail SE to the west. The plan is divided into two main areas: 'PROJECT SITE - PHASE 1' (the larger, central area) and 'PROJECT SITE - PHASE 2' (a smaller area on the east side, adjacent to 1st Street SE). A red dashed line separates the two phases. The plan also shows existing buildings, parking lots, and surrounding streets. The four photographs provide context: 1. Top-left: A view of the site from the north, showing the intersection of 12th Ave SE and MacLeod Trail SE. 2. Top-right: A view of the site from the east, showing the intersection of 1st Street SE and 13th Ave SE. 3. Bottom-left: A view of the site from the south, showing the intersection of 13th Ave SE and MacLeod Trail SE. 4. Bottom-right: A view of the site from the west, showing the intersection of 12th Ave SE and MacLeod Trail SE. The photographs show the surrounding urban environment, including other buildings and traffic.

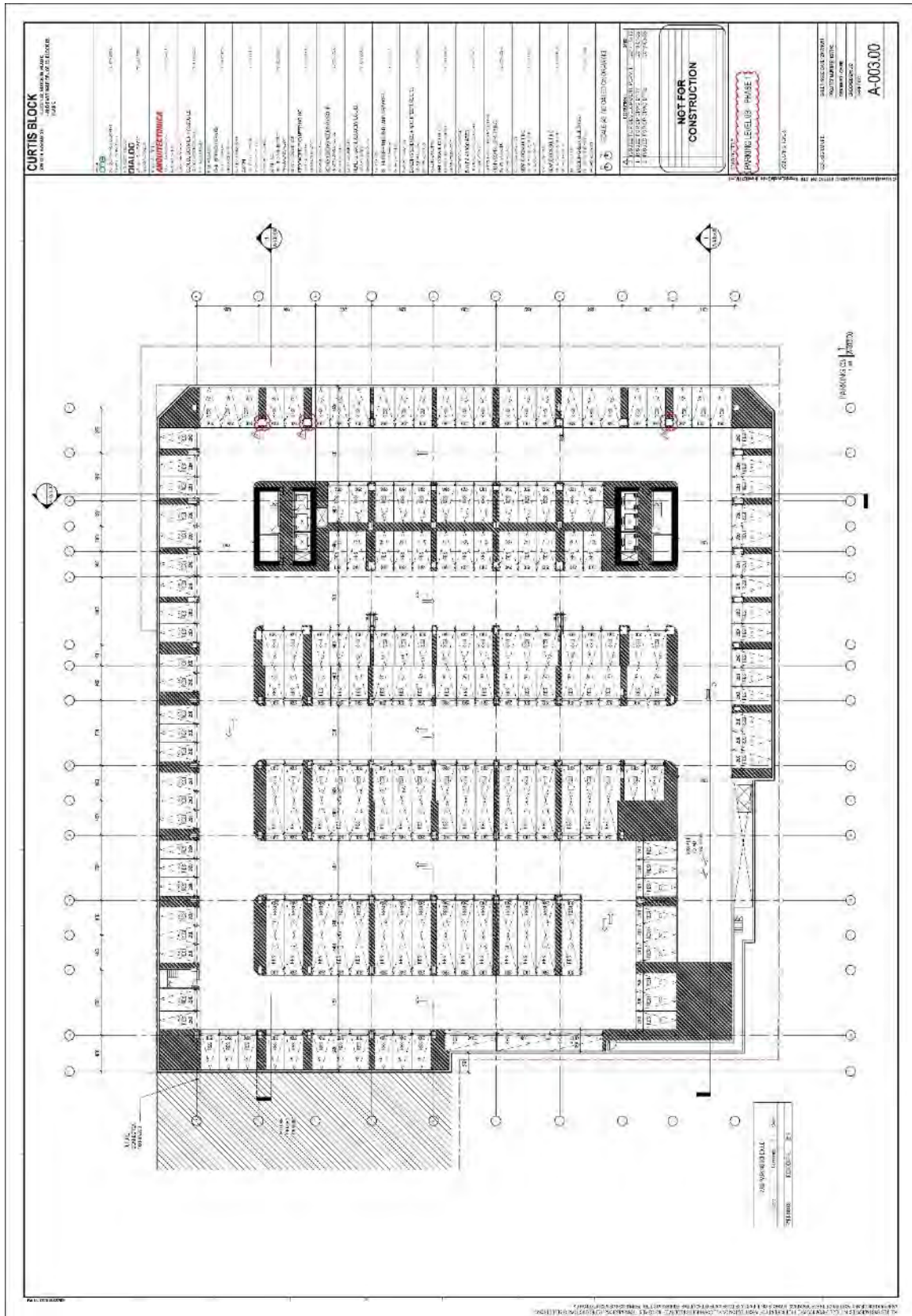
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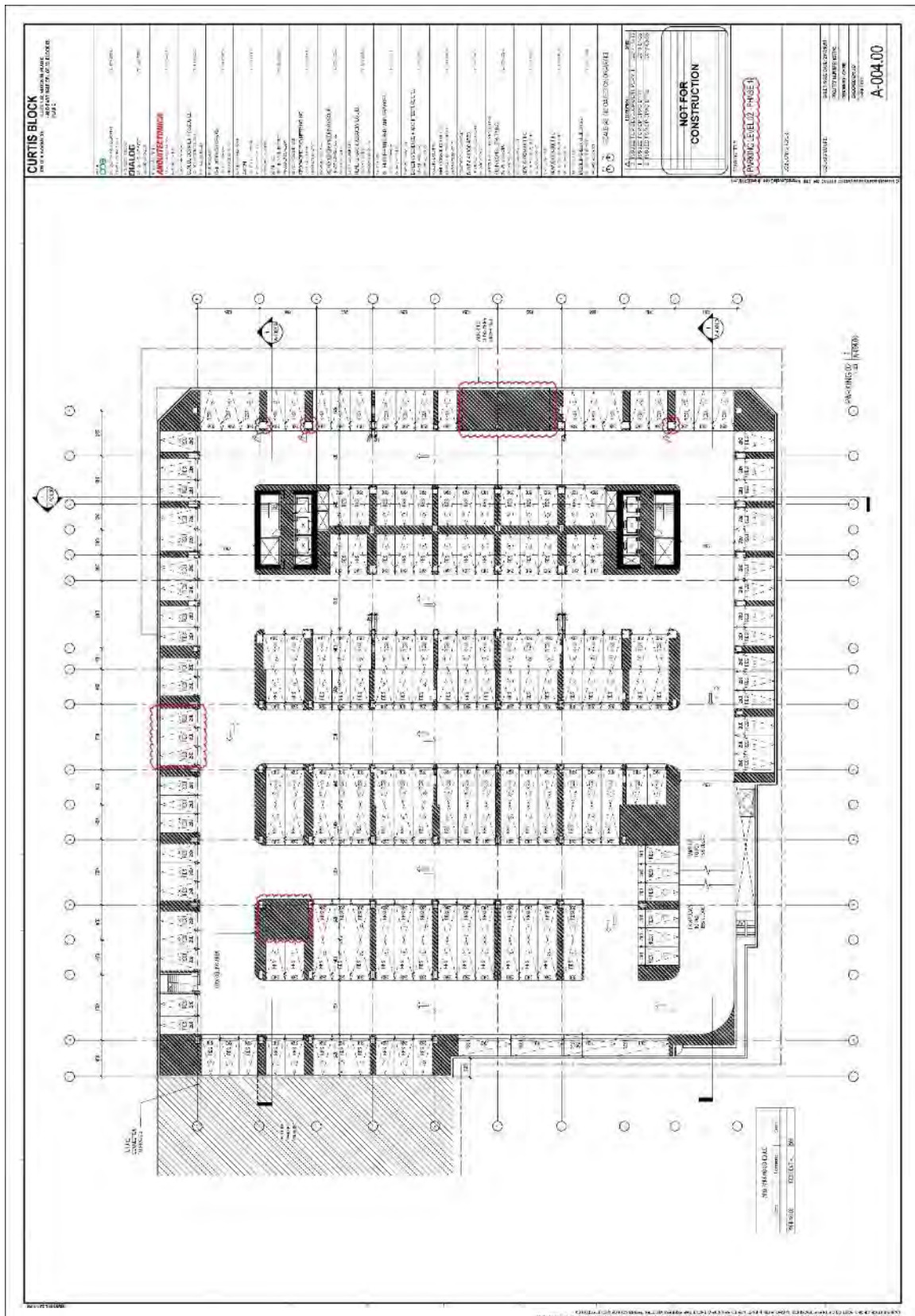
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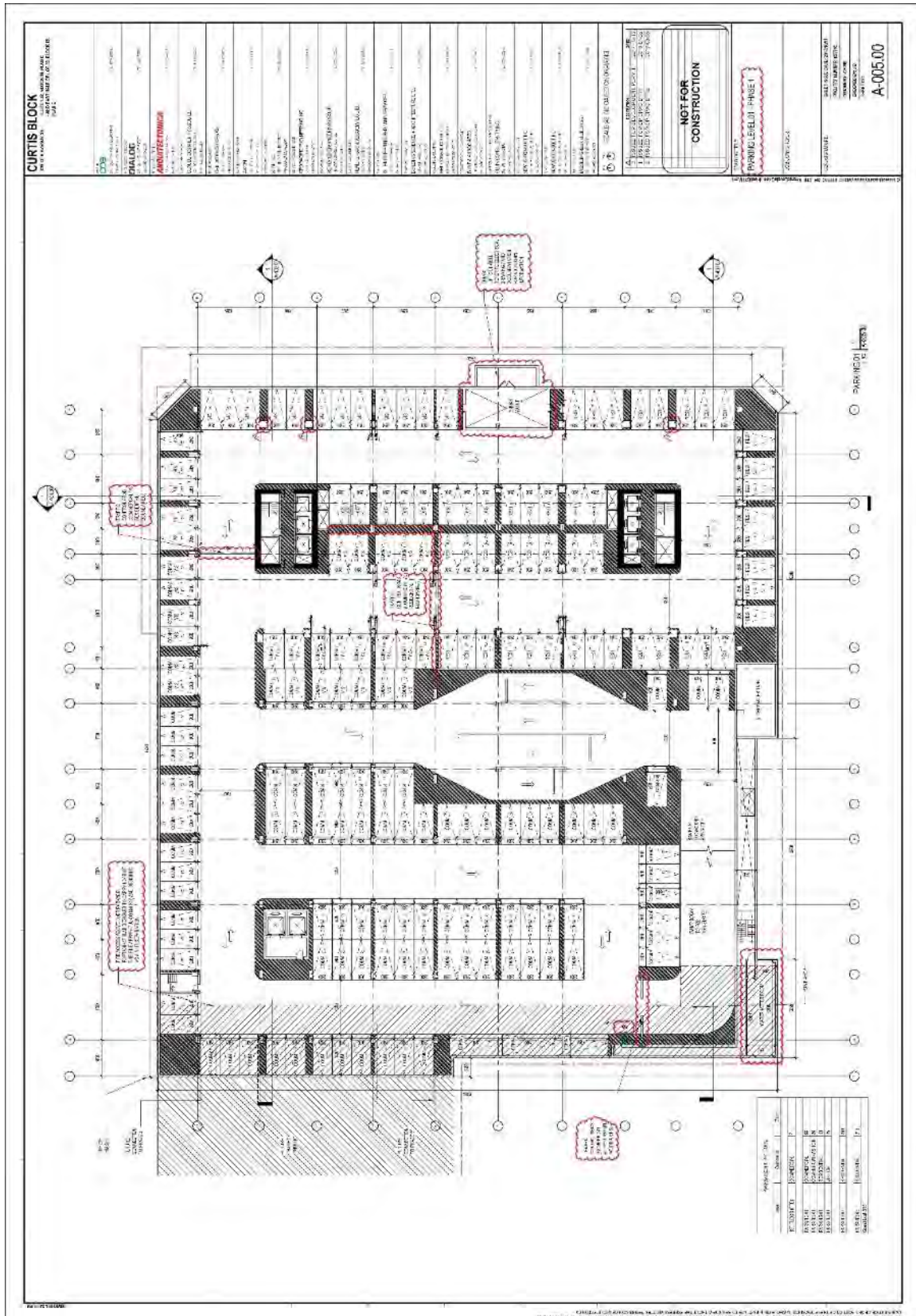
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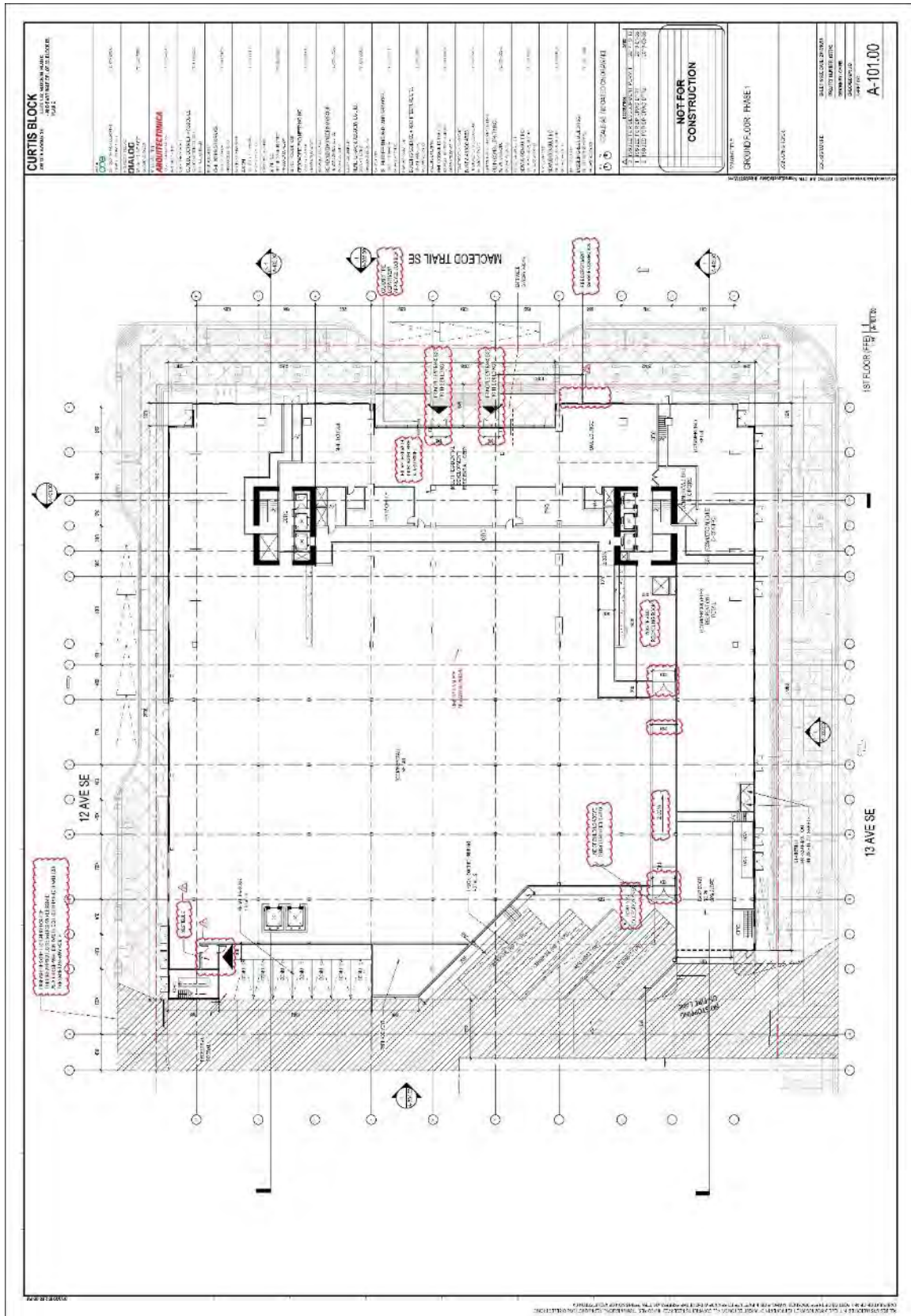
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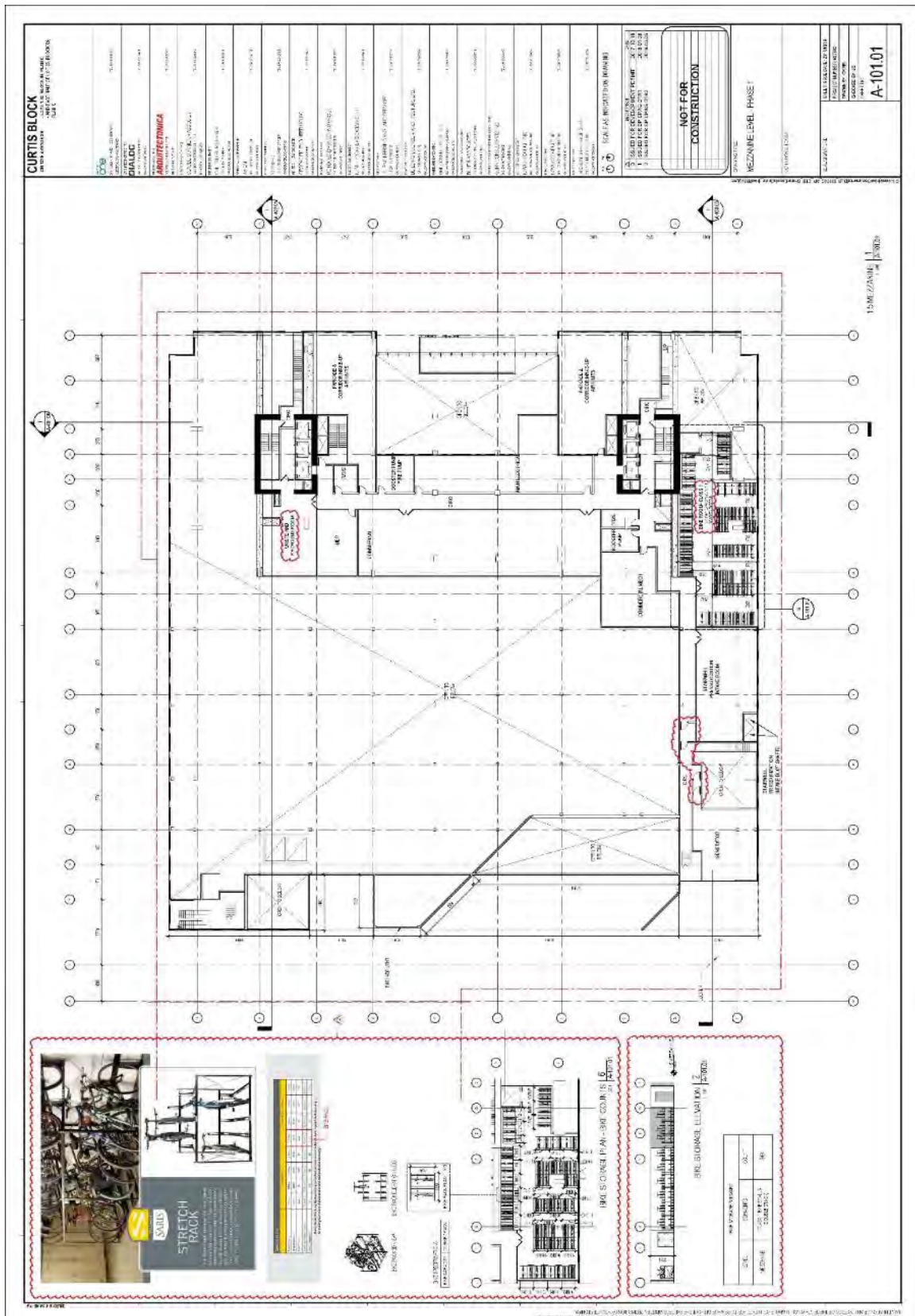
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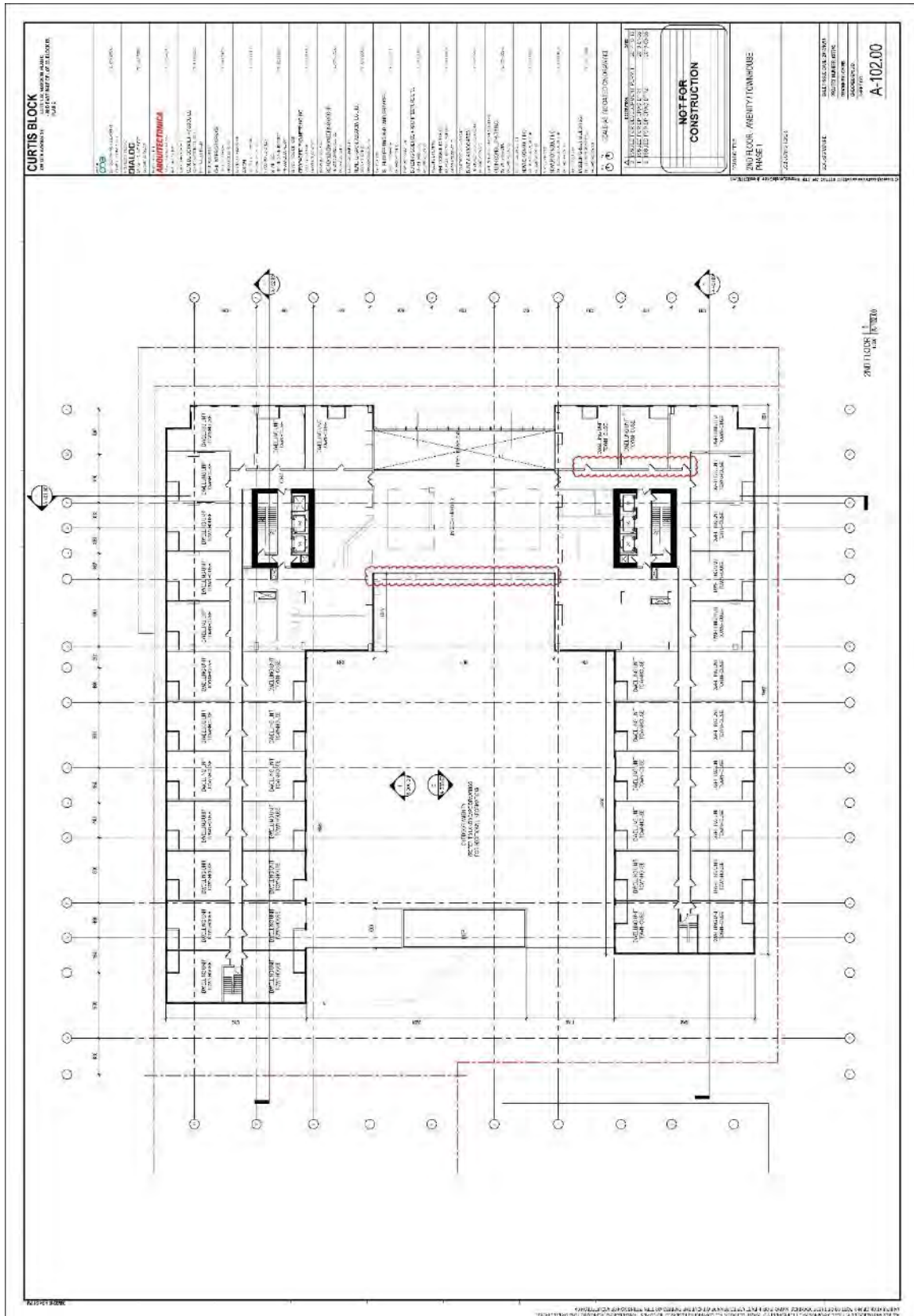
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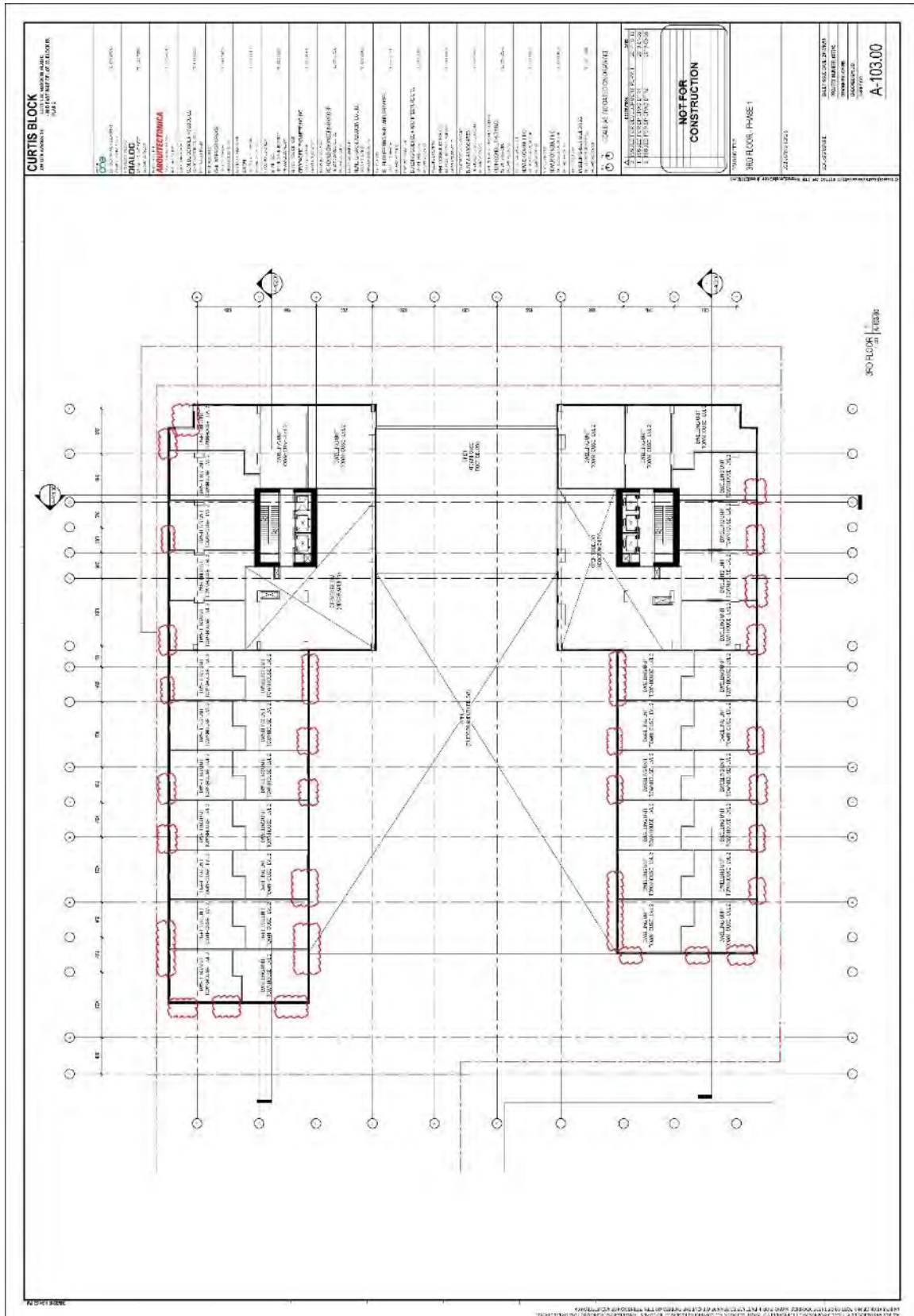
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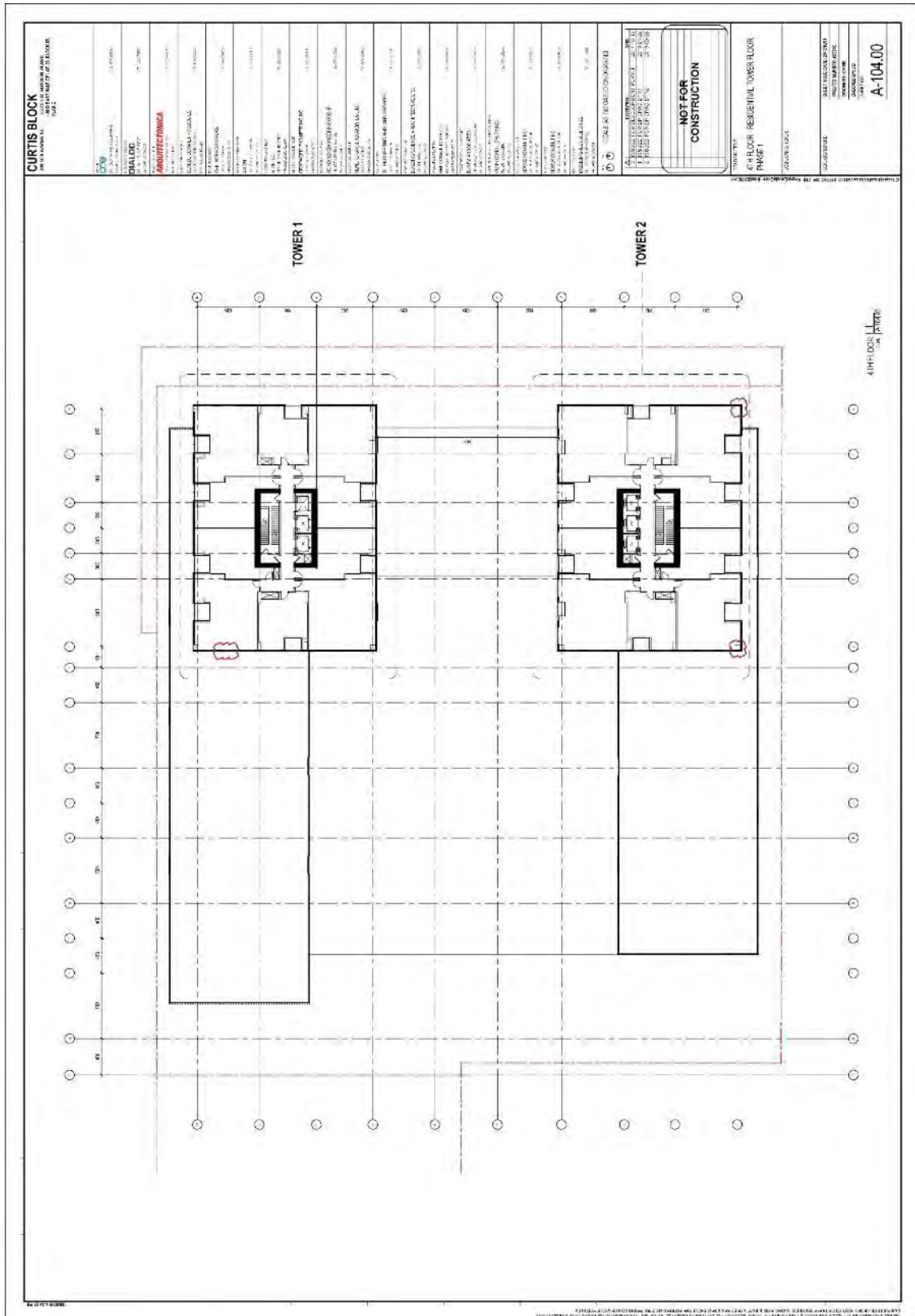
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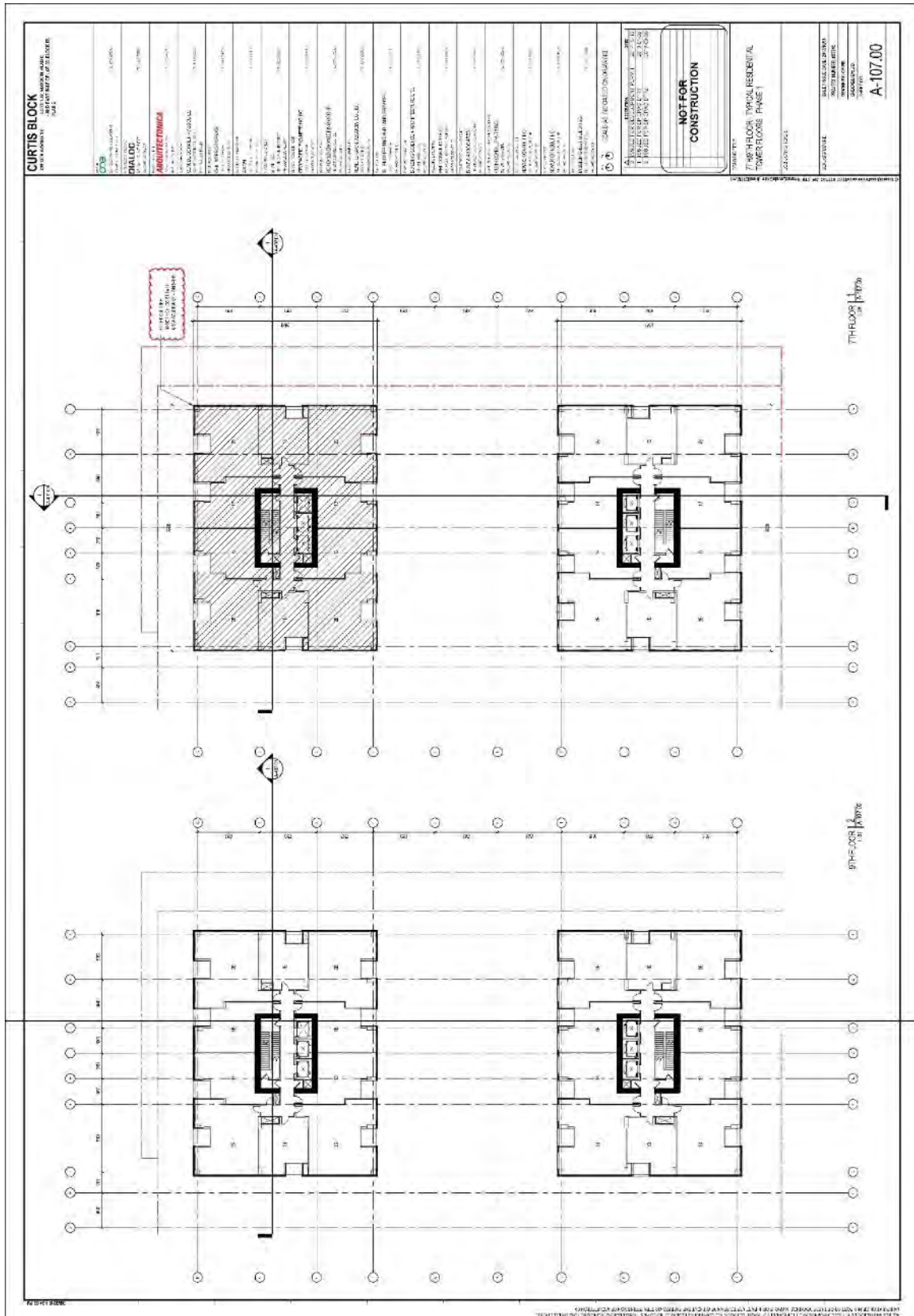
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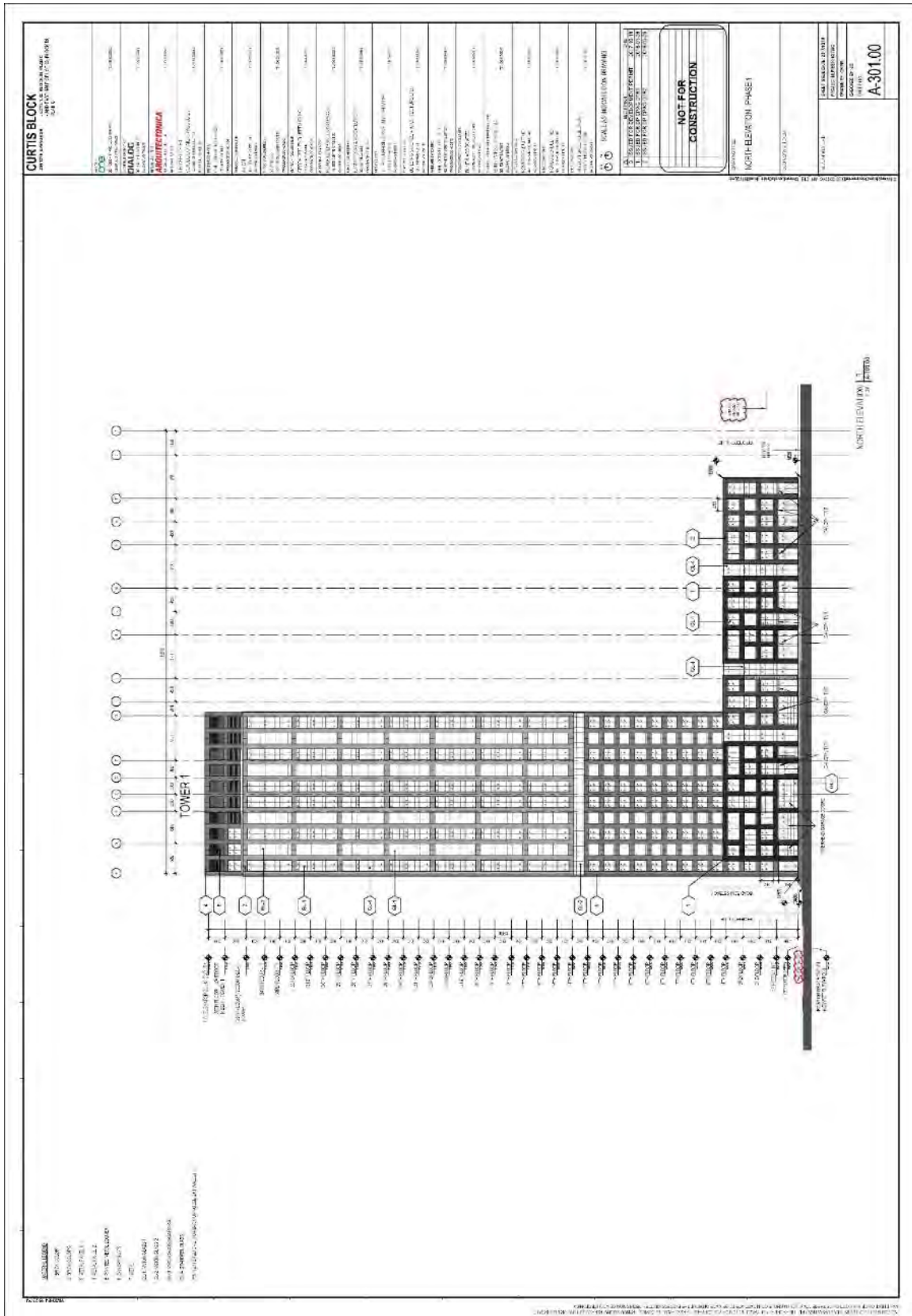
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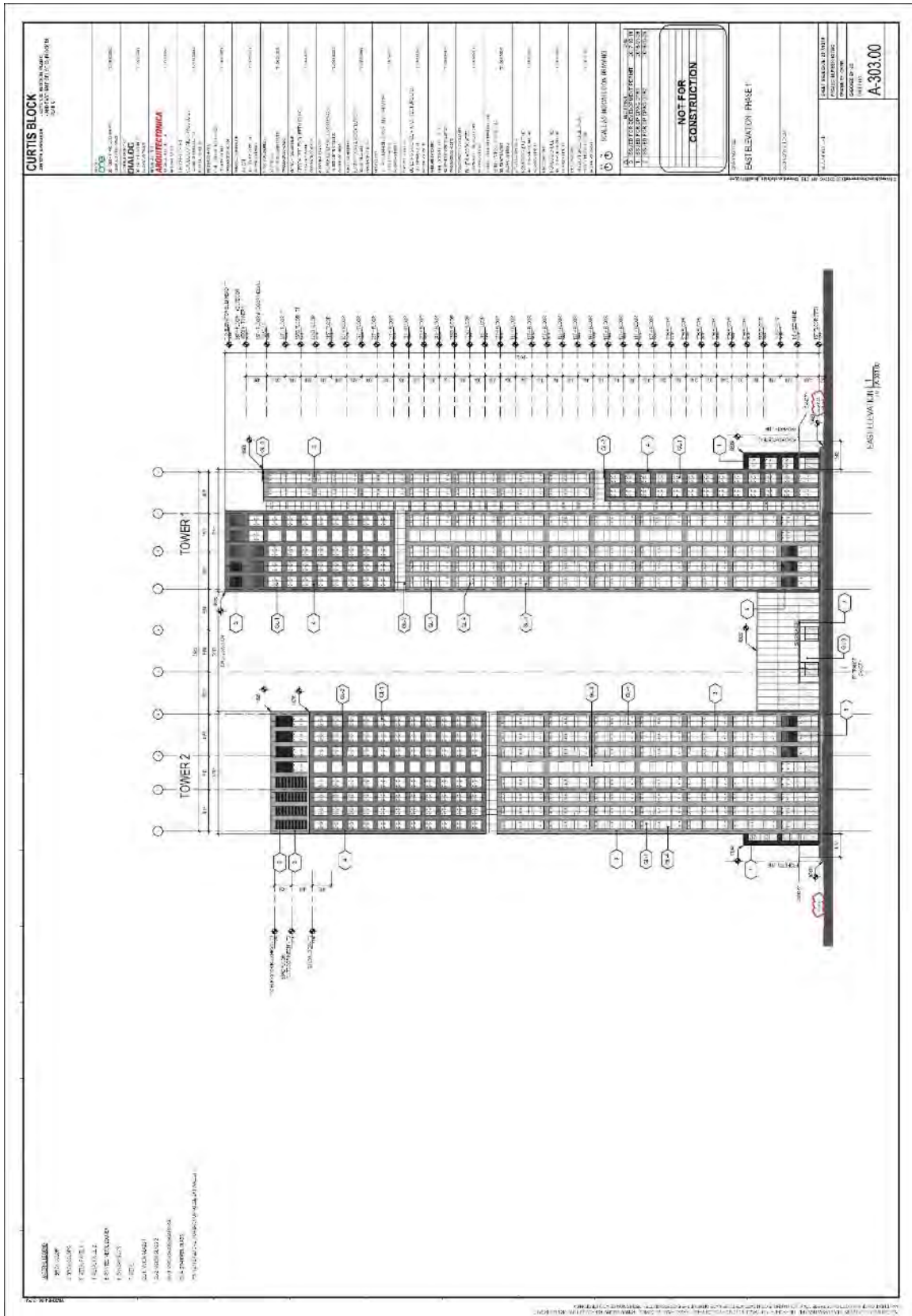
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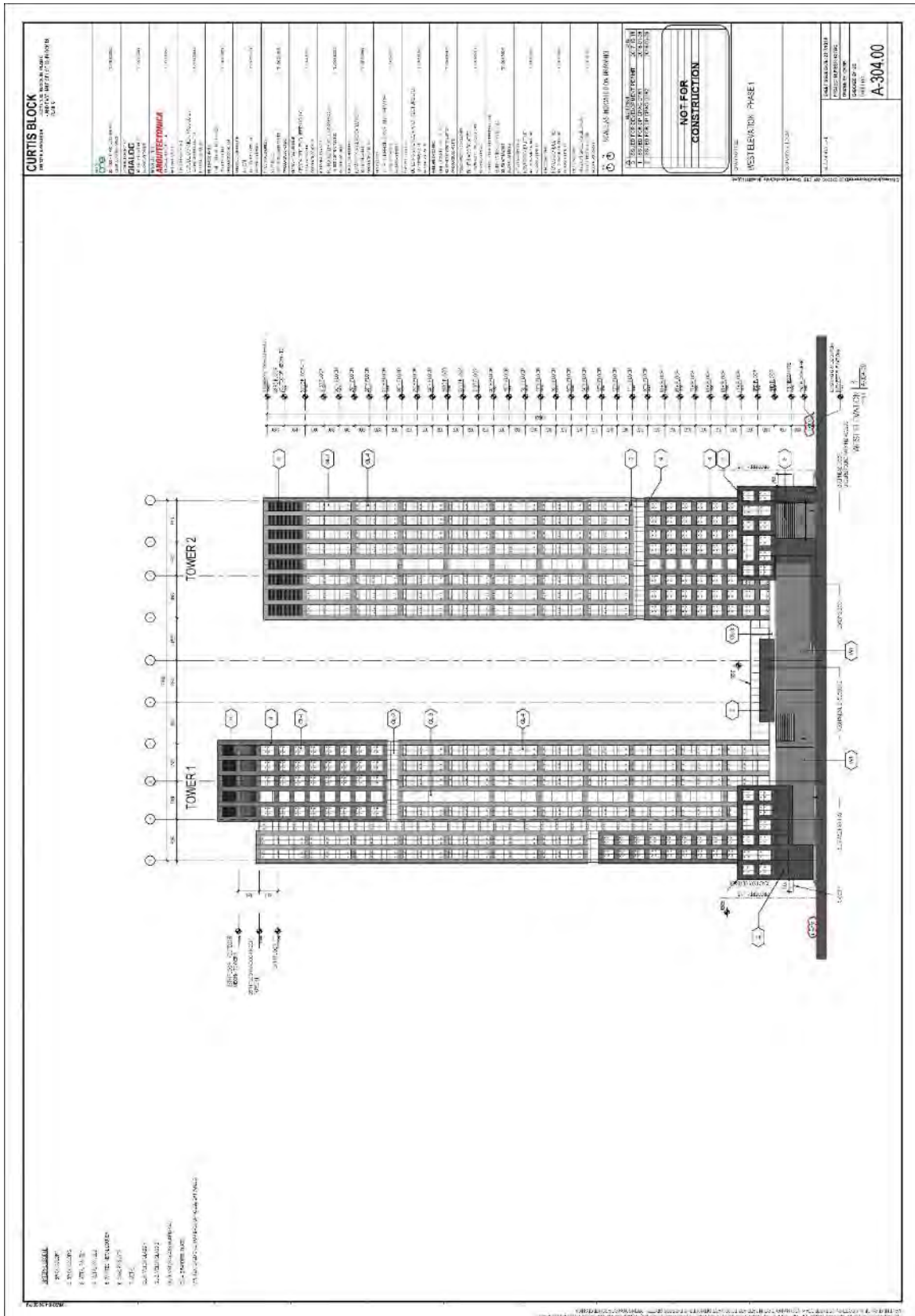
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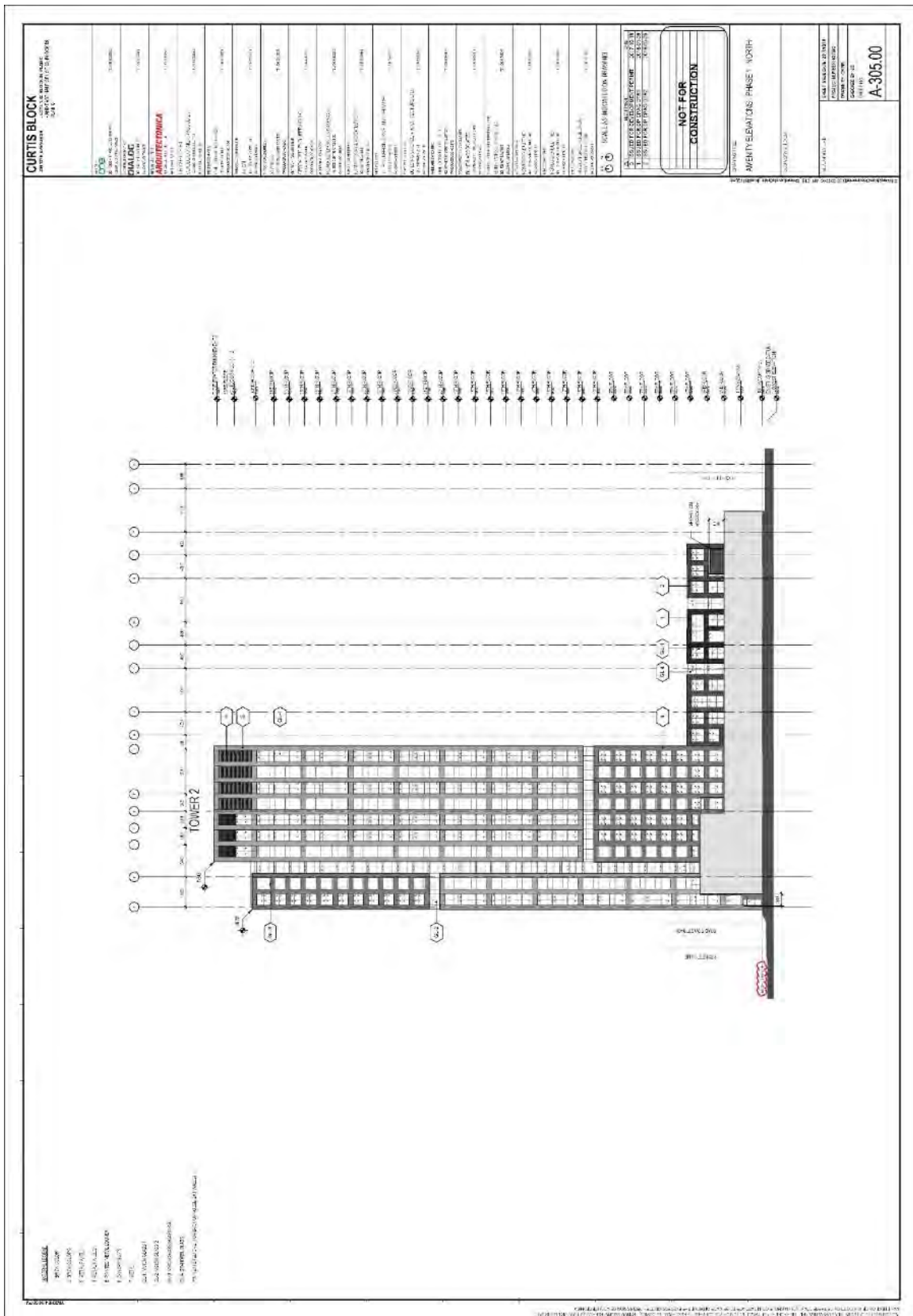
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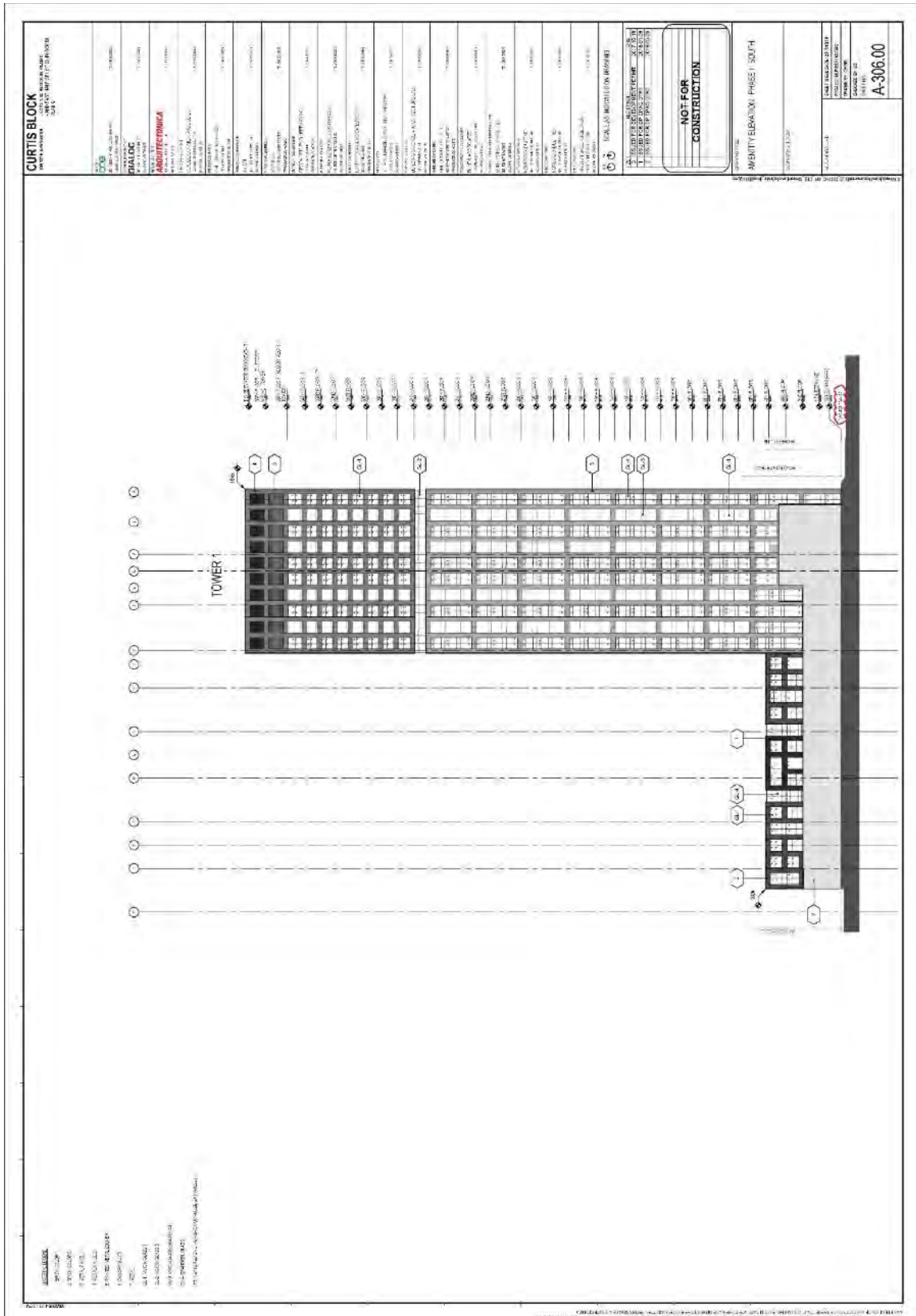
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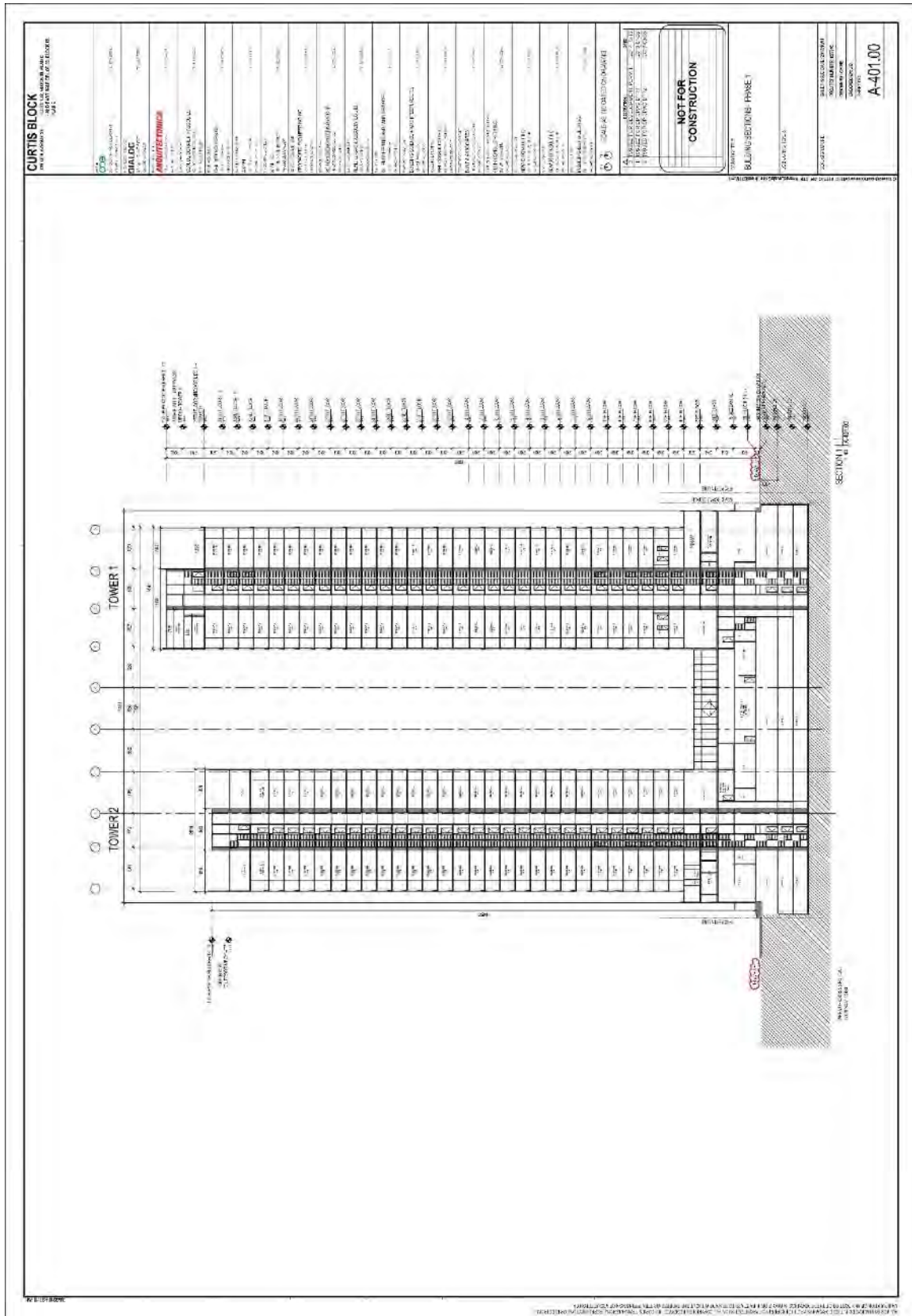
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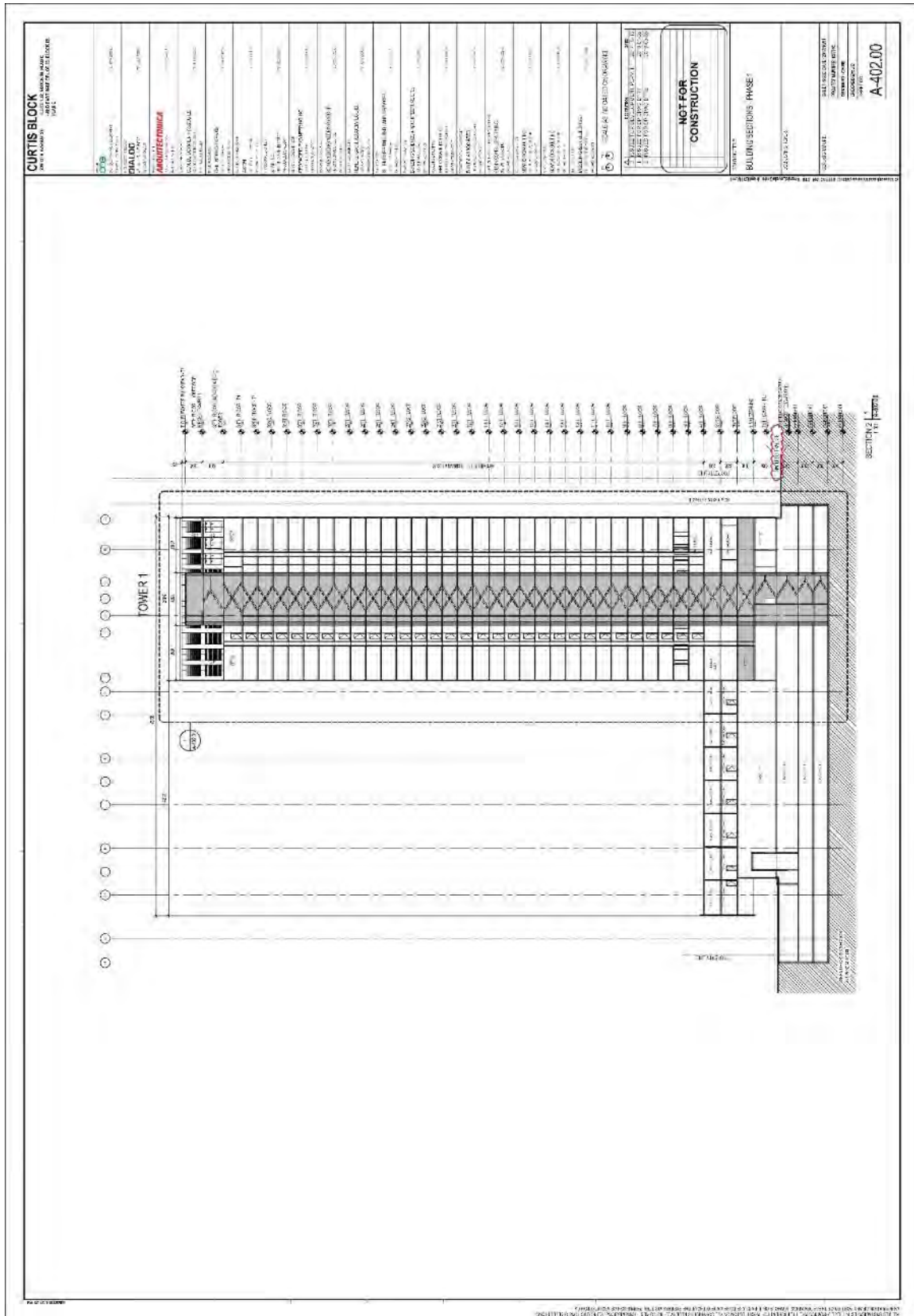
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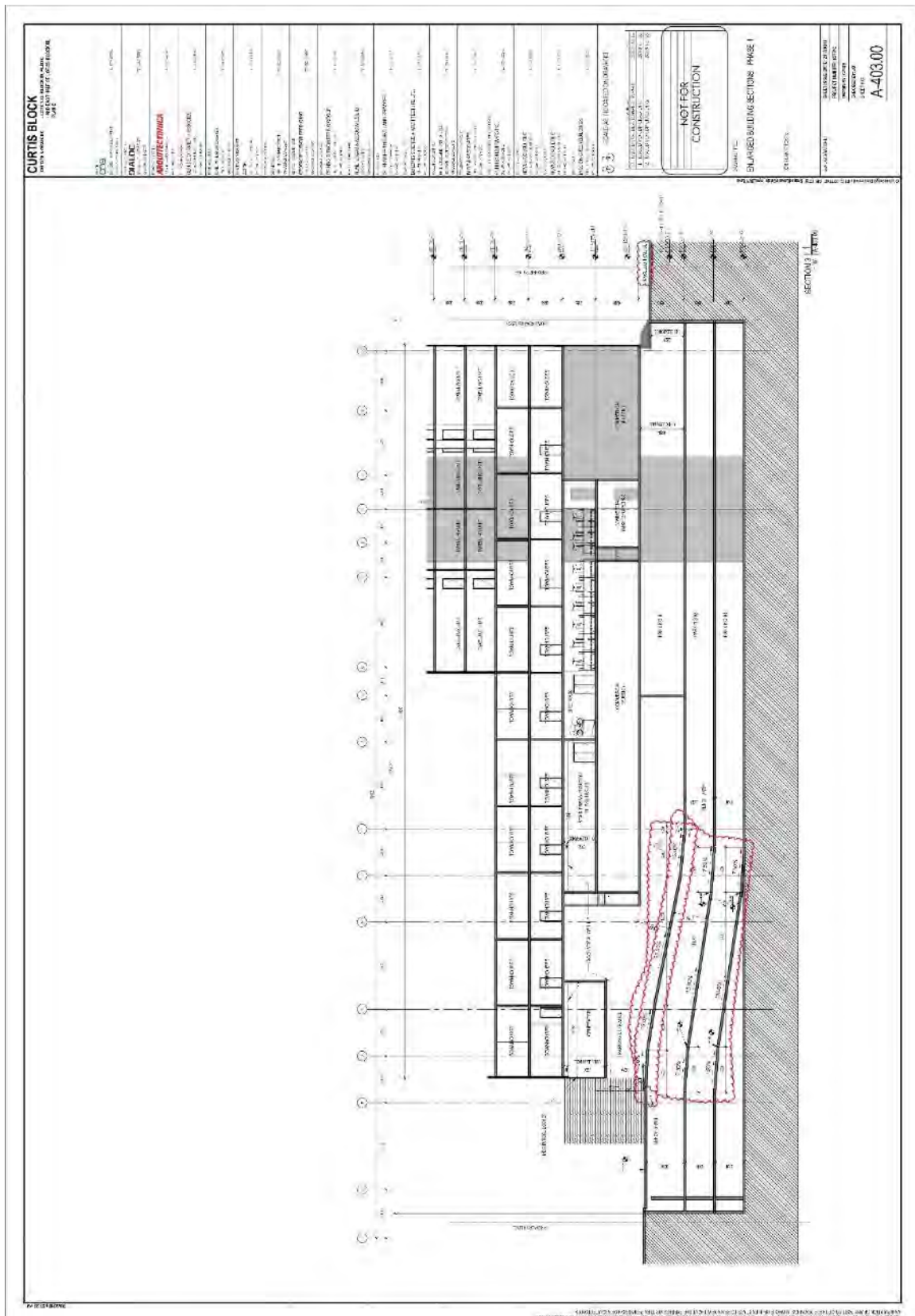
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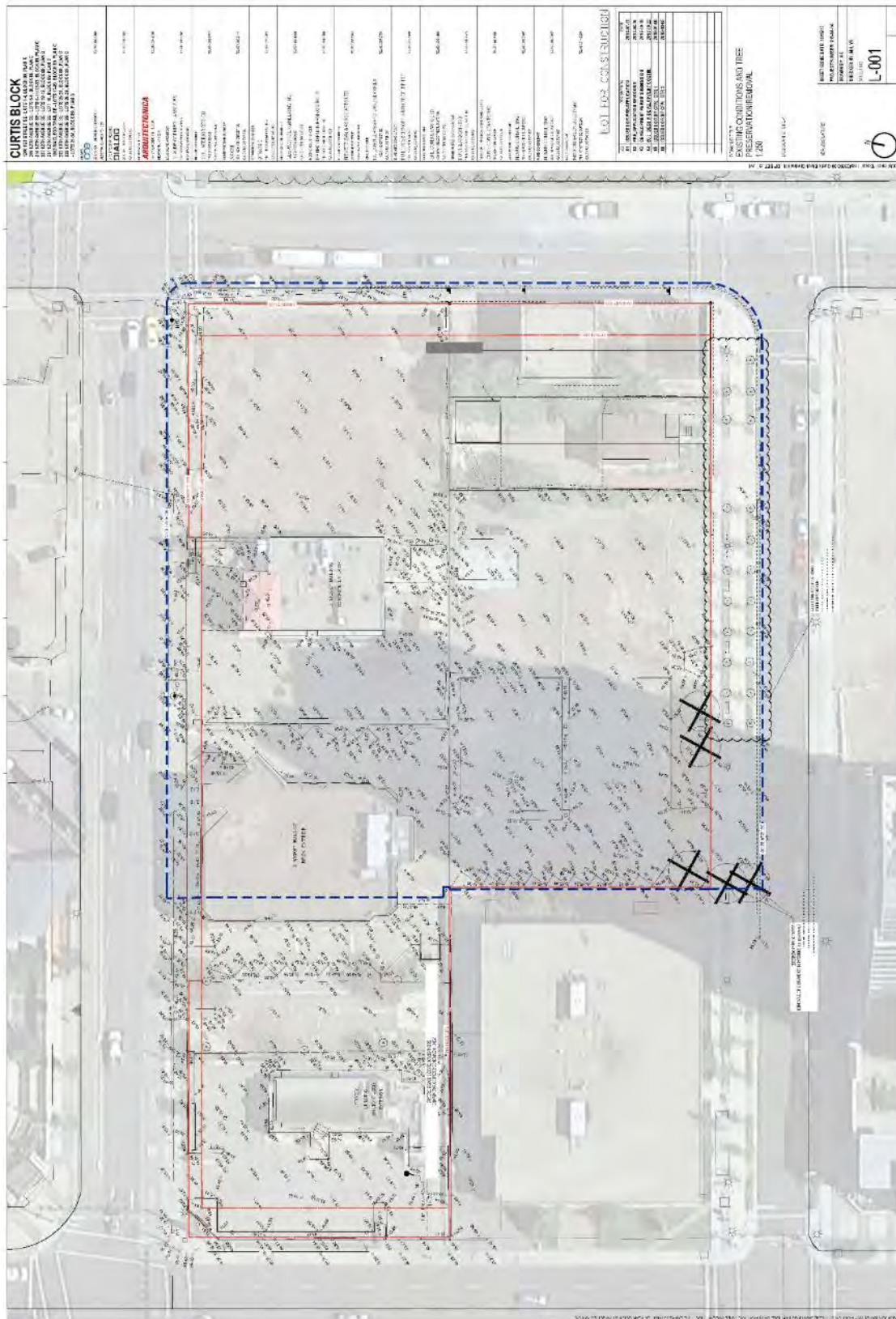
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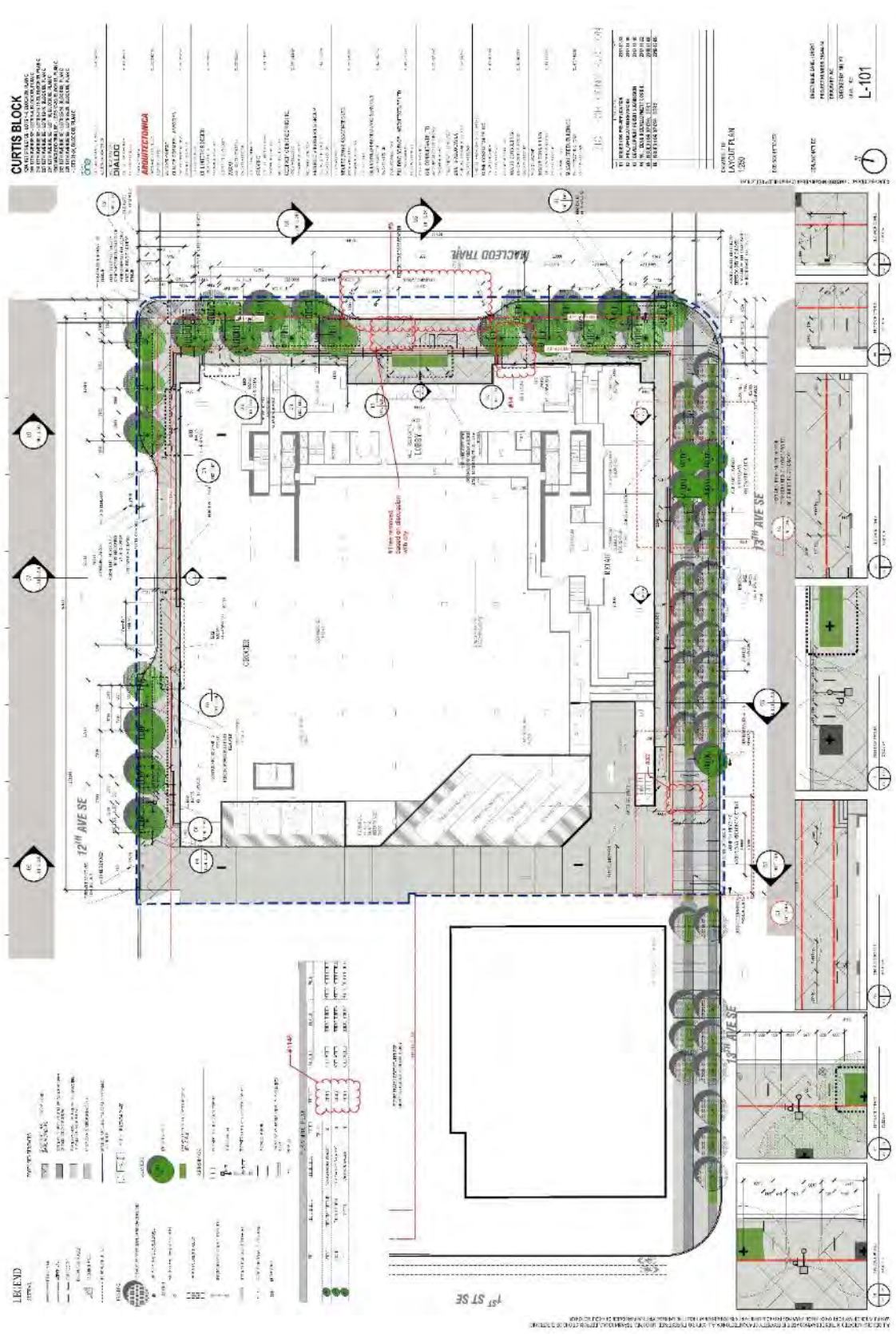
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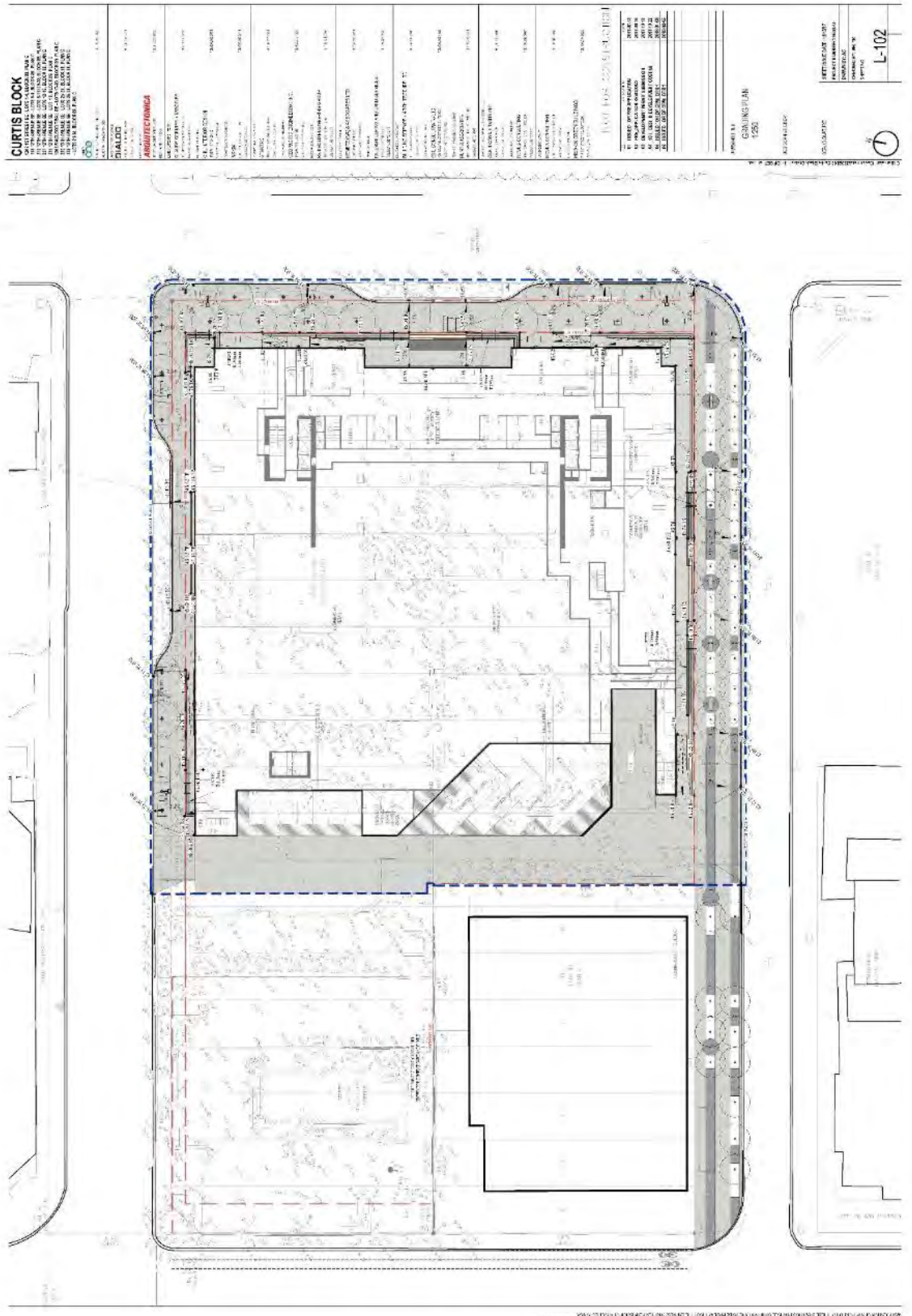
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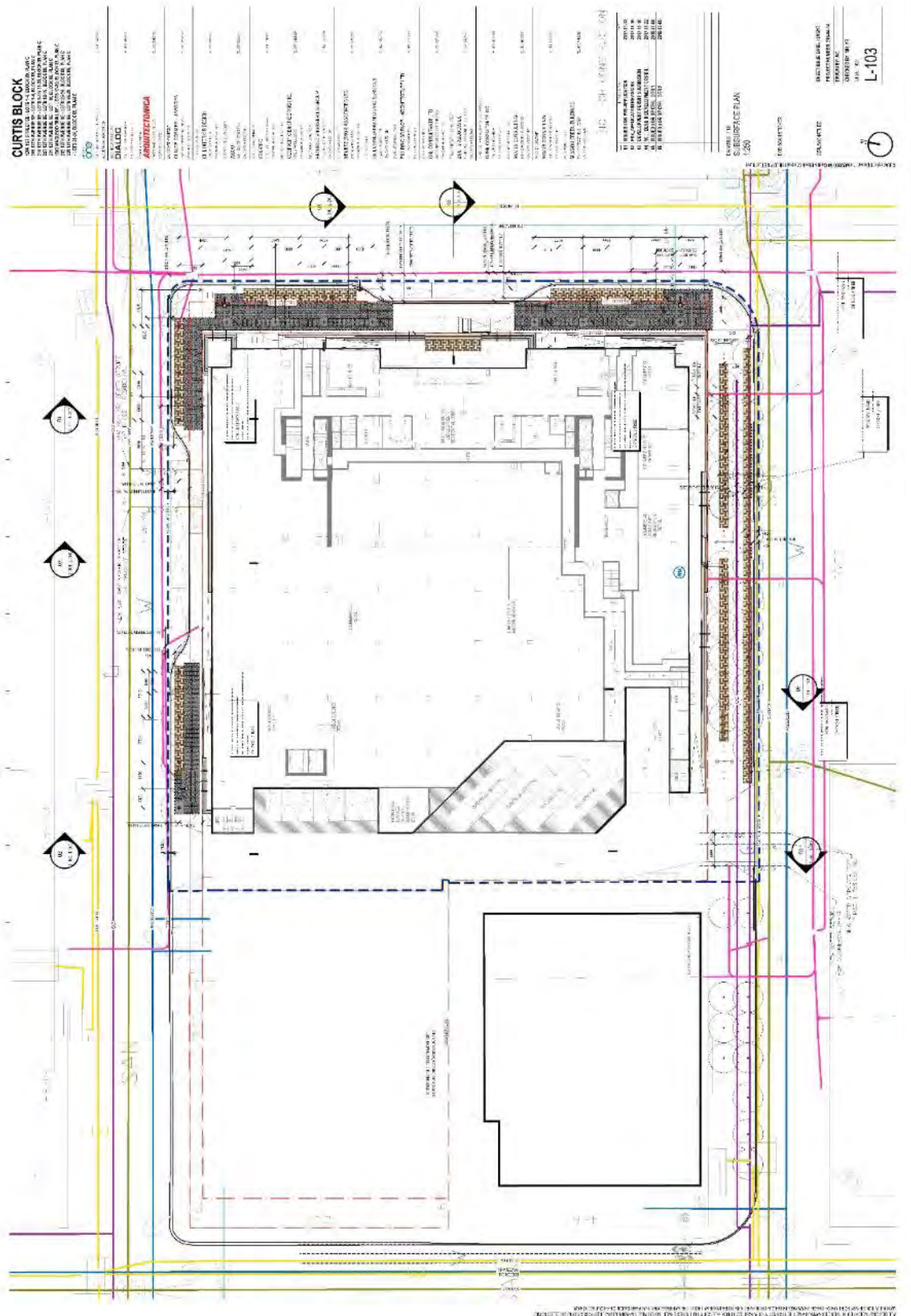
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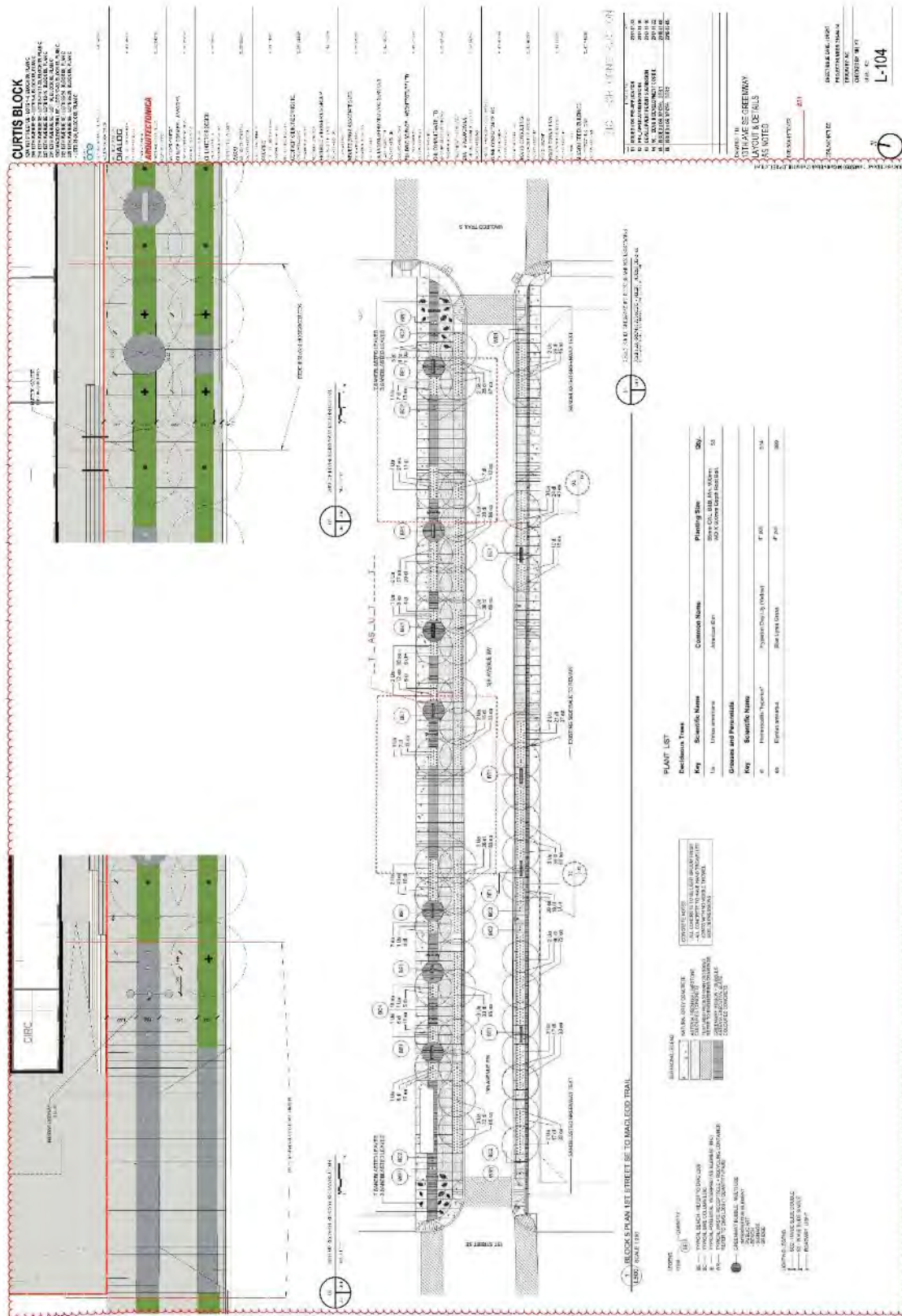
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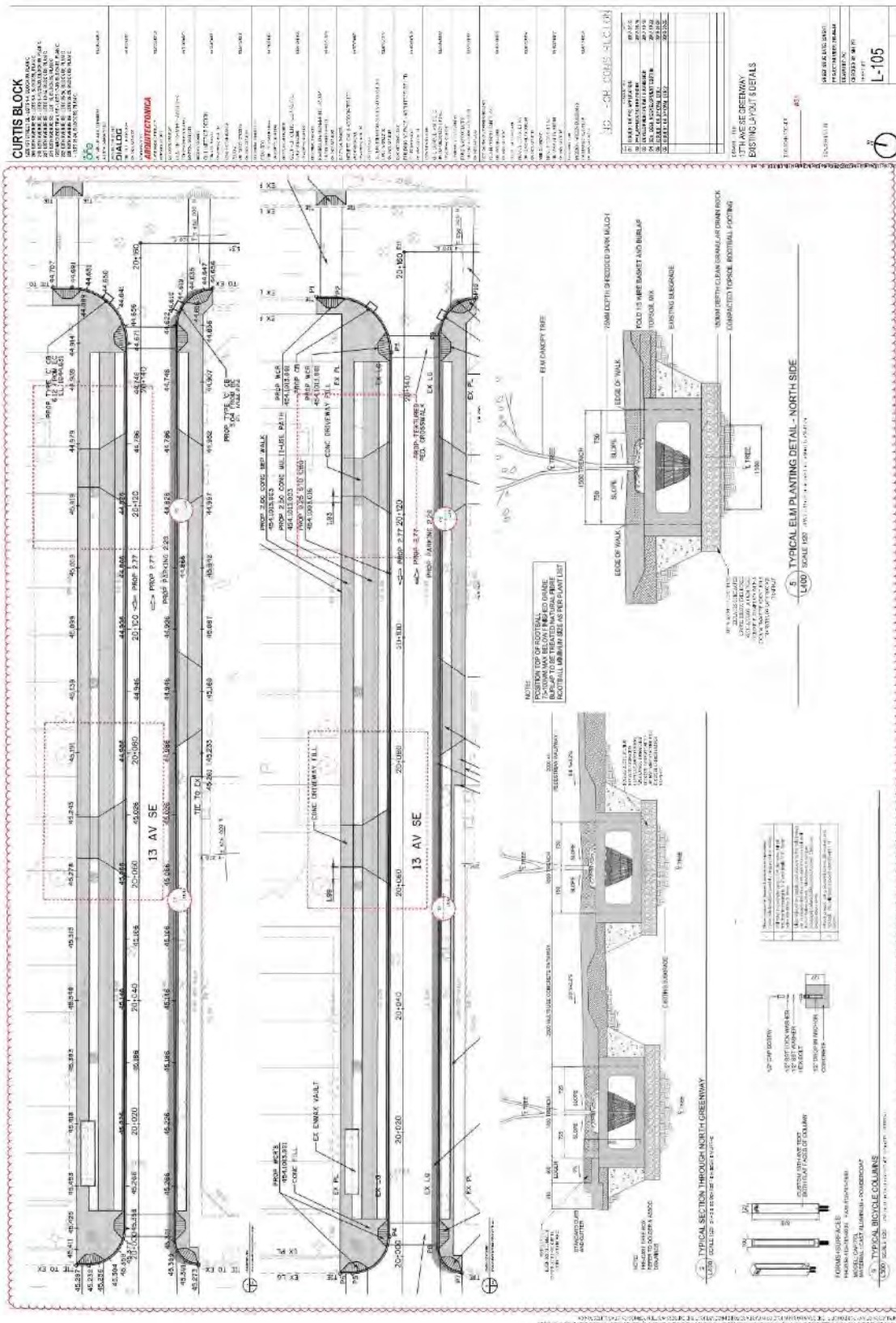
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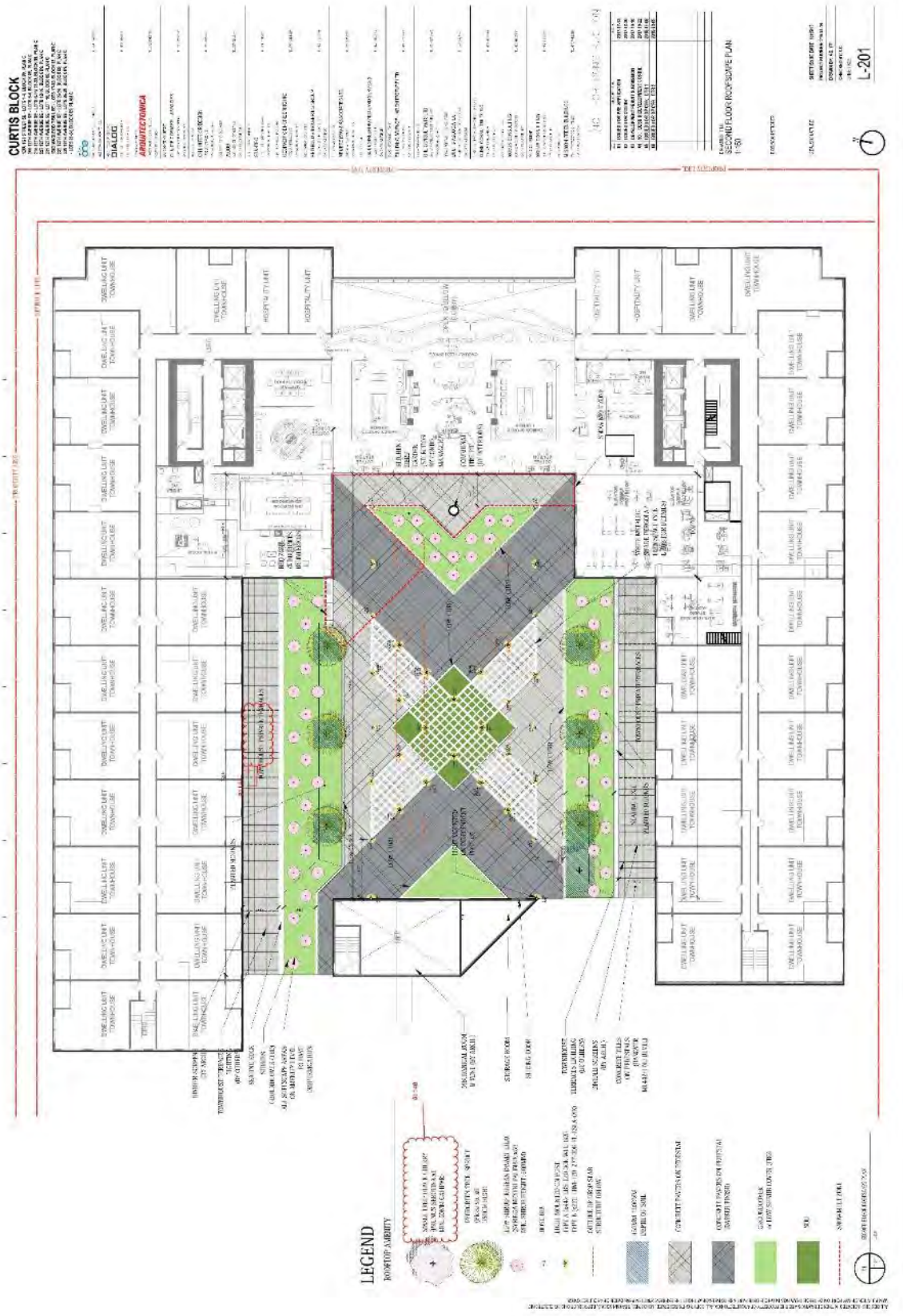
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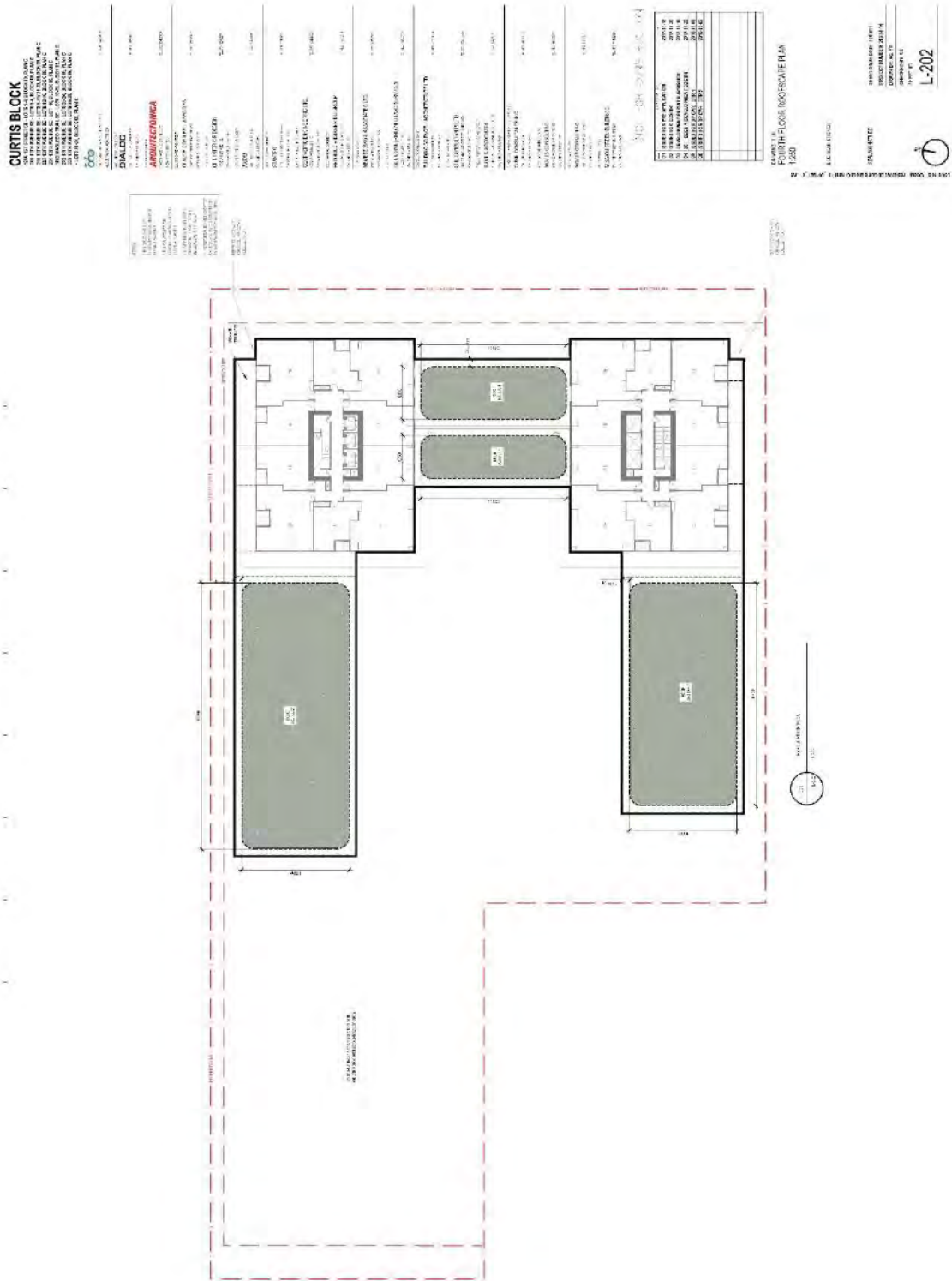
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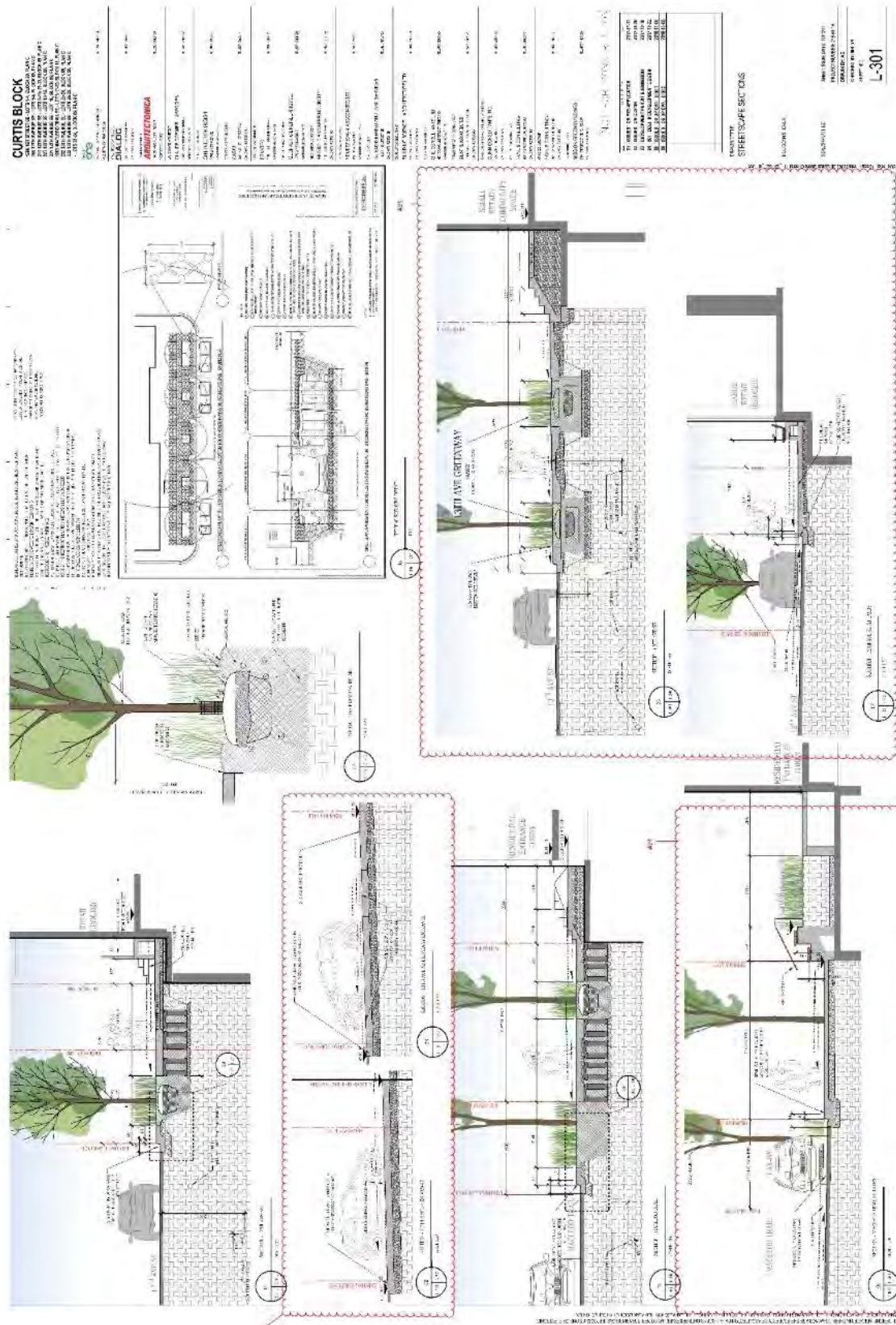
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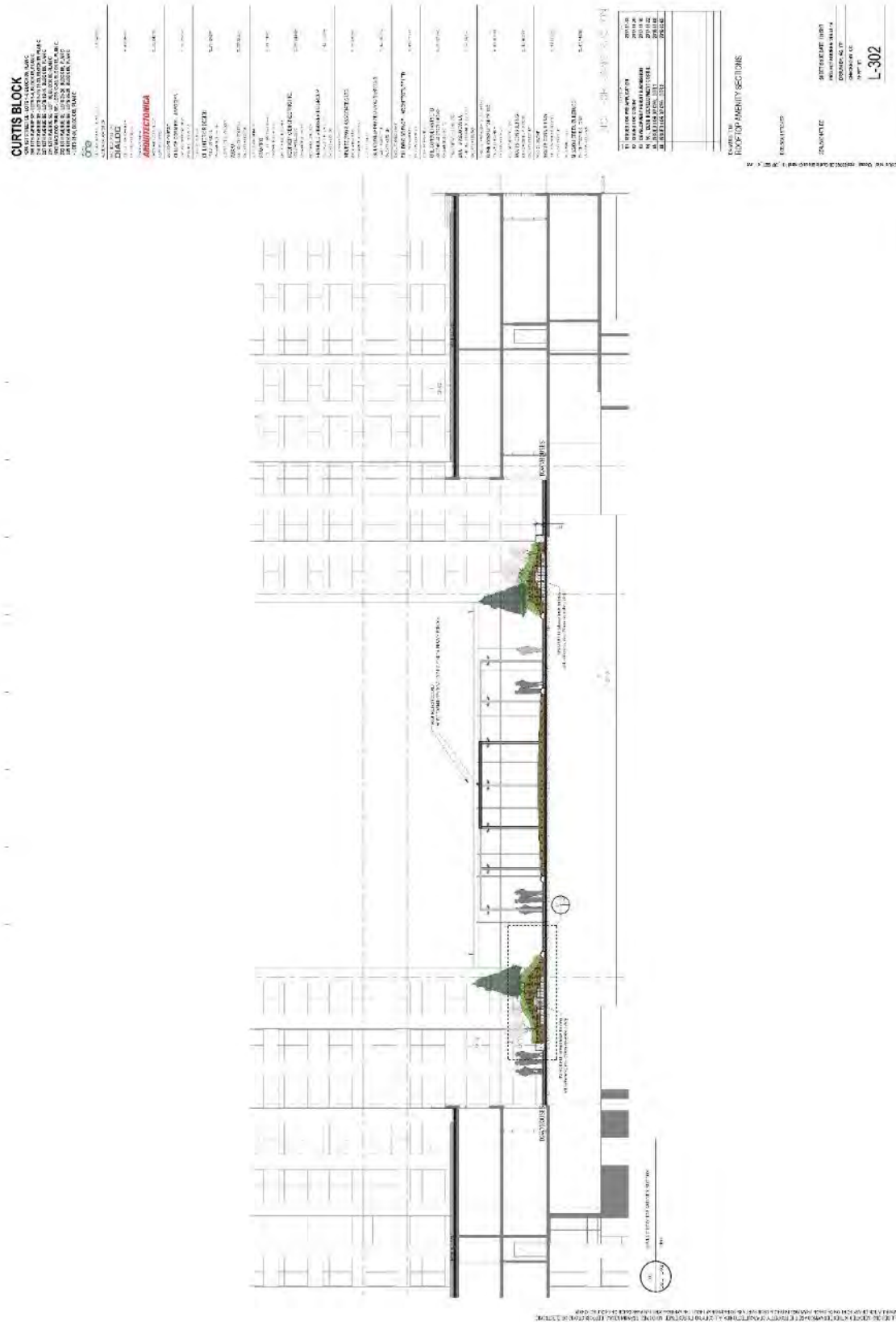
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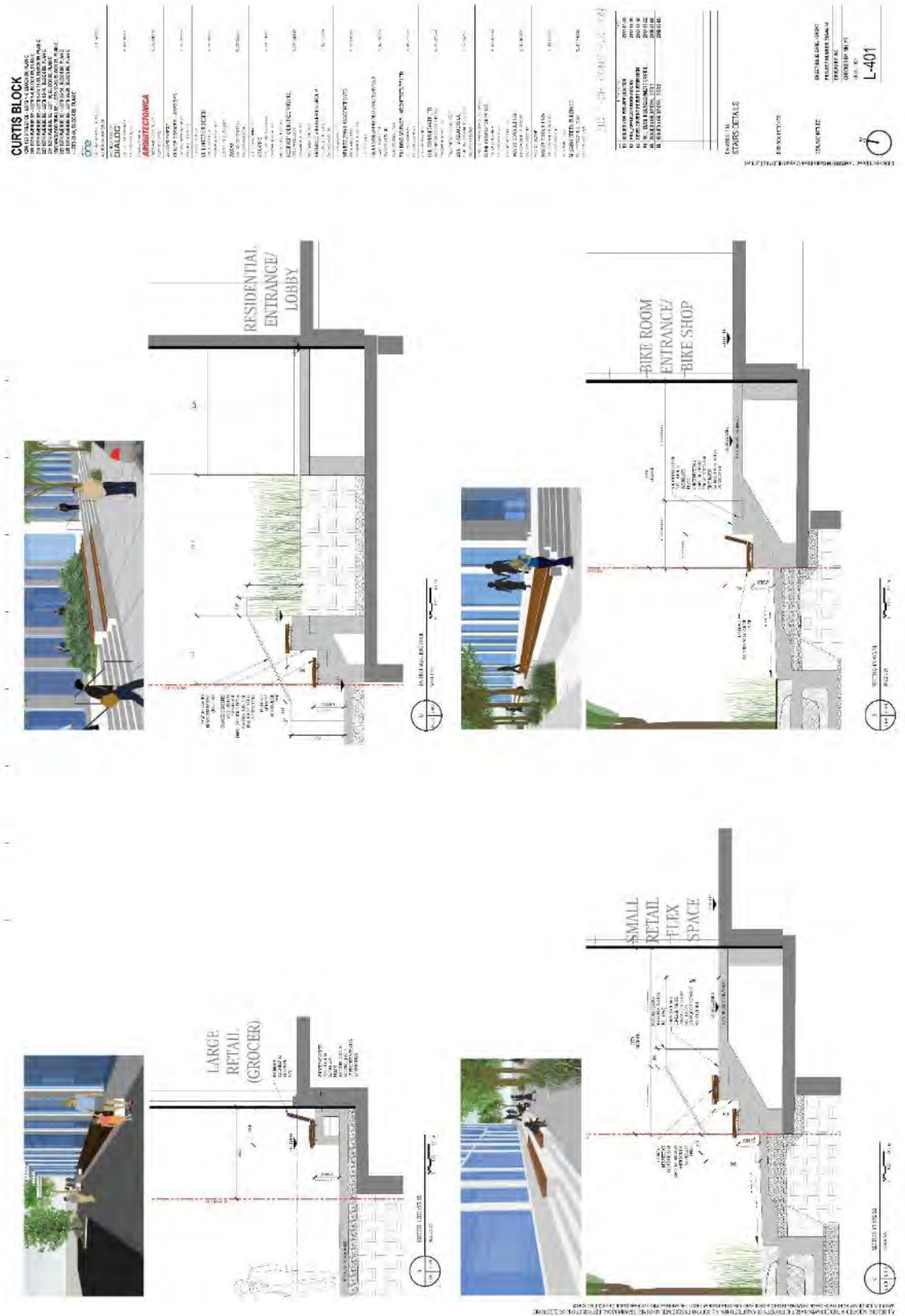
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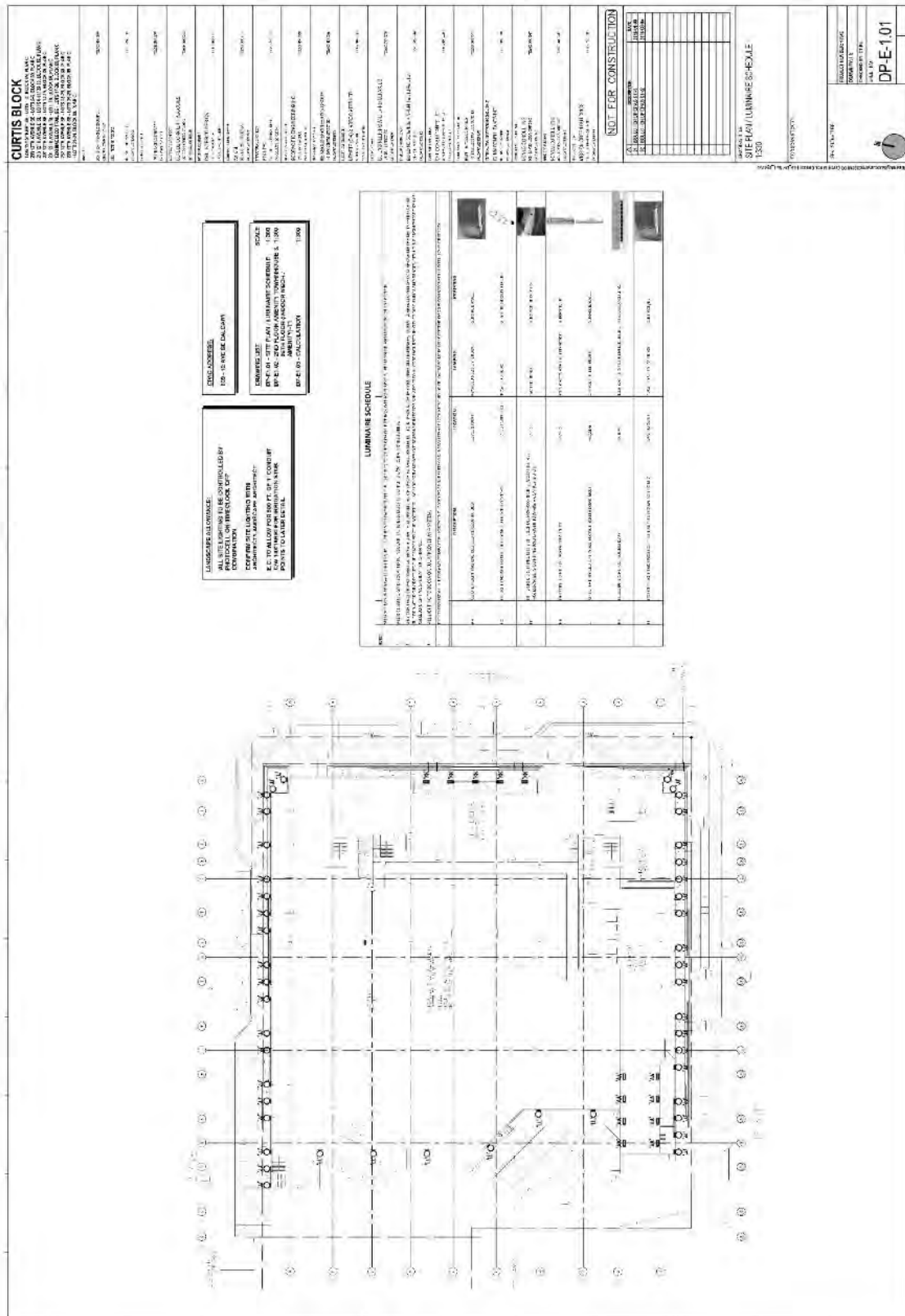
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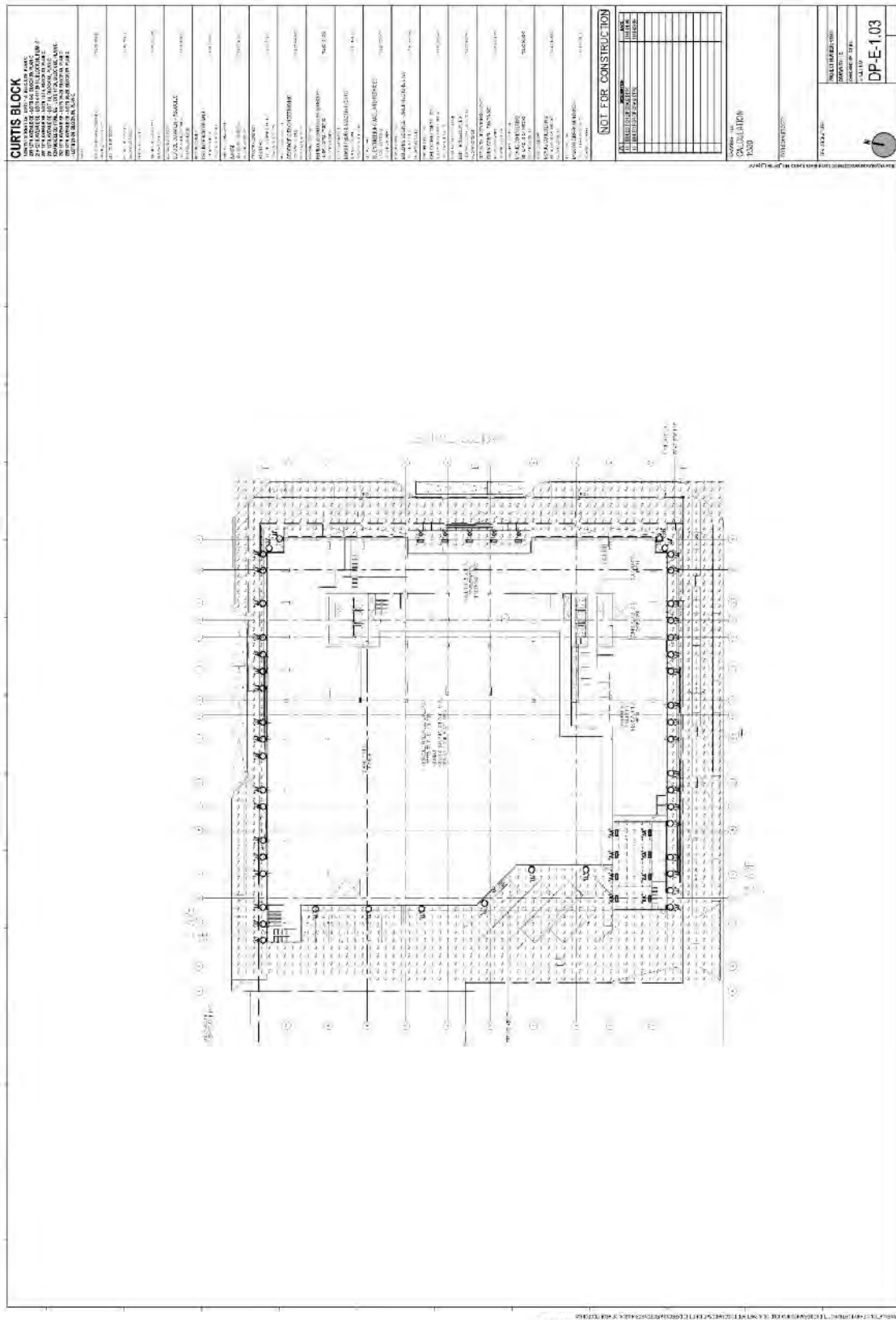
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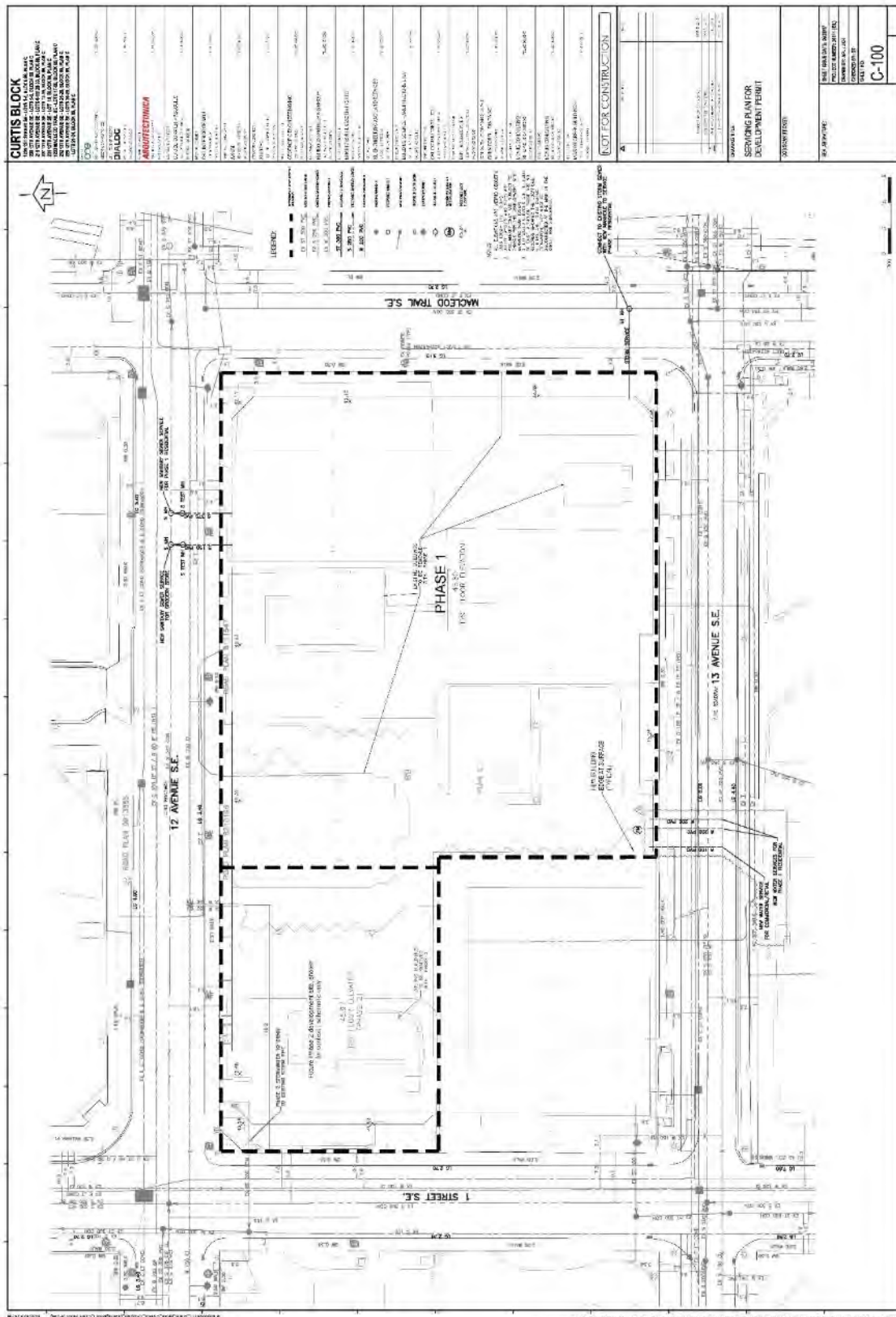
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Development Permit Plans



Development Permit Plans



Urban Design Review Panel Comments

Date:	November 29, 2017	
Time:	2:45 pm	
Panel Members:	Present:	Absent:
	Brian Horton (vice-chair)	Janice Liebe (chair)
	Robert LeBlond	Bruce Nelligan
	Chad Russill	Philip Vandermey
	Terry Klassen	Yogeshwar Navagrah
Advisor:	David Down, Chief Urban Designer	
Application number:	DP2017-4812	
Municipal address:	1203, 1227 Macleod Tr SE, 1206 1 St SE, 209, 215, 227, 231 12 Av SE, 228, 232, 234 13 Av SE	
Community:	Beltline	
Project description:	New: Supermarket, Multi-Residential Development (2 buildings, 628 units), Retail and Consumer Service	
Review:	First (post DTR1)	
File Manager:	Gareth Webster	
City Wide Urban Design:	Lothar Wiwjorra	
Applicant:	Dialog (Katherine Wagner)	
Architect:	Dialog	
Owner:		
Ranking:	Endorse	

Summary

Urban Design Review Panel commends the applicant on a strong design rationale that addresses architectural massing – in a way that participates in the city grid, the building skyline, and the mountain ridgeline – translating it into the finer grained scale at-grade with unifying public realm components. The project narrates one continuous response to the rhythm, cadence, and scale in how the project anticipates connecting to the surrounding street life, encompassing the bigger public realm of the 13 Avenue Heritage Greenway and the planned 12 Avenue Promenade.

The proposed development is complicated by steps, ramps, and railings necessary to address flood mitigation/property raising requirements in how the ground floor connects with the surrounding sidewalks. The Panel feels that every effort should be made to keep the elevation difference between ground floor and sidewalk at street grade less than 600mm, to minimize and simplify railing design to achieve the most permeable, transparent outcome. The Panel Endorses the public bench seating as a continuous urban element along this edge, to mitigate the change in elevation.

The Panel requested the applicant respond to how the Curtis Block's recorded history will be represented in the project. The applicant indicated they are studying the historical record and will be considering options for translating the legacy of places we have known at this location into the project's inside/outside placemaking potential. It was noted that our civic memory of the Curtis Block's commercial/residential mix, storefront walk-in, and commercial district street has a unique opportunity to transform that legacy into an ambitious alignment with good urban design in the project – creating a vibrant walkable realm, a centre city landmark of complementary uses that will evolve the Beltline neighbourhood in a desirable direction.

UDRP endorses the project as proposed, with itemized discussion following.

Urban Design Review Panel Comments

Applicant Response

Date

Text

Urban Vitality			
	Topic	Best Practice	Ranking
1	Retail street diversity	Retail streets encourage pedestrians along sidewalk with a mix and diversity of smaller retail uses. Retail wraps corners of streets. Space for patios and cafe seating is provided.	Endorse
	UDRP Commentary		
	The Panel endorses the applicant's description and visual representation of the three-story podium, its active frontages designed to the setback allowances, that include walkable experience-oriented retail and a large commercial use (grocer) on 12 Avenue SE.		
	Applicant Response		
2	Retail street transparency, porosity	Retail street maximizes glazing - 70% and more. Maintains view into and out of retail, avoids display-only windows.	Endorse
	UDRP Commentary		
	The Panel endorses the applicant's narrative, as follows –		
	<ul style="list-style-type: none"> a) Commercial Street, North Podium Elevation, 12 Avenue SE: that the grocer occupancy will have full glazing along 12 Avenue SE with two entrances, one at each corner of the site, and that aspects of the glazing will be operable with access to exterior patio spaces which overlook the sidewalk or areas of seasonal merchandise display; and b) Boulevard, East Podium Elevation, Macleod Trail SE: that the animated uses along this building edge are indicated through full glazing and anchored by retail areas on the north and south corners with spaces such as lobbies and social gathering area, which Endorse the residential character of the mixed-use development, in between. c) Heritage Greenway, South Podium Elevation, 13 Avenue SE: that the podium scale is delineated into four facades with connecting full height glazing, referencing the retail and residential uses. 		
3	Pedestrian-first design	Sidewalks are continuous on all relevant edges. Materials span driveway entries and parking access points. No drop offs or lay-bys in the pedestrian realm. Street furnishings Endorse the pedestrian experience.	Endorse
	UDRP Commentary		
	The Panel endorses the provisions of the project for a cohesive, unified streetscape design, integrated site furnishings, minimizing cluttering elements, and the porous building interface with paving expressions that establish legibility and wayfinding, limited driveway crossings, universal /barrier free design with appropriate separation between people walking and those driving.		
	Applicant response		
4	Entry definition / legibility	Entry points are clear and legible	Endorse
	UDRP Commentary		

Urban Design Review Panel Comments

	The Panel endorses the applicant's narrative, as noted in item 2) above, and that the main residential entries are set back slightly from Macleod Trail to emphasize the importance of the access.	
	Applicant Response	
5	Residential multi-level units at grade	Inclusion of two or three storey units are encouraged, particularly at street level. Private outdoor patios with access to the sidewalk are ideal. Patios are large enough to permit furnishing and active use.
	UDRP Commentary	
	Although, not an at-grade condition, the Panel Endorses the design of the podium roof amenity area with townhouses opening onto the rooftop landscaped areas that acknowledge tower and neighbouring development.	
	Applicant Response	
6	At grade parking	At grade parking is concealed behind building frontages along public streets.
	UDRP Commentary	
	Applicant Response	
7	Parking entrances	Ramps are concealed as much as possible. Entrances to parking are located in discrete locations. Driveways to garage entries are minimized, place pedestrian environment and safety first.
	Endorse	
	UDRP Commentary	
	The Panel endorses the applicant's establishment of a laneway access – <i>"to allow for efficient integration of services off the surrounding main thoroughfares and Heritage Greenway; minimizing the negative impact of numerous site accesses and curb cuts to the pedestrian experience. Residential and retail accesses and loading requirements are located off the laneway to facilitate parking for the grocer use and entry to the below grade parkade; curated access after-hours will be provided to minimize potential use by non-approved personnel. Laneway operations will focus on safety and cleanliness during operating hours through natural surveillance, security and lighting."</i>	
	Applicant Response	
8	Other	not used
Urban Connectivity <i>Provide visual and functional connectivity between buildings and places, ensure connection to existing and future networks. Promote walkability, cycle networks, transit use, pedestrian-first environments.</i>		
	Topic	Best Practice
9	LRT station connections	Supports LRT use via legible, dedicated pedestrian pathways to stations with direct routes. Avoids desire lines / shortcutting through parking areas.
	Endorse	
	UDRP Commentary	
	The Panel recognizes the application has been prepared with transit-oriented principles and supports, by its location at a crossroads, the intermodal overlap between city-wide systems such as the LRT Green Line, located below grade along 12 Avenue SE.	
	Applicant Response	

Urban Design Review Panel Comments

10	Regional pathway connections	Supports LRT use via legible, dedicated pedestrian pathways to stations with direct routes. Avoids desire lines / shortcutting through parking areas.	Endorse
	UDRP Commentary		
	The Panel recognizes the application supports, by its location at a crossroads to LRT, the intermodal overlap between city-wide systems such as the 13 Avenue SE Greenway and the 12 Avenue SE Promenade.		
	Applicant Response		
11	Cycle path connections	Supports cycling via intentional, safe urban design connections to pathway systems and ease of access to bicycle storage at grade.	Endorse
	UDRP Commentary		
	The Panel recognizes the application's project is intended to enrich, by its location at a crossroads, the intermodal overlap between city-wide systems, including a bicycle route established on the north side of 12 Avenue SE and proposed for the east side of 1 Street SE. The 13 Avenue SE Heritage Greenway Endorses people walking and cycling.		
	Applicant Response		
12	Walkability - connection to adjacent neighbourhoods / districts / key urban features	Extend existing and provide continuous pedestrian pathways. Extend pedestrian pathway materials across driveways and lanes to emphasize pedestrian use.	Endorse
	UDRP Commentary		
	The Panel endorses, as noted in item 10 above.		
	Applicant Response		
13	Pathways through site	Provide pathways through the site along desire lines to connect amenities within and beyond the site boundaries.	Endorse
	UDRP Commentary		
	The Panel endorses the range of pathways in the immediate project context, as noted in item 10 above, with cross-street connection to East Victoria Park at the corner of 12 Avenue SE and Macleod Trail SE. The most notable amenity, directly across Macleod Trail SE, is Stampede Park.		
	Applicant Response		
14	Open space networks and park systems	Connects and extends existing systems and patterns.	Endorse
	UDRP Commentary		
	The Panel endorses, as noted in item 13 above.		
	Applicant Response		
15	Views and vistas	Designed to enhance views to natural areas and urban landmarks.	Endorse
	UDRP Commentary		
	The Panel endorses the applicant's description that the three towers will form an unofficial gateway to downtown along Macleod Trail SE. The transformation of this under-utilized site will positively change the view entering the downtown from Macleod Trail SE and across the view shed south and east, including from within Stampede Park. The project itself will have specific vistas of the city		

Urban Design Review Panel Comments

	skyline to the north and west, the mountain skyline to the west, the foothills to the south, and the prairie to the east.	
	Applicant Response	
16	Vehicular interface	Endorse
	UDRP Commentary	
	The Panel endorses how the application takes a bold urban design position with entries along all public vehicular interfaces –	
	1) Commercial Street – 12 Avenue SE on the north	
	2) Boulevards – Macleod Trail SE and 1 Street SE on the east and west respectively	
	3) Heritage Greenway – 13 Avenue SE on the south	
	Applicant Response	
17	Other	unused
	Contextual Response <i>Optimize built form with respect to mass, spacing and placement on site in consideration to adjacent uses, heights and densities</i>	
	Topic	Best Practice
18	Massing relationship to context	Relationship to adjacent properties is sympathetic
	Endorse	
	UDRP Commentary	
	The Panel endorses, as noted in item 15 above. The massing relationships narrate one continuous conceptualizing thought that weaves together the idea of the Calgary urban grid and tectonic shifts of the Rocky Mountains. The overlay of the city grid translates the basis of urban shifts, define a series of volume shifts that work with the top to skillfully conceal mechanical requirements, the middle to extend the correlating design moves, and the base to create a pedestrian-scaled podium.	
	Applicant Response	
19	Massing impacts on sun shade	Sun shade impacts minimized on public realm and adjacent sites
	Endorse	
	UDRP Commentary	
	The Panel endorses the built form with respect to mass, spacing and placement on site in consideration to adjacent uses, heights and densities as it relates to sun shade impacts on public realm and adjacent sites.	
	Applicant Response	
20	Massing orientation to street edges	Building form relates / is oriented to the streets on which it fronts.
	Endorse	
	UDRP Commentary	
	The Panel endorses, as noted in preceding items above.	
	Applicant Response	
21	Massing distribution on site	Endorse
	UDRP Commentary	
	The Panel endorses, as noted in item 19 above.	
	Applicant Response	

Urban Design Review Panel Comments

22	Massing contribution to public realm at grade	Building form contributes to a comfortable pedestrian realm at grade	Endorse
	UDRP Commentary		
	The Panel endorses, as noted in preceding items above.		
	Applicant Response		
23	Other	unused	
	Safety and Diversity <i>Promote design that accommodates the broadest range of users and uses. Achieve a sense of comfort and security at all times.</i>		
	Topic	Best Practice	Ranking
24	Safety and security	CPTED principles are to be employed - good overlook, appropriate lighting, good view lines, glazing in lobbies and entrances.	Endorse
	UDRP Commentary		
	The Panel endorses the clean lines of sight, the description of proposed lighting, and the glazing in lobbies and entrances.		
	Applicant Response		
25	Pedestrian level comfort - wind	Incorporate strategies to block wind, particularly prevailing wind and downdrafts. Test assumptions and responses via Pedestrian Level Wind Analysis. Particular attention to winter conditions.	Endorse
	UDRP Commentary		
	The Panel endorses extending the double row of Elm trees of the 13 Avenue SE Heritage Greenway around the corner, along Macleod Trail SE. The opinion of the Panel is that the double row of trees with the proposed Silva Cell technology should optimize a healthy green canopy, thereby mitigate prevailing winds and downdrafts. No Pedestrian Level Wind Analysis was provided.		
	Applicant Response		
26	Pedestrian level comfort - snow	Incorporate strategies to prevent snow drifting. Test assumptions and responses via Snow Drifting Analysis. Particular attention to winter conditions.	
	UDRP Commentary		
	No Snow Drift Analysis was provided.		
	Applicant Response		
27	Weather protection	Weather protection is encouraged at principal entrances. Continuous weather protection is encouraged along retail / mixed used frontages.	Endorse
	UDRP Commentary		
	The Panel endorses the proposed inter-connectivity between lobby and amenity space with canopies at entry for demarcation and weather protection.		
	Applicant Response		
28	Night time design		Endorse
	UDRP Commentary		

Urban Design Review Panel Comments

<p>The Panel endorses the applicant's description of the following:</p> <ul style="list-style-type: none"> a) Active and random residential unit lighting throughout the tower and podium will animate the development as a whole; b) Ground level will be illuminated by retail lighting spilling out from inside and sconces at each pier providing safety lighting for pedestrians; c) Roof deck side of the tower top will be up lit further emphasizing the tower top articulations. 																													
Applicant Response																													
29	Barrier free design	<p>Site access to be equal for able and disabled individuals. Provide sloped surfaces 5% grade or less vs ramps.</p> <p>Endorse</p>																											
UDRP Commentary																													
<p>The Panel endorses the proposed location of ramps required to provide access between sidewalk and elevated ground floor elevations.</p>																													
Applicant Response																													
30	Winter city	<p>Maximize exposure to sunshine for public areas through orientation, massing. Design public realm that Endorses winter activity.</p> <p>Endorse</p>																											
UDRP Commentary																													
<p>The Panel endorses the application's capability to maximize direct and reflective sunlight – a microclimate benefit during the winter period which will Endorse human comfort along the south facing 13 Avenue SE Heritage Greenway and along the east and west facing Boulevards along 1 Street SE and Macleod Trail SE.</p>																													
Applicant Response																													
31	Other	unused																											
<p>Service / Utility Design <i>Promote design that accommodates service uses in functional and unobtrusive manner. Place service uses away from and out of sight of pedestrian areas where possible. Screening elements to be substantive and sympathetic to the building architecture.</i></p>																													
<table border="1"> <thead> <tr> <th>Topic</th><th>Commentary</th><th>Ranking</th></tr> </thead> <tbody> <tr> <td>32</td><td>Waste / recycling</td><td>TBD</td></tr> <tr> <td>33</td><td>Enmax (Power) / Atco (Gas)</td><td>TBD</td></tr> <tr> <td>34</td><td>Transformer / switchgear</td><td>TBD</td></tr> <tr> <td>35</td><td>Exhaust / intake</td><td>TBD</td></tr> <tr> <td>36</td><td>Electrical vaults</td><td>TBD</td></tr> <tr> <td>37</td><td>Loading</td><td>Endorse</td></tr> <tr> <td>38</td><td>Fire truck access</td><td>Endorse</td></tr> <tr> <td>39</td><td>Other</td><td>Endorse with comment</td></tr> </tbody> </table>			Topic	Commentary	Ranking	32	Waste / recycling	TBD	33	Enmax (Power) / Atco (Gas)	TBD	34	Transformer / switchgear	TBD	35	Exhaust / intake	TBD	36	Electrical vaults	TBD	37	Loading	Endorse	38	Fire truck access	Endorse	39	Other	Endorse with comment
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Urban Design Review Panel Comments

Applicant Response to UDRP Comments

January 20th, 2018

Mr. Brian Horton, Vice-Chair
Urban Design Review Panel
c/o David Down, Chief Urban Designer
Planning and Development
The City of Calgary
Box 2100 Station M
Calgary, AB T2P 2M6

RE: **DP2017-4812 Urban Design Review Panel Comments**
Curtis Block Mixed Use Development
Our file: 03774CD100

Dear Mr. Horton,

Please accept this letter as our confirmation of the Urban Design Review Panel Comments dated November 29th, 2017 and received December 7th, 2017 pertaining to the above noted project.

The owner and applicant team thank the panel for their comprehensive review and strong endorsement of the project. We provide the following comments in response to summary points brought forward.

We acknowledge that the panel has requested the project make every effort *...to keep the elevation difference between ground floor and sidewalk at street grade less than 600mm...* as noted in the comments. The importance of the urban public realm has been at the forefront of project design and the design team will continue to focus on this aspect of the project. Although the main floor elevation, dictated by the Land Use Bylaw floodway parameters, provides challenges to the accessibility of the site and uses supported, the project has been designed to use these challenges to enhance the public realm.

It is the intention of ONE Properties to commemorate the Curtis Block and Deutsch Canadier Block by incorporating an interpretive design feature along the exterior of the new development. Ideally located along the 13th Avenue SE facade, this feature will complement the Heritage Greenway. ONE Properties will consider re-use of a portion of the building materials found in the existing Deutsch Canadier Block. The design solution will be informed by, and complement, the detailed design and finishes of the development, referencing elements of the history of the community into the redeveloped site.

Respectfully submitted,

DIALOG® Alberta Architecture Engineering Interior Design Planning Inc.
Per:



Katherine Wagner, Architect, AAA, FRAIC, LEED® AP
Associate
403.541.5408 | kwagner@dialogdesign.ca
/kaw

Beltline Neighbourhoods Association Letter



November 16, 2017

The City of Calgary
Planning, Development & Assessment
Municipal Building
800 Macleod Trail SE
Calgary, AB T2P 2M5

ATTN: Gareth Webster, File Manager

RE: DP2017-4812 – 209 12 Avenue SE – New: Supermarket, Multi-Residential Development (2 buildings, 628 units),
Retail and Consumer Service

Dear Gareth,

I am writing this letter on behalf of the Beltline Neighbourhoods Association (BNA) in response to the above-noted development application. We have had several opportunities to meet with the applicant, including a formal presentation to our planning group on August 1, 2017. Please note that one of our planning group volunteers, Tamara Marajh, is an employee of the local architect of record (Dialog) and has recused herself from providing commentary regarding this application.

Overall, the BNA is very happy with the quality of this application and the process leading up to its submission. The applicant has consistently demonstrated a keen interest in delivering an exceptional product and has made a concerted effort to consider feedback that the BNA has provided.

The project appears to be largely compliant with the land-use bylaw and relevant area policies. Upon review of the circulated materials, it is apparent that the applicant has taken a thoughtful and considerate approach to scale, massing, materiality and the quality of the public realm. We have no further comments on these matters.

Programmatically, we are pleased that the applicant has elected to incorporate a large full-service supermarket in their podium. We believe that this is a service that is badly needed in the East Beltline as it continues to develop. We are supportive of the inclusion of second floor townhouses that face onto an above-grade amenity. These units constitute a unique typology in the Beltline of which there are few other examples. They are an effective solution to the challenges that come from locating townhouses along busy arteries such as 12 Avenue and Macleod Tr. We would encourage the applicant to consider implementing 3-bedroom and family-friendly units in this location.

This project is exemplary of the quality of development that we would like to see more of in the Beltline, particularly at significant sites along major corridors. We see enormous potential in the East Victoria neighbourhood, especially given the Green Line alignment and the Rivers District Master Plan. Projects such as this one will go a long way toward helping East Victoria realize its full potential as a vibrant, sustainable urban community.

Thank you for giving the BNA an opportunity to provide a comment.

Sincerely,

Tyson Bolduc
Director of Planning and Urban Development, Beltline Neighbourhoods Association

Victoria Park BRZ Comments



December 15, 2017

Gareth Webster
The City of Calgary
P.O. Box 2100 Station M
Calgary AB T2P 2M5

RE: DP2017-4812 – Curtis Block

Dear Gareth,

The Victoria Park BIA is happy to support application DP2017-4812 and feels it will be a significant addition to the community. Overall we are very pleased with the design and materials being used.

We would though encourage further development and exploration of the following:

1. Greater gestures on the NE and NW corners. Anything that can anchor and provide depth to the at-grade experience. Enhanced lighting, public "art", graphics, unique landscaping. Gestures that support the pedestrian experience along 12th Ave.
2. Parking. We are somewhat curious as to if future modalities and pending changes in how people use vehicles was taken into account in the design and provisioning of parking. Some reservations were expressed over the "teaser" parking for the market and how that would work in the future when we will likely see autonomous vehicles being used more frequently.

Thank you for the opportunity to comment on this project.

David Low
Executive Director

310, 108 12th Avenue SE Calgary, AB T2G 5A5 • T 403.265.2889 • E peter@victoriapark.org • www.victoriapark.org

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 6.01

Policy and Land Use Amendment in South Calgary (Ward 8) at 1739 – 33 Avenue SW, LOC2018-0011

EXECUTIVE SUMMARY

This application was submitted by Sinclair Signature Homes on 2018 January 17 on behalf of the landowners, Andre Sinclair and Duska Sinclair. The application proposes to change the designation of this property from Residential – Contextual One/Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for:

- rowhouses in addition to the uses already allowed (e.g. single detached, semi-detached, and duplex homes and secondary suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 4 dwelling units (an increase from the current maximum of 2 dwelling units); and
- the uses listed in the proposed R-CG designation.

A minor map amendment to the *South Calgary/Altadore Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use redesignation. The proposal conforms to the ARP as amended and is in keeping with applicable policies of the *Municipal Development Plan*.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the South Calgary/Altadore Area Redevelopment Plan (Attachment 3); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares \pm (0.15 acres \pm) located at 1739 – 33 Avenue SW (Plan 4479P, Block 66, Lots 21 and 22) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

Site Context

The subject site is located in the community of South Calgary at the southeast corner of 33 Avenue SW and 17 Street SW. Surrounding development is characterized by a mix of single

Policy and Land Use Amendment in South Calgary (Ward 8) at 1739 - 33 Avenue SW, LOC2018-0011

and semi-detached homes, with multi-residential dwellings to the south, and a place of worship to the northwest. The parcel immediately east of the site was subdivided and developed in 2012 with a semi-detached dwelling. The predominant land uses in this area are Residential – Contextual One/Two Dwelling (R-C2) District and Multi-Residential – Contextual Low Profile (M-C1) District. A land use redesignation to Mixed Use – General (MU-1 f2.55 h15) District and an associated development permit two blocks east of the site at the corner of 33 Avenue SW and 15 Street SW was recently approved to accommodate a four-storey multi-residential development by Sarina Developments.

The Main Streets initiative is currently undertaking the first stages of engagement for the re-envisioning of the 33 Avenue SW corridor within Marda Loop. As such, specific land uses have not yet been identified for the area. The subject parcel is a moderate distance from the main commercial area along 33 Avenue SW to the west, and the proposed R-CG District would be an appropriate transition from the higher density mixed-use areas to the west, and the lower density residential that is existing to the east.

The likely hood of the subject site being consolidated with the adjacent lots is minimal given the recent redevelopment of the R-C2 lots immediately to the east of the subject site to accommodate a semi-detached dwelling, further reinforcing the suitability of the site for the R-CG District instead of a Mixed Use District.

The site is approximately 0.06 hectares in size with approximate dimensions of 15 by 38 metres. A rear lane exists along the south end of the site. The property is currently developed with a one-storey single detached dwelling and a double-car rear detached garage accessed from 17 Street SW.

As identified in *Figure 1*, the community of South Calgary has seen population growth over the last several years reaching its population peak in 2016. In 2017, the community declined in population by 80 residents.

Figure 1: Community Peak Population

South Calgary	
Peak Population Year	2016
Peak Population	4,118
2017 Current Population	4,038
Difference in Population (Number)	-80
Difference in Population (Percent)	-2%

Source: *The City of Calgary 2017 Civic Census*

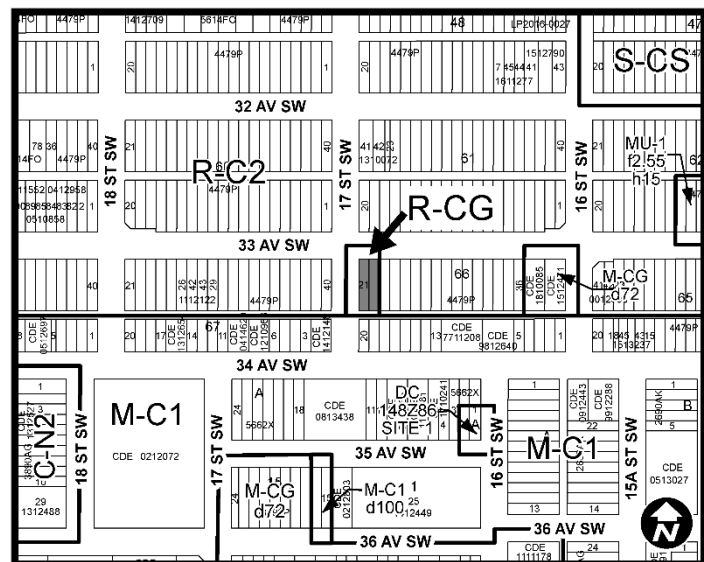
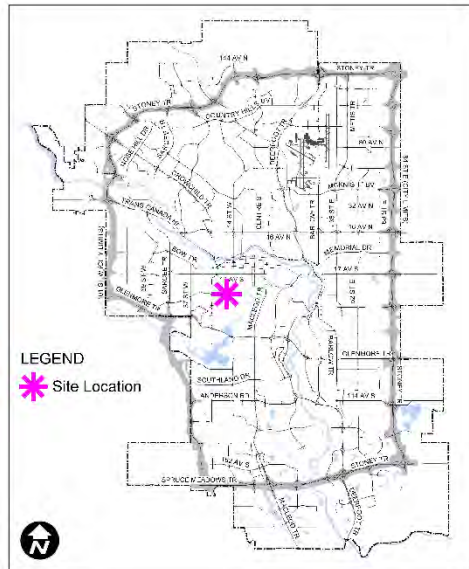
Additional demographic and socio-economic information may be obtained online through the [South Calgary](#) community profile.

Planning & Development Report to
Calgary Planning Commission
2018 April 19

ISC: UNRESTRICTED
CPC2018-0461
Page 3 of 6

Policy and Land Use Amendment in South Calgary (Ward 8) at 1739 - 33 Avenue
SW, LOC2018-0011

Location Maps



Policy and Land Use Amendment in South Calgary (Ward 8) at 1739 - 33 Avenue SW, LOC2018-0011

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. Though a minor amendment to the ARP is required, the proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Land Use

The existing Residential – Contextual One/Two Dwelling (R-C2) District is a residential designation in developed areas that is primarily for single detached, semi-detached and duplex homes. Single detached homes may include a secondary suite. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units.

The proposed Residential – Grade-Oriented Infill (R-CG) District is a residential designation that is primarily for two to three storey (11 metres maximum height) rowhouse developments where one façade of each dwelling unit must directly face a public street. The maximum density of 75 units per hectare would allow for up to four (4) dwelling units on the subject site.

The R-CG District also allows for a range of other low-density housing forms such as single detached, semi-detached and duplex dwellings. Secondary suites (one Backyard Suite or Secondary Suite per unit) are also allowable in R-CG developments. Secondary suites do not count against allowable density and do not require motor vehicle parking stalls in the R-CG district provided they are below 45 square metres in size.

Infrastructure

Transportation Networks

The subject site is adjacent to a transit stop on 33 Avenue SW providing bus service to downtown. Vehicular access is available from the existing rear lane. A Transportation Impact Assessment was not required as part of this application.

Utilities and Servicing

Water and sanitary sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. However, storm mains are not available. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

Policy and Land Use Amendment in South Calgary (Ward 8) at 1739 - 33 Avenue SW, LOC2018-0011

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

Administration received an email of support for the application from the Marda Loop Communities Association (Attachment 2), as the application meets the intent of the Location Criteria for Multi-Residential Infill.

Administration received no comments from adjacent landowners.

Engagement

No public meetings were held by the applicant or Administration.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the 'Main Streets – Neighbourhood Main Street' area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site, the proposal is consistent with MDP policies regarding main streets, neighbourhood infill and redevelopment, and housing diversity and choice.

South Calgary/Altadore Area Redevelopment Plan (Statutory – 1986)

The subject parcel is located within the 'Residential Conservation' area as identified on Map 2: Land Use Policy in the *South Calgary/Altadore Area Redevelopment Plan* (ARP). The Residential Conservation area is intended for low-density developments in the form of single detached, semi-detached, and duplex dwellings. To accommodate the proposed R-CG District, a minor amendment to Map 2 is required to change the land use category of the subject site to Low Density (Attachment 3).

Location Criteria for Multi-Residential Infill (Non-statutory – 2014)

The guidelines are not meant to be applied in an absolute sense, but are used in conjunction with other relevant planning policy, such as the *Municipal Development Plan* or local area policy plans, to assist in determining the appropriateness of an application in the local context.

Policy and Land Use Amendment in South Calgary (Ward 8) at 1739 - 33 Avenue SW, LOC2018-0011

The subject parcel meets the majority of the location criteria, with the exception of being located next to an open space and within 600 metres of a planned or existing primary transit stop (although it is within 400 metres of a transit stop). The nearest open space is 200 metres northwest of the subject parcel, and the nearest primary transit stop is 1800 metres away, although 33 Avenue SW is identified as part of the primary transit network on Map 2: Primary Transit Network within the MDP.

Moderate intensification in this location has a minimal impact on adjacent properties, and is therefore considered appropriate.

Social, Environmental, Economic (External)

The recommended land use allows for a wider range of housing types than the existing R-C2 District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

An environmental site assessment was not required for this application.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed R-CG District was designed to be implemented in proximity to or directly adjacent to low-density residential development. The proposal represents a modest density increase of a parcel of land along a Main Street and allows for a development that has the ability to be compatible with the character of the existing neighbourhood.

ATTACHMENT(S)

1. Applicant's Submission
2. Community Association Letter
3. Proposed Amendment to the South Calgary/Altadore Area Redevelopment Plan

Applicant's Submission

LOC2018-0011

Sinclair Signature homes is pleased to present this application to re-designate the property at 1739 33ave SW from RC-2 to RC-G with the intent to build a 4 unit rowhouse

1739 33 ave SW is an excellent location for the RC-G zoning in the hugely popular community of Marda Loop. It is located on the main corridor of 33ave with access to public transit within 2m of the property. There is new development along this street ranging from duplex's to larger 4 story condominium style buildings. Consistent with other corner lot developments on the street, a 4 unit rowhouse caters to a lower price point than the million dollar duplexes but offers much more room than a condominium unit. These 3 and 4 bedroom rowhouses are a perfect match for families looking to live in the inner city with excellent access to public transit, businesses, places of worship and schools.

Received the support of the community association

Based on the orientation of the lot we intend to capture solar energy by using panels on the roof. Catering to the growing number of people interested in alternate sources of energy.

Opposite corner of the block is already re-zoned RC-G

Thank you
Jeremy Paylor
Sinclair Signature Homes

Community Association Letter



3130 16 Street SW
Calgary, AB, T2T 4G7

February 22, 2018

Circulation Control
Planning & Development #8201
PO Box 2100 Station M
Calgary, AB, T2P 2M5
Email: CPAG.Circ@calgary.ca

Attn: Madeleine Krizan, madeleine.krizan@calgary.ca

SENT BY EMAIL

Dear Ms. Krizan;

RE: Community Association Feedback for LOC2018-0011

Thank you for providing us the opportunity to offer feedback on this application that reflects the vision of the Marda Loop Communities Association (MLCA). The following comments have been written with consideration towards what is best for our communities and our city.

This application appears to meet the intent of The City's Location Criteria for Multi-Residential Infill, therefore the MLCA does not have concerns with the proposed location of this R-CG land use district. While the preference would be to redesignate this site as part of the 33rd Avenue SW Main Streets Initiative, due to the constraints of the site including parking and the adjacent semi-detached infill homes, it is our opinion that the R-CG district will meet the Main Streets goal of increasing density along this corridor within the limitations and context of the site.

The MLCA continues to encourage developers to engage with us and neighbours of proposed developments. The applicant presented to the MLCA Planning & Development Committee on February 12, 2018. Design concepts for a four unit row house were shared with the Committee. The Committee recommended engagement with the surrounding neighbours. To-date the MLCA has not been contacted by any members of the community regarding this application.

If you have any questions regarding these comments, please contact Lauren Makar at your convenience.

Regards,



Lauren Makar
Director - Planning & Development
Marda Loop Communities Association
development@mardaloop.com



Doug Fraser
President
Marda Loop Communities Association
president@mardaloop.com

cc: Evan Woolley, Ward 8 Councillor, The City of Calgary evan.woolley@calgary.ca

Marda Loop Communities Association Vision:

An evolving, vibrant, urban community that is engaged, connected, and desirable.

Proposed Amendment to the South Calgary/Altadore Area Redevelopment Plan

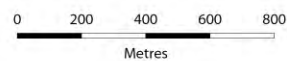
- (a) Delete the existing Map 2 entitled “Land Use Policy” and replace with the revised Map 2 entitled “Land Use Policy”, as follows:

Map 2

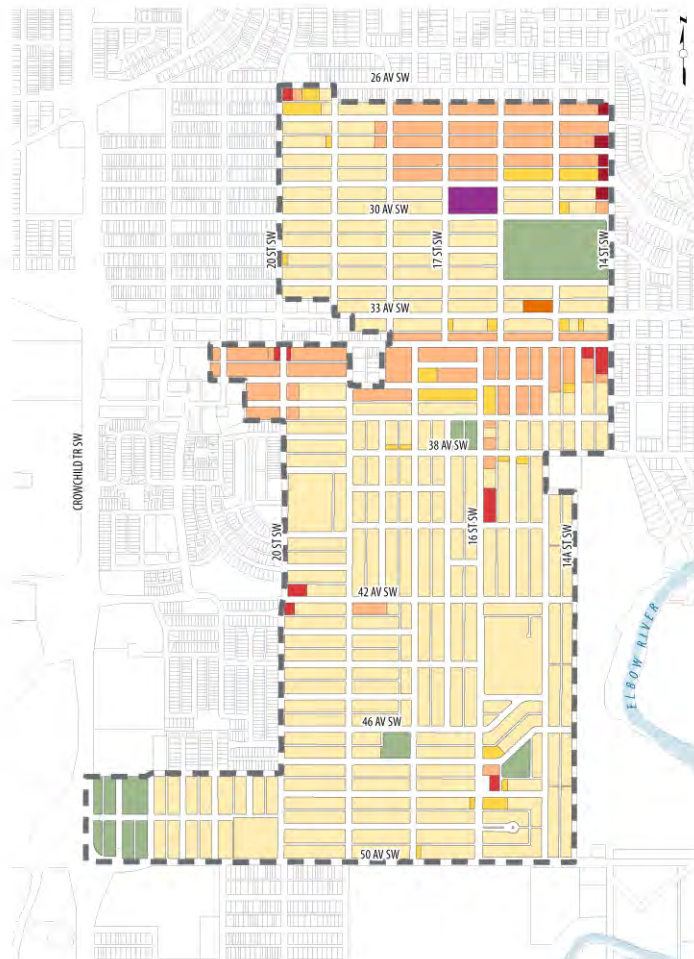
Land Use Policy

Legend

- ■ Study Area Boundary
- King Edward School Site
- Residential Conservation
- Residential Low Density
- Residential Medium Density
- Community Mid-Rise
- Local Commercial
- General Commercial
- Open Space



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



A detailed silhouette of a surveyor in traditional attire, including a wide-brimmed hat, a long coat with a sash, and gaiters. The surveyor is positioned on the left, looking through the eyepiece of a theodolite mounted on a tripod. The theodolite is a complex optical instrument used for measuring angles in geodesy and engineering. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 6.02

Land Use Amendment in Belvedere (Ward 9) at 8500 23 Avenue SE, LOC2017-0374

EXECUTIVE SUMMARY

This application was submitted by QuantumPlace Developments on 2017 December 07 on behalf of the landowner Jagroop Singh Dhaliwal. The application proposes to redesignate this property from a Special Purpose - Future Urban Development (S-FUD) District to a DC Direct Control District to allow for an additional discretionary use of Vehicle Storage – Large.

The proposal is based on the S-FUD district and is intended to allow for a limited range of temporary uses that can be easily removed until such time that the land is ready for future urban development. The DC District has provisions to limit development approval for the additional use on a temporary three year basis. The proposal is in keeping with the applicable policies of the Belvedere Area Structure Plan (ASP) and the Municipal Development Plan (MDP).

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 2.94 hectares \pm (7.26 acres \pm) located at 8500 – 23 Avenue SE (Plan 9611786, Lot 1) from Special Purpose - Future Urban Development (S-FUD) District to DC Direct Control District to accommodate the additional use of Vehicle Storage – Large with guidelines; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

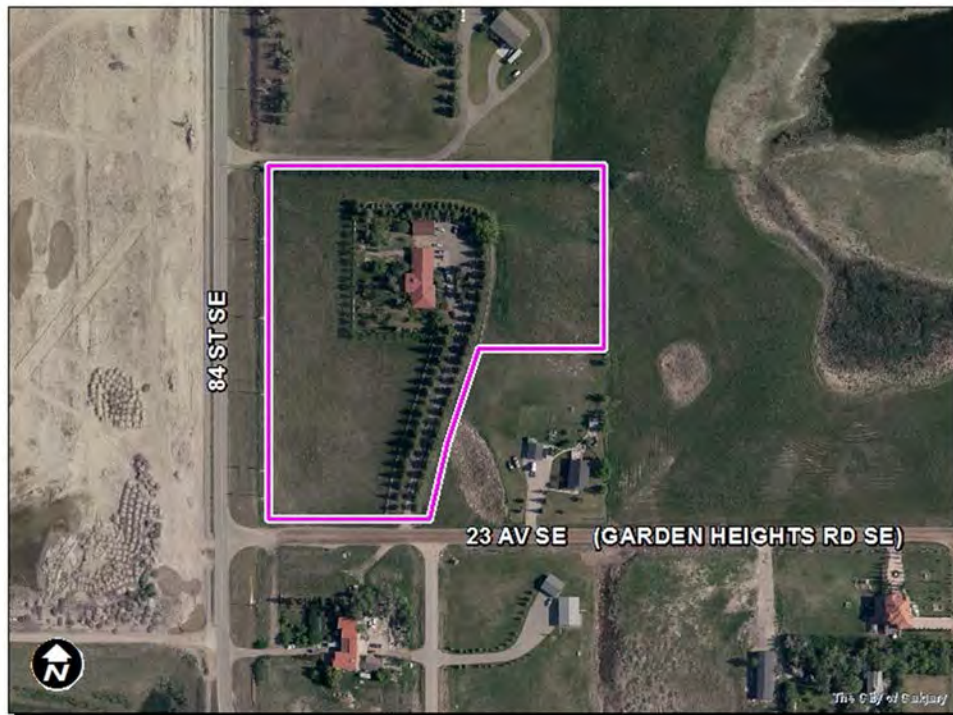
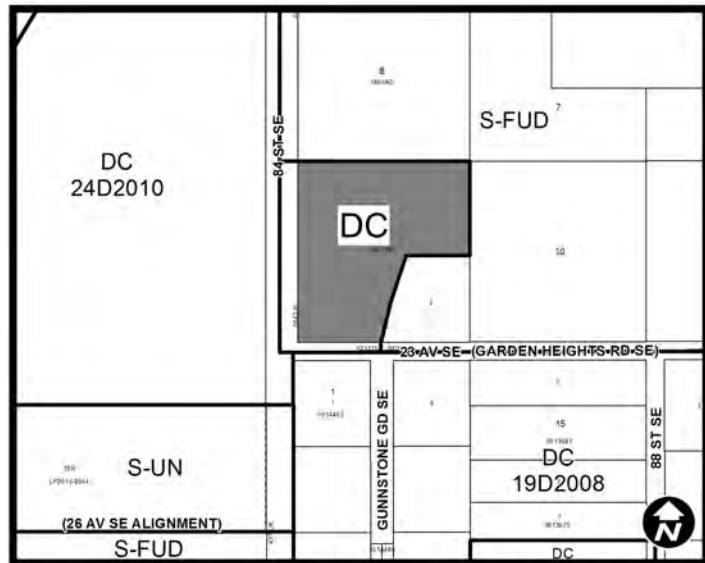
Site Context

The site is located at the eastern edge of the city at the northeast corner of the intersection of 84 Street SE and 23 Avenue SE in the developing area of Belvedere. The surrounding developments within the general vicinity include low density residential dwellings and commercial outdoor vehicles storage. The S-FUD district is the predominant land use designation surrounding this site. The sites south of 23 Avenue SE are designated as Direct Control District (Bylaw 19D2008) and are based on the S-FUD land use district. The site west of 84 Street SE is a Direct Control District (Bylaw 24D2010) and is based on the Commercial – Regional 3 (C-R3) District.

The site is approximately ± 2.94 hectare (± 7.26 acre) in size, is generally flat with minimal slope and it has vehicular access from 23 Avenue SE. The applicant has indicated that it is the owner's intent to maintain the site as an S-FUD district until such time that ultimate development can occur in the area. It has been indicated that the existing residential use on the site is to remain and vehicles are intended to be stored on the western portion of the site.

Land Use Amendment in Belvedere (Ward 9) at 8500 23 Avenue SE, LOC2017-0374

LOCATION MAPS



Land Use Amendment in Belvedere (Ward 9) at 8500 23 Avenue SE, LOC2017-0374

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed DC Direct Control District allows for an additional use of Vehicle Storage – Large while keeping the intent of the Special Purpose - Future Urban Development (S-FUD) District. Further information on how this proposal aligns with applicable policies is found in the Strategic Alignment section of this report.

Land Use

The proposed DC Direct Control District is based on the site's current Special Purpose – Future Urban Development (S-FUD) District with the additional discretionary use of Vehicle Storage – Large. The intent of the DC District is to protect the site from premature development and allow Vehicle Storage - Large as a temporary use. The DC has provisions to limit development approval for the use on a temporary, three year basis.

Land Use Bylaw 1P2007 has regulations for the Vehicle Storage – Large use:

- It does not allow vehicles to be serviced, cleaned, tested or repaired on-site.
- It does not allow storage of any equipment or any dilapidated vehicles.
- It does not allow production, display or sale of vehicles.

The proposed DC District has additional rules to regulate the use and to provide screening for the use:

- It is to provide berm and fence to screen the stored vehicles.
- Vehicles stored onsite must not encroach into the setback areas.

The proposed DC Bylaw has rules to allow the development authority to request an operational management plan to be reviewed at the future development permit stage to ensure the proposed Vehicle Storage – Large use can mitigate any potential impacts to the surrounding residential uses.

Implementation

This application is not tied to plans. The applicant has indicated the intent to pursue a development permit application for a temporary Vehicle Storage – Large use on this site. The overall size of the operation, required parking and any other site planning considerations will be evaluated at the development permit stage subject to Council's decision on this land use redesignation application. Drainage from the subject site to the adjacent wetlands will not be permitted and setback from the adjacent wetlands with appropriate naturalized buffers will be required at the development permit stage

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Infrastructure

Transportation Networks

Eighty-fourth Street SE is classified as an arterial street and 23 Avenue SE is a rural collector road. Currently, the site is not serviced by transit nor is there a pedestrian pathway network. A future road alignment design concept for 84 Street SE, from 17 Avenue SE to 33 Avenue SE, has been determined as per the approved 17 Avenue SE Corridor Study – Stoney Trail to East City Limits. Land from the subject parcel will be required for the realignment of 84 Street SE and the final roads rights of way requirements for the future 84 Street SE road alignment will be determined at the future subdivision and/or development permit stage.

The proposed use, Vehicle Storage – Large, could be easily removed, would not require additional infrastructure servicing and would be subject to temporary development approvals. In addition, the future development is not anticipated to have permanent structures and will be subject to the future alignment of 84 Street SE. A Transportation Impact Assessment (TIA) was not required for this application. However, a TIA may be required by Transportation Planning at the development permit stage. Future upgrades and paving to 23 Avenue SE may be required at the development permit stage and the Developer is responsible for any upgrades upon future review. No new access to 84 Street SE will be permitted.

Utilities and Servicing

Water, sanitary, and storm mains are available from 84 Street SE to service the site. However, given the nature of the proposed temporary use, servicing may not be required at this time and could be deferred to the future. If servicing is proposed at the development permit stage, the developer will be obligated to pay all outstanding development levies and fees owing on the property as well as fulfilling cost sharing obligations on the existing utilities. In conjunction with a development permit application, a stormwater management report will be required to ensure the site is designed to conform with City of Calgary guidelines and specifications to prevent any stormwater impacts to adjacent properties, roads, or wetlands.

Growth Management

This site is located within the Growth Management Overlay area as per the Belvedere ASP (Map 4 - Growth Management Overlay). However, this land use proposal will continue to have an S-FUD base and the use is not anticipated to require utilities and servicing upgrades. As such, the proposal does not require removal of the overlay and would not require additional capital infrastructure investment. Therefore, no growth management concerns have been identified at this time.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted onsite. Notification letters were sent to adjacent land owners and the application has been advertised online.

Land Use Amendment in Belvedere (Ward 9) at 8500 23 Avenue SE, LOC2017-0374

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted onsite and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised online.

There are no community associations in this area. Administration received letters of objection and a petition against the application. Reasons stated for opposition are summarized below:

- **Incompatible use concerns** – The areas surrounding this site have residential uses and the proposed use would not be compatible with the residential uses. If the existing dwelling is removed, there might be additional vehicles that can be stored on the site.
- **Traffic and road maintenance concerns** – Additional vehicular traffic will be generated in the area. 23 Avenue SE may not be able to handle the additional traffic capacity and the road may require regular maintenance.
- **Drainage concerns** – The gravel parking area may potentially create drainage issues and may cause additional runoff onto the adjacent residential property and nearby wetlands.
- **Visual concerns** – The landscape and fence screening may not be sufficient to screen the vehicles stored onsite.
- **Health and Safety concerns** – The large vehicles may create unsafe traffic conditions for pedestrians walking in the area. The large vehicles may have leakages that could potentially pollute the local underground water supply in the area.
- **General nuisance concerns** – The large vehicle storage operation will likely to create nuisance such as:
 - dust generated by the ongoing moving of trucks in the gravel parking area;
 - noise from the continuous movement of trucks accessing the site;
 - constant traffic movements in this area during all times of the day; and
 - garbage and debris from the large vehicles spilling from the site onto the surrounding areas.

Administration has taken the citizen comments into consideration through the review process. To assist with mitigation of these concerns, and in addition to the 1P2007 Land Use Bylaw rules related to the use Vehicle Storage – Large, the DC guideline includes additional rules related to screening by requiring berming and fencing. In addition, vehicles must not encroach into the setbacks areas and future development of the use must demonstrate how noise, dust, and debris are controlled on site. The future operation must also adhere to relevant community bylaw standards and business bylaw regulations.

Engagement

No public meetings were held by the applicant or Administration in relation to this application. Administration provided updates to concerned residents during the review of the application as requested.

Land Use Amendment in Belvedere (Ward 9) at 8500 23 Avenue SE, LOC2017-0374

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the land use proposal generally aligns with some of the SSRP policies, by having efficient use of land with an interim use that minimizes the need for new or expanded infrastructure.

Municipal Development Plan (Statutory, 2009)

The subject site is identified in the Municipal Development Plan (MDP) as a planned greenfield with Area Structure Plan (Map 1 Urban Structure). The MDP provides guidance for the development through the Belvedere Area Structure Plan. The proposed plan generally meets the MDP city wide policies for a creating a city attractive to business (section 2.1.2) and ensuring a sustainable economy (section 2.1.3). The proposed Direct Control (DC) District provides flexibility to accommodate an additional use that does not require additional infrastructure while protecting the land from both premature development and investment in municipal infrastructure.

Belvedere Area Structure Plans (Statutory, 2013)

The Belvedere Area Structure Plan (BASP) identifies this site as a 'Special Study Area' as the subject site is located within the landfill setback of a non-operating landfill (Map 5 Land Use Concept). The Municipal Government Act – Subdivision Development Regulation (MGA-SDR) prohibits the development of schools, hospitals, food establishments, or residences within the development setback of a landfill. Vehicle Storage – Large is not a restricted use and complies with the ASP.

The land use concept map indicates that the general land uses surrounding this site are primarily 'Neighbourhood Area'. The site is in proximity to key nodes including a future Bus Rapid Transit stop, Community Retail Centre and Neighbourhood Activity Centre. The proposed DC Direct Control District is based on the existing S-FUD district which is intended for lands awaiting future development. The DC guideline has provision to limit development approval so as the temporary use would not restrict future planning on this site.

Social, Environmental, Economic (External)

The proposed DC Direct Control District aligns with the intent of the uses of the existing S-FUD district and the use does not require additional infrastructure. Given a limited term approval of three years, the proposal respects the local policy by not hindering future planning and development in this area. The proposed DC District has additional rules to control the use and screening of activities.

An Environmental Site Assessment was provided and no significant environmental risks were identified on the property. Historically the site was used for agricultural purposes as well as a residential home and accessory buildings. The proposed use is not a restricted use as per the

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Municipal Government Act – Subdivision Development Regulation (MGA-SDR). As such, the proposed land use redesignation will not require an amendment to the Belvedere Area Structure Plan.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The DC Direct Control District retains an S-FUD base, does not require servicing and the additional use can be easily removed. In addition, the proposed land use redesignation will not require the removal of the Growth Management Overlay. As such, the proposed application does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal. The proposal would offer flexibility of an additional use that aligns with the allowable uses within the existing district, and the DC District limits the term of approval of the development permit which will not hinder future development.

REASON(S) FOR RECOMMENDATION(S):

The proposed DC Direct Control District is based on the current Special Purpose – Future Urban Development (S-FUD) District which is intended for lands awaiting future urban development. The proposal aligns with the intent of the S-FUD district. The proposed use, Vehicle Storage – Large, could be easily removed, would not require additional infrastructure servicing and would be subject to temporary development approvals.

The DC District has rules to mitigate the activities associated with the use and it allows the development authority to request an operational management plan to be reviewed at the future development permit stage. The proposal conforms with the Belvedere Area Structure Plan and Municipal Development Plan.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Direct Control District

Applicant's Submission

On behalf of the landowner, Jagroop 'Jack' Dhaliwal (herein, the landowner), QuantumPlace Developments Ltd. has been engaged to assist in the redesignation of the subject parcel (8500 23 AV SE) to facilitate Vehicle Storage – Large on the subject parcel. Using a Direct Control District allows the holding nature of the S-FUD land use to remain intact, while facilitating an interim use of the property until such time that ultimate development can occur. In proximity to the subject parcel, there are several other commercial car storages, including a large RV storage site to the northeast, and automobile storage to the north and east. The existing tenant of the home at 8500 23 AV SE is supportive of the proposed redesignation, and works on his own cars as a hobby on the parcel. Automobile related uses are prevalent in the area.

The City of Calgary has future plans to locate a cross-town BRT station near the subject parcel, and bisect the subject parcel with a future road alignment. Further, the subject parcel is covered by the growth management overlay, restricting new urban development. With this context in mind, the landowner is pursuing a land use, until the City of Calgary's plans are confirmed and ultimate development can occur in the area.

The Vehicle Storage – Large land use does not require additional servicing from the City, beyond a tie-in to the existing stormwater system along 84 ST SE. By its very nature, vehicle storage is a temporary use that is easily discontinued or relocated if and when the City moves ahead with its plans for this area. Because this application does not request or require "a land use amendment to accommodate fully serviced urban development" (Belvedere ASP, p.20), the Growth Management Overlay can remain intact, further ensuring the temporary nature of the proposed use.

Access to the Vehicle Storage – Large site will be provided via 23 AV SE. The existing residential use on the site is proposed to remain, as permitted under S-FUD, with a separate (existing) access. An engineered berm and fencing will be used to reduce aural and visual impacts on neighboring properties and the residence. Large existing trees will separate the residence from the proposed large vehicle storage area. Other impacts, such as lighting, dust, and access, shall be addressed to the satisfaction of City Administration and engineering at the development permit stage.

The landowner has tentative agreement with a Gravel Truck company to use the subject parcel for storage of their vehicles. No maintenance or repair of the trucks will occur on site. Use of the vehicle storage area would be on a five-year lease basis, to ensure the use's temporary nature, but allow a reasonable time for business planning. The storage area is proposed to occupy approximately 4.5 acres of the parcel, adjacent to 84 ST SE. Within this area, approximately 117 large-vehicle parking stalls could be provided. Exact details on location, design, and number of stalls will be determined at the development permit stage.

QuantumPlace conducted preliminary community outreach, informing adjacent owners of the project by delivering letters, and inviting comments. No concerns were identified, and we were not contacted with additional questions.

The proposed Direct Control District, adding the use Vehicle Storage – Large, is compatible with the adjacent land uses, applicable policy, and the City's future plans. Thank you for your careful consideration of the application.

Proposed Direct Control Guidelines

Purpose

- 1 This Direct Control District is intended to:
 - (a) allow for **Vehicle Storage – Large** with temporary *development permit* time limits.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 The *permitted uses* of the Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

Discretionary Uses

- 5 The *discretionary uses* of the Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District with the addition of:
 - (a) **Vehicle Storage – Large**.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 apply in this Direct Control District.

Setback Areas for Vehicle Storage – Large

- 7 Where the *parcel* shares a *property line* with a *lane*, *LRT corridor*, *street* or another *parcel*, the *setback area* from that *property line* must have a minimum depth of 6.0 metres.

Additional Rules for Vehicle Storage – Large

- 8 In addition to the rules of **Vehicle Storage – Large** of Bylaw 1P2007, the following rules apply to this Direct Control District:
 - (a) **Vehicle Storage – Large** must provide berm and fence to screen the stored vehicles;
 - (b) Vehicles stored within **Vehicle Storage – Large** must not encroach into the *setback areas*; and
 - (c) For an application for a *development permit* for a **Vehicle Storage – Large**, the *Development Authority* may require an operation management plan that includes information and mitigation on:
 - (i) noise and dust control;
 - (ii) traffic and transportation management; and
 - (iii) public response and communication.

Temporary Development Permit

- 9** A *development permit* for a **Vehicle Storage – Large** must not be issued for a period exceeding three (3) years.

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and breeches with gaiters. They are holding a theodolite mounted on a tripod. The surveyor's right hand is near the eyepiece, and their left hand is near the base of the tripod. The background is plain white.

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Land Use Amendment in Highfield (Ward 9) at 910 46 Avenue SE, LOC2018-0031

EXECUTIVE SUMMARY

This application was submitted by TI Studios on 2018 February 13 on behalf of the landowner C.R. Carroll Holdings Ltd. This application proposes to change the designation of this property from an Industrial - General (I-G) District to an Industrial - Commercial (I-C) District to allow for:

- industrial developments with support commercial uses (e.g. warehouses with commercial storefronts, restaurants, retail stores, industrial buildings with offices and retail stores);
- a maximum building height of 12 metres (a decrease from the current maximum of 16 metres); and
- the uses listed in the proposed I-C designation.

If this application is approved by Council, the building design, size and mix of uses and site layout details such as parking, landscaping and site access) will be determined later at the development permit review stage.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

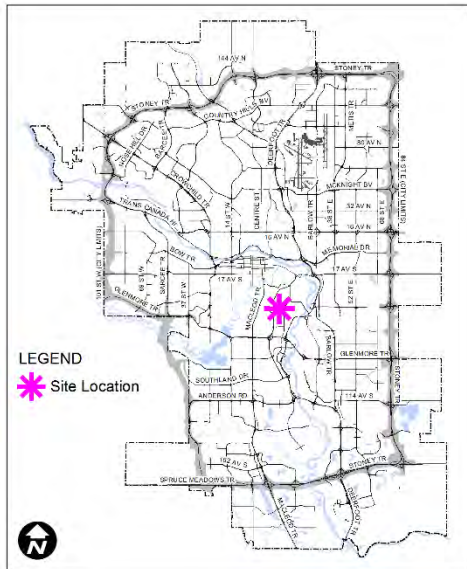
1. **ADOPT**, by bylaw, the proposed redesignation of 2.32 hectares \pm (5.74 acres \pm) located at 910 - 46 Avenue SE (Plan 5708JK, Block 3, Lot 1) from Industrial - General (I-G) District **to** Industrial - Commercial (I-C) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Land Use Amendment in Highfield (Ward 9) at 910 46 Avenue SE, LOC2018-0031

Location Maps



Land Use Amendment in Highfield (Ward 9) at 910 46 Avenue SE, LOC2018-0031

BACKGROUND

Site Context

The property is located in southeast industrial area of Highfield, north of 46 Avenue SE and east of Blackfoot Trail SE. Industrial - General (I-G) properties exist to the east, south, and northwest of the subject property. An Industrial - Commercial property exists to the northeast of the subject property.

The site's total area is approximately 2.32 hectares \pm (5.74 acres \pm) in size. The property is developed with a one-storey approximately 1,850 square metre \pm (20,000 square foot \pm) industrial building. The north end of the site contains a slope that has a vertical drop from north to south of up to 25 metres, whereas the majority of the site slopes gently from north to south, with a vertical drop of eight metres over a run of 175 metres.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use

This application proposes to change the *Land Use Bylaw 1P2007* designation of this property from an Industrial - General (I-G) District to an Industrial - Commercial (I-C) District. The I-C District is intended for light industrial and small scale commercial uses that are compatible with and complement light industrial uses.

The intent of this application is to allow for a "Vehicle Sales - Major" use. Alternative land use options were explored by Administration and the applicant. All other land use districts that allow for "Vehicle Sales - Major" uses are commercial districts, as opposed to industrial districts. The intent of the *Municipal Development Plan* is to maintain the ability for industrial uses to develop within the Industrial; Industrial - Employee Intensive area, according to Urban Structure Map (Map 1). Based on this analysis, the I-C District is determined to be appropriate for this property.

The intended development for the property, given approval of a land use redesignation, may include an ancillary vehicle testing facility. The potential nuisance cause by the intended ancillary vehicle testing facility use would be incompatible with uses in non-industrial land use districts.

Infrastructure

Transportation Networks

The property is adjacent to 46 Avenue SE, which is an Arterial Street. Vehicular access to the property is available from 46 Avenue SE through an existing access. Sidewalks are not present adjacent to the property or leading into the site. The area is served by Calgary Transit bus service, with a bus zone adjacent to the property on 46 Avenue SE. on-street parking is not permitted adjacent to the property on 46 Avenue SE nor in the immediate area. Upon redevelopment, a traffic impact assessment may be required.

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Land Use Amendment in Highfield (Ward 9) at 910 46 Avenue SE, LOC2018-0031

Utilities and Servicing

Water, sanitary, and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application has been advertised online.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised. No public meetings were held by the applicant.

Citizen and Community Association Comments

One (1) letter from the public letter was received. The writer expressed concerns about potential dust and noise that may be caused by the potential ancillary vehicle testing facility.

There is no community association in Highfield.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the City, Town area, according to Schedule C: South Saskatchewan Regional Plan Map of the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory, 2009)

The subject site is located within the Industrial; Industrial - Employee Intensive area, according to Urban Structure Map (Map 1) of the *Municipal Development Plan* (MDP).

The Industrial-Employee Intensive Area is intended for manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network. They can be new business parks locating in newly planned areas (i.e., Greenfield Industrial typology), or they could also occur as part of redevelopment and intensification of the Standard Industrial Areas, at transit stops and along corridors served by the Primary Transit Network.

There is no local area plan for Highfield.

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Land Use Amendment in Highfield (Ward 9) at 910 46 Avenue SE, LOC2018-0031

Social, Environmental, Economic (External)

The proposal has the potential to continue to allow for and further support a light industrial uses in Highfield.

No environmental issues have been identified at this time.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed land use redesignation is consistent with applicable policies identified in the Municipal Development Plan and with the intent of the Industrial - Commercial District of *Land Use Bylaw 1P2007*.

ATTACHMENT(S)

1. Attachment 1 – Applicant's Submission

Applicant's Submission

This land use redesignation application is for the property located at 910 46 Avenue S.E. Calgary, Alberta. The property is 2.32 hectares in size and is currently zoned as I-G Industrial-General. We are seeking approval from Calgary City Council to have the property redesignated as I-C Industrial-Commercial.

The purpose for the redesignation to I-C is so that the property can be used for vehicle sales which is not allowed under the I-G designation. The types of vehicles that would potentially be sold or rented on the property includes the following: ATV's, motorcycles, utility vehicles, personal watercrafts, scooters and snowmobiles. Another important aspect to this development is the potential to include a vehicle test track on the property in the future. The final size, location (on the property) and construction of a vehicle test track is not currently known but it is important that it be considered as a future component to this development. Regarding the existing buildings on the site, it is the intent at this time to make use of them.

The I-C Industrial-Commercial district is an industrial designation that allows light industrial and limited small-scale commercial uses that are compatible with adjacent industrial areas. The I-C Industrial-Commercial designation is a good fit for the desired use of the property due to the two aspects of this development being commercial and industrial. Much of the land in the area is currently zoned "industrial" and would therefore be compatible with a vehicle test track while still allowing for commercial use as well.

A detailed silhouette of a surveyor in traditional attire, including a wide-brimmed hat, a long coat with a sash, and breeches with gaiters. The surveyor is positioned on the left, looking through the eyepiece of a theodolite mounted on a tripod. The theodolite is a complex optical instrument used for measuring angles in geodesy and engineering. The background is plain white.

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Item 6.04

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Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091

EXECUTIVE SUMMARY

This application (LOC2013-0091) has been submitted by Urban Systems on behalf of Country Hill Communities Inc. The application proposes to redesignate an existing 21.86 hectare (54.02 acre) parcel of land from Special Purpose – Future Urban Development (S-FUD) District to Industrial – Commercial (I-C) District, Commercial – Corridor 3 (C-COR3) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Community Reserve (S-CRI) District, Special Purpose – Urban Nature (S-UN) District, and a DC District. The DC District is based on I-C and allows for 2 additional uses.

The application will enable the development of industrial and commercial use in alignment with the vision of the Municipal Development Plan (MDP) and Revised Stoney Industrial Area Structure Plan (ASP). The proposed land uses serve to implement the objectives of applicable planning legislation which have identified these lands for development by providing a base for the future subdivision of new industrial, special purpose, and commercial districts.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommends that Council hold a Public Hearing and

1. **ADOPT**, by bylaw, the proposed redesignation of 24.11 hectares \pm (59.58 acres \pm) located at 1350 Country Hills Boulevard NE (Plan 8910090, Lot 1, Block 3) from Special Purpose – Future Urban Development (S-FUD) District **to** Industrial – Commercial (I-C) District, Commercial – Corridor 3 (C-COR3) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Community Reserve (S-CRI) District, Special Purpose – Urban Nature (S-UN) District, and DC Direct Control District to accommodate for additional uses; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The Stoney Industrial Area comprises approximately 932 hectares of land located between Deerfoot Trail NE and Nose Creek, which runs through the site. The first version of the development plan for this area was written in 1983 but for many years after it was completed the lands remained relatively undeveloped. However, in 2004 due to continued growth of the city the area faced mounting development pressures and the plan was revised. The vision of the plan is that this will be a prominent business area.

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**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

Since completion of the 2004 Stoney Industrial Area Plan the area has begun to realize its development potential. The proximity to the Calgary International Airport and Deerfoot Trail has resulted in the development of many distribution centers. The area has also benefitted from being close to residential development to the west and many service uses have located along Country Hills Boulevard NE.

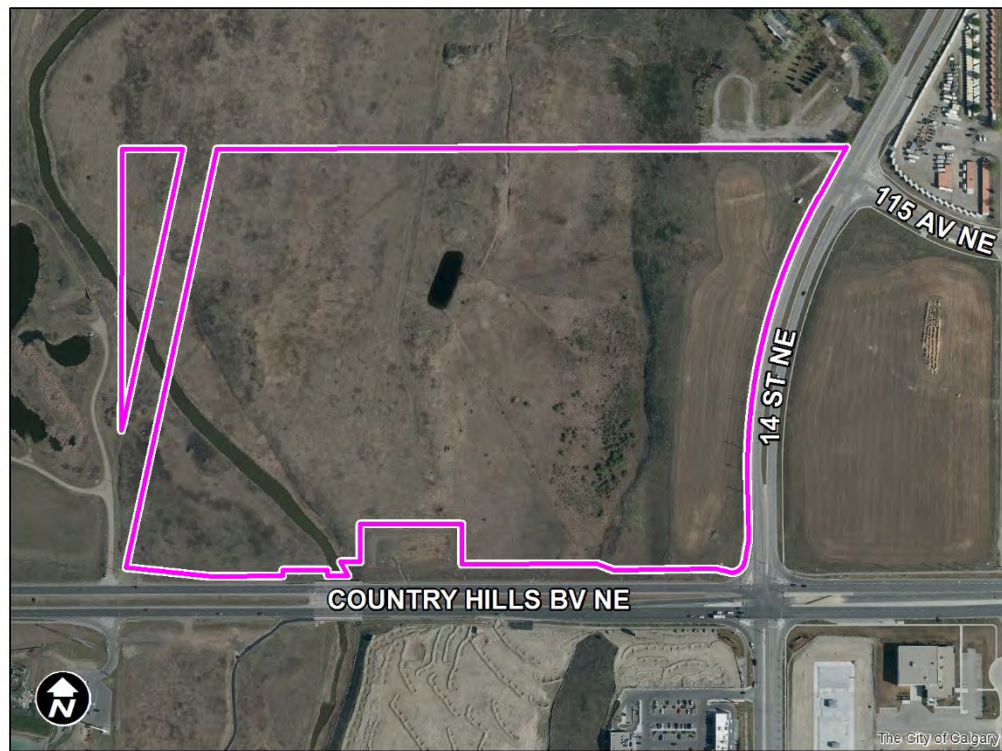
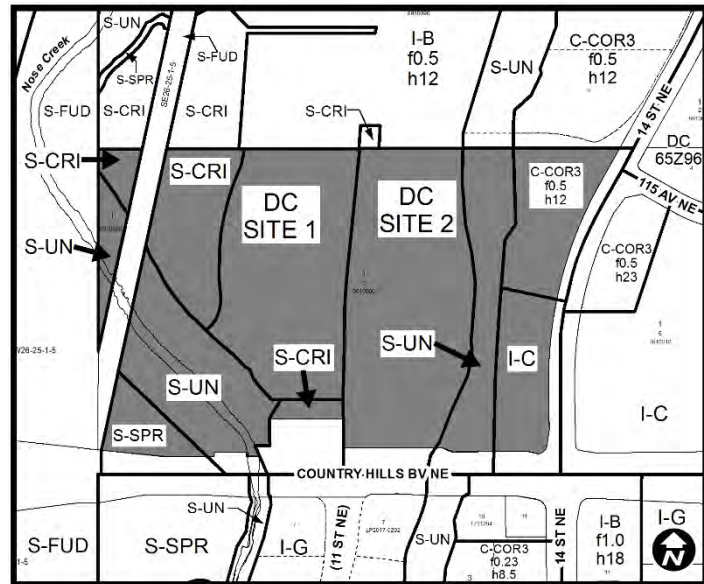
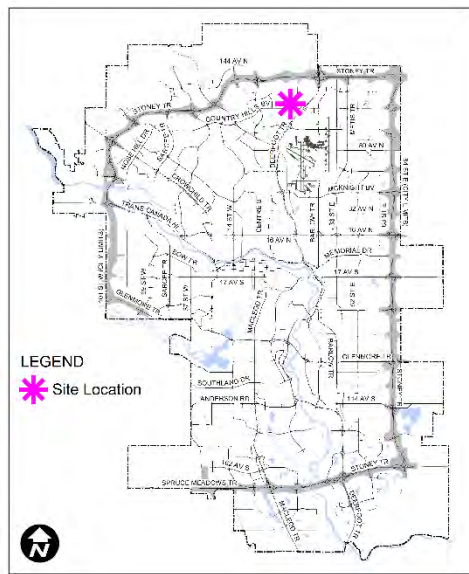
Site Context

The subject site is approximately 21.86 hectares (54 acres) in size and is situated at the corner of Country Hills Boulevard NE and 14 Street NE in the community of Stoney 1. The subject parcel is currently undeveloped and is bisected by two environmental features. The Nose Creek watershed runs through the south west corner of the site and the parcel also contains an area with significant slope. The plan area is also transected by an ENMAX utility corridor.

The proposed industrial and commercial development is part of a larger industrial area known as Stoney Industrial.

**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

LOCATION MAPS



**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This application will facilitate the development of a range of commercial and industrial uses and will contribute to the growth for this area as envisioned by the Stoney Industrial Area Structure Plan (ASP). These lands are identified as Business Industrial Area in the ASP and the northeast corner forms a portion of a planned commercial node. A portion of the site is identified in the ASP as conservation area and this area includes a section of Nose Creek as well as other environmentally sensitive lands.

The site and future development will set the development form and pattern for the area north of Country Hills Boulevard NE. The related outline plan considers the provision of new streets and infrastructure which will serve future developments to the north. The outline plan also provides for a regional pathway along nose creek which will connect to the larger pathway network.

Land Use

This land use amendment application has been submitted in support of an accompanying outline plan. The applicant proposes to redesignate the subject site from Special Purpose – Future Urban Development (S-FUD) District to:

- Industrial – Commercial (I-C) District;
- Commercial – Corridor 3 (C-COR3) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District;
- Special Purpose – Community Reserve (S-CRI) District;
- Special Purpose – Urban Nature (S-UN) District; and
- DC Direct Control District.

The recommended land use changes are summarized below.

Industrial – Commercial (I-C) District (1.15 ± ha; 2.87± ac)

An Industrial – Commercial (I-C) District is proposed at the southeast corner of the proposed outline plan. The proposed I-C District is intended to accommodate light industrial uses and small scale commercial uses. This district is intended to be characterized by locations on the perimeter of industrial areas, along major streets or expressways. Setbacks, screening, landscaping and building design rules for this land use district address aesthetic concerns associated with highly visible locations.

Commercial – Corridor 3 (C-COR3) District (1.59± ha; 3.93± ac)

The Commercial – Corridor 3 (C-COR3) parcel is proposed at the northeast corner of the plan area. This commercial parcel forms part of a retail commercial area as identified in the Revised Stoney Industrial Area Structure Plan. This retail commercial area will accommodate a variety of retail uses within comprehensively-planned commercial centre sites. The C-COR3 district is characterized by locations in industrial areas to accommodate mid-scale retail, and medium to large eating and drinking uses. Limited retail uses are also allowed.

**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

DC Direct Control District (9.01± ha; 22.26± ac)

A Direct Control District (based I-C) is proposed to accommodate additional uses that are not currently listed in the I-C district. A DC land use was used because there is not a suitable industrial land use that met the needs of the applicant and conforms to the ASP. The additional discretionary uses are Place of Worship – Large and Distribution Centre.

The DC area has been separated into two sites - DC Site 1 which includes the Place of Worship – Large use and DC Site 2 which includes the Distribution Centre use. The rationale for using a unique DC district for each site is to avoid a concentration of either of the additional discretionary uses. Administration is comfortable that this approach meets the applicant's objectives while respecting the ASP policy.

Special Purpose – School, Park and Community Reserve (S-SPR) District (0.69± ha; 1.70± ac)

A portion of the site will be taken as Municipal Reserve (MR) parcel at time of subdivision. As such, a small area is identified as S-SPR in the south west corner of the site. This parcel is intended to be used for passive recreation. The balance of the required Municipal Reserve will be provided through cash-in-lieu to be paid at time of subdivision.

Special Purpose – Community Reserve (S-CRI) District (2.52± ha; 6.23± ac)

The Special Purpose – Community Reserve (S-CRI) areas of the plan are intended to provide for stormwater management facilities. The S-CRI district is intended to provide for infrastructure and utilities. The areas shown are required for stormwater management as confirmed by administrations technical review of the project.

Special Purpose – Urban Nature (S-UN) District (4.83± ha; 11.93± ac)

Special Purpose – Urban Nature District has been applied to lands that meet the criteria for environmental reserve under the Municipal Government Act. This includes lands adjacent to Nose Creek and areas with significant slope. The S-UN District is intended to be applied to land dedicated as environmental reserve pursuant to the Municipal Government Act. The areas identified as S-UN are shown as conservation area in the ASP.

Land Use Evaluation

The proposed mix of industrial, commercial, and direct control land use districts are consistent with the objectives of the Municipal Development Plan and the Stoney Industrial Area Structure Plan. The proposed land use districts will provide for a variety of industrial and commercial uses consistent with the business industrial land use identified in the ASP. The proposed C-COR3 district will help form part of a commercial node and will allow for services that are complimentary to the industrial uses. The provided Special Purpose areas will help protect natural features or provide for stormwater management on site.

**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

Implementation

The subject site has areas of environmentally significant lands, notably Nose Creek, which have influenced the overall subdivision pattern. Shown on the plan as S-UN these lands pose a challenge for development. In order to effectively protect these environmentally sensitive areas, the proposed outline plan provides for additional infrastructure, large areas for stormwater storage, restrictions on certain uses and significant setbacks. Protection of the conservation area was a central focus in administration's evaluation of the proposal. In response to the restrictions of the ASP the applicant has provided the required environmental reserve lands shown as S-UN.

Also, in consultation with administration, the applicant is proposing a Direct Control District. The original proposal included land use districts that contained many uses that were determined to create moderate impacts beyond the boundaries of the site; contradictory to the ASP. The proposed DC, based on I-C, includes uses where the operations are primarily enclosed within a building and are not dependent upon outdoor storage of goods or materials.

Due to the large amount of environmental reserve lands and the alignment of 14 Street NE the I-C parcel is narrow. In addition, due to proximity with an escarpment, an 18 metre setback is required for all buildings from top of slope, to be applied at development permit stage. Given these constraints setback relaxations will be considered at time of development permit so that future development can be accommodated effectively.

Infrastructure

Transportation Networks

A Transportation Impact Assessment (TIA) was submitted in support of the land use and outline plan application. Functional plans were provided to illustrate the intersections, roadways, and pathway layouts. The TIA and functional plans illustrate an ultimate design which would allow for partial build-out of the plan area. The functional plans show accommodation for transit and active modes on the local transportation network. Country Hills Boulevard is part of the Primary Transit Network. Potential access points were reviewed in detail, to ascertain limitations due to the escarpments, roadway grades, and proximity to intersections and anticipated turnbays.

Primary access to the site is provided via 14 Street NE, and a future proposed 11 Street NE, with intersections at Country Hills Boulevard. A future roadway, 115 Avenue NE, will provide a connection between 11 Street NE and 14 Street NE. Analysis shows upgrades will be required to the regional network to accommodate full build out of the plan area. A connection at Deerfoot Trail NE at 128 Avenue NE, and a connection of 128 Avenue NE to Stoney Trail NE (via 11 Street NE) will be required to support continued development of the plan area, as well as upgrades to Country Hills Boulevard NE from Coventry Hills Boulevard to Deerfoot Trail NE. These network upgrades are currently unfunded projects within the City's ten year Investing in Mobility Capital Plan.

Further transportation analysis will be required in conjunction with Tentative Plan(s) and Development Permit(s) applications throughout the course of development to ensure that adequate capacity is available to support the development-generated traffic demands.

**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

Utilities and Servicing

Sanitary Servicing

Sanitary servicing of the plan area will occur by way of a gravity sewer pipe system which will convey sanitary flows to a proposed lift station located within a Public Utility Lot (PUL) at the northeast corner of 115 Avenue NE and 11 Street NE. The lift station is designed to service the outline plan area, as well as the adjacent lands to the north. Sanitary flows will be pumped east from the lift station through a forcemain to be installed within 115 Avenue NE and ultimately discharge into a manhole at the intersection of 115 Avenue NE and 14 Street NE where it will be conveyed north through an existing gravity main.

Stormwater Servicing

The plan area contains two storm ponds: the larger pond at the NW corner of the site is a joint facility that will contain all drainage from the outline plan area as part of the proposed development and will be expanded in the future when the lands to the north are developed. This facility is bisected by an Enmax transmission line right-of-way that will remain for the foreseeable future. In order to hydraulically link the two ponds, a culvert is proposed across the utility right-of-way. Adequate access easements for maintenance vehicles are proposed on the plan.

The pond on the south boundary of the site is an existing dry pond that was constructed by The City to contain drainage from Country Hills Boulevard NE. Minor reconfiguration of this pond will be required to accommodate the necessary surface improvements within the plan area.

Water Servicing

Installation of a new watermain within 115 Avenue NE, from the existing watermain within 14 Street NE will be required to service the plan area. A main extension within 11 Street from Country Hills Boulevard NE to 115 Avenue NE will also be required to complete a looped system.

Enmax Transmission Line

An existing Enmax Transmission Line runs diagonally across the NW corner of the site. This transmission line will remain for the foreseeable future. Appropriate utility rights-of-way and access easements will be required at the subdivision stage to provide access to maintain the proposed culvert and pond maintenance accesses within the right-of-way.

**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

Abandoned Water Pipeline

An abandoned water pipeline owned by North Star Energy exists within the north west portion of the site. Coordination between the pipeline owners to obtain all required permits and agreements to remove the pipeline will be required at subdivision stage.

Environment

A biophysical impact assessment (BIA) for the site was submitted and reviewed. The BIA identified temporal class II wetlands which requires provincial water act approval prior subdivision. The BIA also noted that no threatened species will be impacted. A regional pathway is shown and it will be connected to existing regional pathway network.

Stakeholder Engagement, Research and Communication

Engagement and Public Meetings

No public meetings were conducted by the Applicant or Administration in direct relation to this site-specific outline plan and land use redesignation.

Citizen and Community Association Comments

Administration received one (1) letter in opposition to the application, and one (1) letter with concerns with the application. Reasons stated for opposition and overall concern are summarized as follows:

- Loss of open space;
- Loss of natural area;
- Loss of wildlife habitat;
- Visual impacts for adjacent residential; and
- Impacts of industrial uses on adjacent residential ie. odors and noise.

These concerns have been reviewed by Administration and were considered in the recommendation. Some of the concerns were addressed through the biophysical impact assessment and others will be dealt with at later stages of development.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2011)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

Municipal Development Plan (Statutory, 2009)

The subject site is located within the Standard Industrial land use typology on the Urban Structure map in the Municipal Development Plan (MDP). The standard industrial land use typology consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities. These areas continue to offer a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained.

Revised Stoney Industrial Area Structure Plan (Statutory, 2006)

The subject site is located within the Revised Stoney Industrial Area Structure Plan (ASP) boundary. In this plan the subject lands are identified as a mix of business/industrial area, retail commercial area, and conservation area. The proposed outline plan and land use amendment application complies with those land use areas and their policies.

Business/Industrial Area

The Business/Industrial Area of the Plan is intended to provide for the development of light industrial uses within the context of a fully-serviced industrial/business park. Light industrial uses shall be the predominant uses of land for these areas. Commercial uses, medium industrial uses, and office uses may also be allowed where determined to be compatible and appropriate. A Light Industrial Use is defined in the plan as the use of land for industrial purposes that does not create conditions that are determined to have significant adverse impact beyond the boundaries of the site.

The ASP also states that no medium industrial uses within the business/industrial area should locate adjacent to nose creek or west of 15 Street NW. As such, only I-C and DC (based on I-C) is being proposed. The uses of the I-C district are primarily light industrial uses as defined by the ASP. Further consideration of the policies of the business/industrial land use area will be considered at the development permit stage of development.

Retail Commercial Area

The purpose of the Retail Commercial Area is to accommodate a variety of commercial and retail uses within a comprehensively planned commercial centre. Retail commercial uses shall be the predominant use of land within this area and secondary commercial uses may be allowed where determined to be appropriate. The definition of retail commercial use in the ASP is a use of land for the purpose of selling retail goods and services to the final consumers.

The subject site forms a section of an envisioned retail commercial area in the ASP. The proposed C-COR3 land use conforms to the intent for this area in the plan. Further consideration of the policies of the retail commercial area will be considered at the development permit stage of development.

**Land Use Amendment in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE,
LOC2013-0091**

Conservation Area

The Conservation Area of the ASP is intended to provide for the protection of environmentally significant lands within the Stoney Industrial Area, notably Nose Creek. These lands form part of the integrated natural open space system that provides passive and active recreational opportunities. The proposed land use plan protects these lands from development and they are identified on the plan as S-UN or S-SPR.

Social, Environmental, Economic (External)

The Triple Bottom Line Policy outlines that the City of Calgary is committed to sustainable development socially, environmentally, and economically. This proposal promotes sustainable development principles by providing an environment conducive to attracting, retaining and nurturing businesses. The plan protects city environmental assets by providing a 50m setback from Nose Creek. The proposal also promotes smart growth principles by providing connections to the regional pathway network attempting to reduce automobile dependence.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time. However, the Country Hills Boulevard road network is nearing capacity and as this area builds out future upgrades may be required.

Risk Assessment

There are no significant risks associated with this proposal and operational and/or project risks which have been identified are being managed.

REASON(S) FOR RECOMMENDATION(S):

The proposed land use amendment will allow for industrial and commercial uses in alignment with the policies of the Municipal Development Plan and Revised Stoney Area Redevelopment Plan. The recommended land use framework and subdivision design is complementary to other development in the area and will contribute to making this area a business/industrial centre. The proposal protects natural features through the dedication of environmental reserve and will provide cash-in-lieu of the required municipal reserve.

ATTACHMENT(S)

1. Attachment 1 – Applicant Submission
2. Attachment 2 – Proposed Direct Control District
3. Attachment 3 – Outline Plan

Applicant's Submission

This application for land use redesignation and outline plan approval is located within the Stoney Area Structure Plan and consists of +/- 21.8 hectares (+/- 54 acres). Melcor Developments Ltd. own the lands that are subject to this outline plan application.

The site is vacant and represent the remaining undesignated land in the Stoney Industrial area located west of Deerfoot Trail. The land use bylaw 1P2007 provides for a very high degree of differentiation in industrial, business and commercial land use classifications. The current land use within the outline plan area is Special Purpose – Future Urban Development (S-FUD) District. This application proposes:

- DC (I-C) Industrial Commercial
- I-C Industrial Commercial
- C-COR3 Commercial Corridor - 3
- S-UN and S-SPR for ER and MR dedications along Nose Creek and the valley wall; and
- S-CRI (PUL) for the regional service storm water facility approved on the adjacent lands

The direct control district is to accommodate an additional use of Place of Worship – Large and Distribution Centre; neither which are currently listed in the I-C district. The addition of these uses is in response to market demand to accommodate such facilities while respecting the industrial character of the area as outlined in the ASP.

The valley wall, Nose Creek channel and floodway will be dedicated as ER.

The proposed land uses are entirely compatible with and complementary to the surrounding lands which have all been approved for similar land use classifications in full conformity with the Stoney Industrial Area Structure Plan.

In addition, no changes are proposed to an approved regional service storm water management facility that is designed to service the subject site. An existing dry pond for drainage associated with Country Hills Blvd. is to be retained and reconfigured. Both storm water management facilities have been approved in previous outline plan approvals.

All streets within the outline plan are sized to meet forecast transportation capacities. Complete Streets Guidelines have been applied to the plan.

On behalf of Melcor Developments Ltd., Urban Systems respectfully requests approval of the outline plan from the Calgary Planning Commission and approval for the land use to be redesignated to industrial, commercial and special purpose districts by City Council.

Proposed Direct Control District

Purpose

- 1 This Direct Control District is intended to:
- (a) allow for additional **uses** which are complimentary with the **uses** of the Industrial – Commercial (I-C) District.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Bylaw 1P2007 District Rules

- 4 Unless otherwise specified, the rules of the Industrial – Commercial (I-C) District of Bylaw 1P2007 apply in this Direct Control District.

Site 1 (4.12 hectares)

Application

- 5 The provisions in sections 6 through 7 apply only to site 1.

Permitted Uses

- 6 The **permitted uses** of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 7 The **discretionary uses** of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District, with the addition of:
- (a) **Place of Worship – Large.**

Place of Worship – Large

- 8 Only one (1) **Place of Worship – Large** is allowed on Site 1.

Site 2 (4.89 hectares)

Application

- 9 The provisions in sections 10 through 11 apply only to Site 2.

Permitted Uses

- 10 The **permitted uses** of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 11 The **discretionary uses** of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District, with the addition of:
- (a) **Distribution Centre.**

Proposed Outline Plan



A detailed silhouette of a surveyor in traditional attire, including a wide-brimmed hat, a long coat with a sash, and gaiters. The surveyor is positioned on the left, looking through the eyepiece of a theodolite mounted on a tripod. The theodolite is a complex optical instrument used for measuring angles in geodesy and engineering. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 6.05

Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

EXECUTIVE SUMMARY

This application has been submitted by Urban Systems on behalf of Country Hill Communities Inc. This combined outline plan and land use redesignation application proposes an outline for the future subdivision and development of approximately 17.03 hectares (42.08 acres) of land in the Stoney Industrial Area in the northeast quadrant of the city. This outline plan and land use redesignation proposes:

- The development of a light industrial area that allows for small scale commercial uses that are compatible;
- A 1.59 hectare (3.93 acre) commercial parcel (C-COR3) that will help form a commercial node at the intersection of 115 Avenue NE and 14 Street NE;
- approximately 10.17 hectares (25.13 acres) of industrial land (I-C and DC) spread over three sites;
- approximately .69 hectares (1.70 acres) of public park space (S-SPR);
- approximately 4.83 hectares (11.93 acres) of environmental reserve lands (S-UN);
- approximately 2.52 hectares (6.23 acres) of land that will be used for storm water retention (S-CRI);
- the location and size of future public roads; and,
- the location of major utilities and services.

The proposed outline plan serves to implement the objectives of applicable planning legislation which have identified these lands for development by providing an outline for the future subdivision of new industrial, special purpose, and commercial districts recommended in the associated land use application.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan to subdivide the 21.86 hectares ± (54.02 acres ±), with conditions (Attachment 2).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The Stoney Industrial Area comprises approximately 932 hectares of land located between Deerfoot Trail NE and Nose Creek, which runs through the site. The first version of the development plan for this area was written in 1983 but for many years after it was completed the lands remained relatively undeveloped. However, in 2004 due to continued growth of the city the area faced mounting development pressures and the plan was revised. The vision for the area remained the same, that Stony Industrial would be a prominent business area.

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Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

Since completion of the Revised Stoney Industrial Area Plan the area has begun to realize its development potential. The proximity to the Calgary International Airport and Deerfoot Trail has resulted in the development of several distribution and warehouse uses. The area has also benefitted from being close to residential development to the west and many service commercial uses have located along Country Hills Boulevard NE.

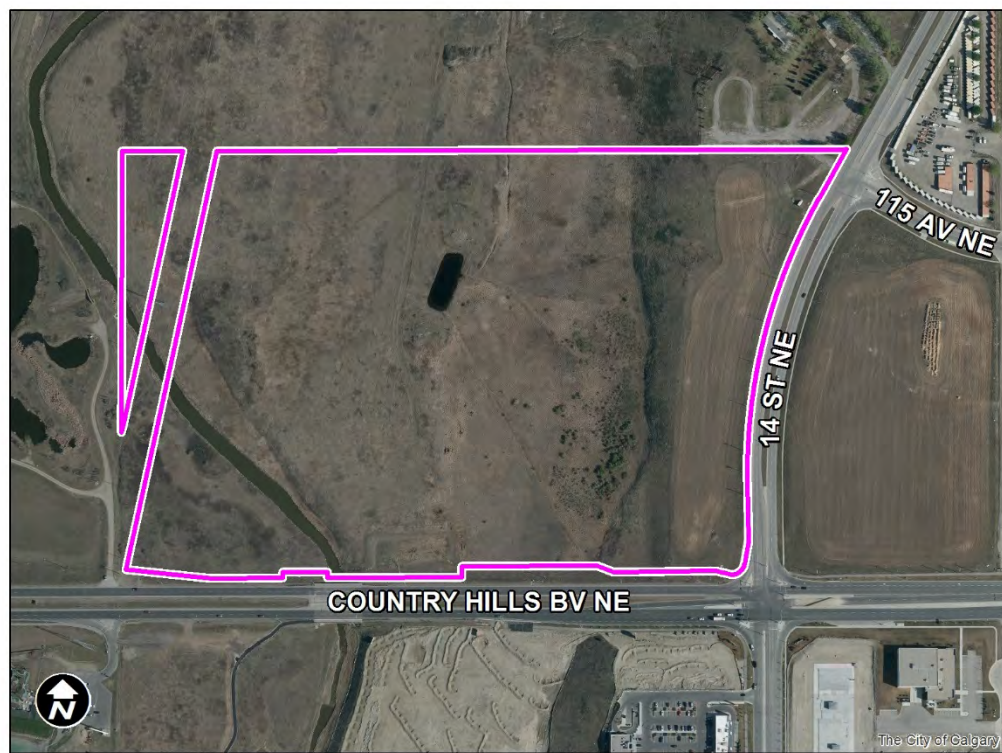
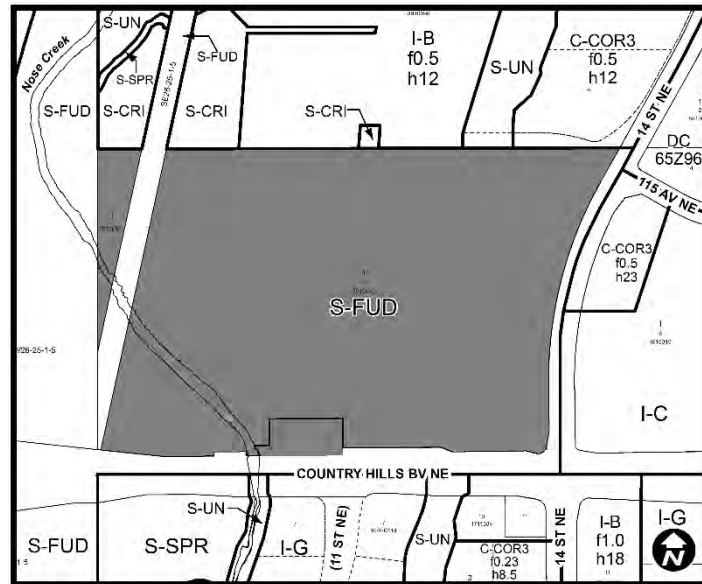
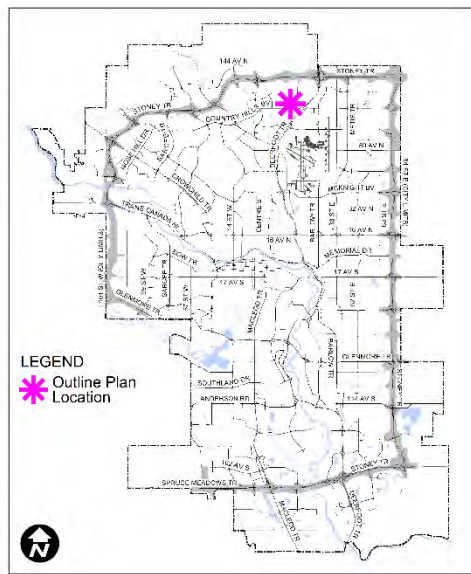
Site Context

The subject site is approximately 21.86 hectares (54.02 acres) in size and is situated at the corner of Country Hills Boulevard NE and 14 Street NE in the community of Stoney 1. The subject parcel is currently undeveloped and is bisected by two environmental features. Nose Creek runs through the south west corner of the site and the parcel also contains an area with significant slope. There is also a class 2 wetland on the site which is to be removed subject to Water Act approval. The plan area is transected by an ENMAX utility corridor parallel to the western boundary.

The proposed industrial and commercial development is part of a larger industrial area known as Stoney Industrial.

Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

LOCATION MAPS



Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This outline plan and land use application will facilitate the development of a range of commercial and industrial uses and will contribute to the growth for this area as envisioned by the Revised Stoney Industrial Area Structure Plan (ASP). These lands are identified as business industrial area in the ASP and the northeast corner forms a portion of a planned commercial node. A portion of the site is identified in the ASP as conservation area and includes a section of Nose Creek as well as other environmentally sensitive lands.

This site and future development will set the development form and pattern for the area north of Country Hills Boulevard NE. The outline plan considers the provision of new roads and infrastructure which will serve future developments to the north. The outline plan also provides for a regional pathway along nose creek which will connect to the larger pathway network.

Subdivision Design

The proposed outline plan (Attachment 4) continues the development pattern established by the industrial lands to the south. An extension of 11 Street NE will be provided north across Country Hills and will provide access for future development on this parcel. 14 Street NE, located east of the parcel, has already been constructed and will be used to access parcels along the eastern edge of the site. No vehicle access is allowed directly off of Country Hills Boulevard. 115 Avenue NE will be extended along the north edge of the site connecting 11 Street NE and 14 Street NE. This alignment was previously approved as part of a 2008 outline plan application.

The municipal reserve owing for the site will be provided through partial land dedication and partial payment of cash in lieu. Municipal reserve (MR) dedication has been provided for passive recreation in the south west corner of the site. Lands have also been dedicated as environmental reserve (ER). These ER lands are a required dedication and include areas within 50 metres of Nose Creek and lands with steep slopes that are unsuitable for development.

Land Use

A land use amendment application has been submitted in support of the outline plan. The applicant proposes to redesignate the subject site from Special Purpose – Future Urban Development (S-FUD) District to:

- Industrial – Commercial (I-C) District;
- Commercial – Corridor 3 (C-COR3) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District;
- Special Purpose – Community Reserve (S-CRI) District;
- Special Purpose – Urban Nature (S-UN) District; and
- DC Direct Control District.

The recommended land use changes are summarized below.

Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

Industrial – Commercial (I-C) District (1.15 ± ha; 2.87± ac)

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Special Purpose – School, Park and Community Reserve (S-SPR) District (0.69± ha; 1.70± ac)

A portion of the site will be taken as Municipal Reserve (MR) parcel at time of subdivision. As such, a small area is identified as S-SPR in the south west corner of the site. This parcel is intended to be used for passive recreation. The balance of the required Municipal Reserve will be provided through cash-in-lieu to be paid at time of subdivision.

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Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

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Implementation

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Also, in consultation with administration, the applicant is proposing a Direct Control District. In the original proposal the DC areas were an industrial district which contained many uses that were determined to create moderate impacts beyond the boundaries of the site; contradictory to the ASP. The proposed DC, based on I-C, includes uses where the operations are primarily with an enclosed building and is not dependent to a significant extent upon outdoor storage of goods or materials operationally and meets the policies of the ASP.

Due to the large amount of environmental reserve lands and the alignment of 14 Street NE the I-C parcel is narrow. In addition, due to proximity with an escarpment, an 18 metre building setback is required for all buildings from top of slope. Given these constraints setback relaxations will be considered at time of development permit so that future development can be accommodated effectively.

Infrastructure

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Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

which would allow for partial build-out of the plan area. The functional plans show accommodation for transit and active modes on the local transportation network. Country Hills Boulevard is part of the Primary Transit Network. Potential access points were reviewed in detail, to ascertain limitations due to the escarpments, roadway grades, and proximity to intersections and anticipated turnbays.

Primary access to the site is provided via 14 Street NE, and a future proposed 11 Street NE, with intersections at Country Hills Boulevard. A future roadway, 115 Avenue NE, will provide a connection between 11 St NE and 14 St NE. Analysis shows upgrades will be required to the regional network to accommodate full build out of the plan area. A connection at Deerfoot Trail NE at 128 Avenue NE, and a connection of 128 Avenue NE to Stoney Trail NE (via 11 Street NE) will be required to support continued development of the plan area, as well as upgrades to Country Hills Boulevard NE from Coventry Hills Boulevard to Deerfoot Trail NE. These network upgrades are currently unfunded projects within the City's ten year Investing in Mobility Capital Plan.

Further transportation analysis will be required in conjunction with Tentative Plan(s) and Development Permit(s) applications throughout the course of development to ensure that adequate capacity is available to support the development-generated traffic demands.

Utilities and Servicing

Sanitary Servicing

Sanitary servicing of the plan area will occur by way of a gravity sewer pipe system which will convey sanitary flows to a proposed lift station located within a Public Utility Lot (PUL) at the northeast corner of 115 Avenue NE and 11 Street NE. The lift station is designed to service the Outline Plan area, as well as the adjacent lands to the north. Sanitary flows will be pumped east from the lift station through a forcemain to be installed within 115 Avenue NE and ultimately discharge into a manhole at the intersection of 115 Avenue NE and 14 Street NE where it will be conveyed north through an existing gravity main.

Stormwater Servicing

The plan area contains two storm ponds: the larger pond at the NW corner of the site is a joint facility that will contain all drainage from the Outline Plan area as part of the proposed development and will be expanded in the future when the lands to the north are developed. This facility is bisected by an Enmax transmission line right-of-way that will remain for the foreseeable future. In order to hydraulically link the two ponds, a culvert is proposed across the utility right-of-way. Adequate access easements for maintenance vehicles are proposed on the plan.

The pond on the south boundary of the site is an existing dry pond that was constructed by The City to contain drainage from Country Hills Boulevard NE. Minor reconfiguration of this pond will be required to accommodate the necessary surface improvements within the plan area.

Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

Water Servicing

Installation of a new watermain within 115 Avenue NE, from the existing watermain within 14 Street NE will be required to service the plan area. A main extension within 11 Street from Country Hills Boulevard NE to 115 Avenue NE will also be required to complete a looped system.

Enmax Transmission Line

An existing Enmax Transmission Line runs diagonally across the NW corner of the site. This transmission line will remain for the foreseeable future. Appropriate utility rights-of-way and access easements will be required at the subdivision stage to provide access to maintain the proposed culvert and pond maintenance accesses within the right-of-way.

Abandoned Water Pipeline

An abandoned water pipeline owned by North Star Energy exists within the north west portion of the site. Coordination between the pipeline owners to obtain all required permits and agreements to remove the pipeline will be required at subdivision stage.

Biophysical Impact Assessment

A biophysical impact assessment (BIA) for the site was submitted and reviewed. The BIA identified temporal class II wetlands which requires provincial water act approval prior subdivision. The BIA also noted that no threatened species will be impacted. A regional pathway is shown on the plan and it will be connected to existing regional pathway network.

Stakeholder Engagement, Research and Communication

Engagement and Public Meetings

No public meetings were conducted by the Applicant or Administration in direct relation to this site-specific outline plan and land use redesignation.

Citizen and Community Association Comments

Administration received one (1) letter in opposition to the application, and one (1) letter with concerns with the application. Reasons stated for opposition and overall concern are summarized as follows:

- Loss of open space;
- Loss of natural area;
- Loss of wildlife habitat;
- Visual impacts for adjacent residential; and
- Impacts of industrial uses on adjacent residential ie. odors and noise.

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These concerns have been reviewed by Administration and were considered in the recommendation. Some of the concerns were addressed through the biophysical impact assessment and others will be dealt with at later stages of development.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2011)

The site is located within the “City, Town” area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (Statutory, 2009)

The subject site is located within the Standard Industrial land use typology on the Urban Structure map in the Municipal Development Plan (MDP). The standard industrial land use typology consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities. These areas continue to offer a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained.

Revised Stoney Industrial Area Structure Plan (Statutory, 2006)

The subject site is located within the Revised Stoney Industrial Area Structure Plan (ASP) boundary. In this plan the subject lands are identified as a mix of business/industrial area, retail commercial area, and conservation area. The proposed outline plan and land use amendment application complies with those land use areas and their policies.

Business/Industrial Area

The Business/Industrial Area of the Plan is intended to provide for the development of light industrial uses within the context of a fully-serviced industrial/business park. Light industrial uses shall be the predominant uses of land for these areas. Commercial uses, medium industrial uses, and office uses may also be allowed where determined to be compatible and appropriate. A light industrial use is defined in the Plan as the use of land for industrial purposes that does not create conditions that are determined to have significant adverse impact beyond the boundaries of the site.

ASP also states that no medium industrial uses within the business/industrial area should locate adjacent to nose creek or west of 15 Street NW. As such, only I-C and DC (based on I-C) is being proposed. The uses of the I-C district are primarily light industrial uses as defined by the ASP. Further consideration of the policies of the business/industrial land use area will be considered at the development permit stage of development.

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Retail Commercial Area

The purpose of the Retail Commercial Area is to accommodate a variety of commercial and retail uses within a comprehensively planned commercial centre. Retail commercial uses shall be the predominant use of land within this area and secondary commercial uses may be allowed where determined to be appropriate. The definition of retail commercial use in the ASP is a use of land for the purpose of selling retail goods and services to the final consumers.

The subject site forms a section of an envisioned retail commercial area in the ASP. The proposed C-COR3 land use conforms to the intent for this area in the plan. Further consideration of the policies of the retail commercial area will be considered at the development permit stage of development.

Conservation Area

The Conservation Area of the ARP is intended to provide for the protection of environmentally significant lands within the Stoney Industrial Area, notably Nose Creek. These lands form part of the integrated natural open space system that provides passive and active recreational opportunities. The proposed land use plan protects these lands from development and they are identified on the plan as S-UN or S-SPR.

Social, Environmental, Economic (External)

The Triple Bottom Line Policy outlines that the City of Calgary is committed to sustainable development socially, environmentally, and economically. This proposal promotes sustainable development principles by providing an environment conducive to attracting, retaining and nurturing businesses. The plan protects city environmental assets by providing a 50 metre setback from Nose Creek. The proposal also promotes smart growth principles by providing connections to the regional pathway network attempting to reduce automobile dependence.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time. However, the Country Hills Boulevard road network is nearing capacity and as this area builds out future upgrades may be required.

Risk Assessment

There are no significant risks associated with this proposal and operational and/or project risks which have been identified are being managed.

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Outline Plan in Stoney 1 (Ward 3) at 1350 Country Hills Boulevard NE, LOC2013-0091(OP)

REASON(S) FOR RECOMMENDATION(S):

The proposed outline plan and land use amendment will allow for industrial and commercial uses in alignment with the policies of the Municipal Development Plan and Revised Stoney Area Redevelopment Plan. The recommended land use framework and subdivision design is complementary to other development in the area and will contribute to making this area a business/industrial centre. The proposal protects natural features through the dedication of environmental reserve and will provide cash-in-lieu of the required municipal reserve.

ATTACHMENT(S)

1. Attachment 1 – Applicant's Submission
2. Attachment 2 – Conditions of Approval
3. Attachment 3 – Subdivision Data Sheet
4. Attachment 4 – Proposed Outline Plan
5. Attachment 5 – Proposed Land Use

Applicant's Submission

This application for land use redesignation and outline plan approval is located within the Stoney Area Structure Plan and consists of +/- 21.8 hectares (+/- 54 acres). Melcor Developments Ltd. own the lands that are subject to this outline plan application.

The site is vacant and represent the remaining undesignated land in the Stoney Industrial area located west of Deerfoot Trail. The land use bylaw 1P2007 provides for a very high degree of differentiation in industrial, business and commercial land use classifications. The current land use within the outline plan area is Special Purpose – Future Urban Development (S-FUD) District. This application proposes:

- DC (I-C) Industrial Commercial
- I-C Industrial Commercial
- C-COR3 Commercial Corridor - 3
- S-UN and S-SPR for ER and MR dedications along Nose Creek and the valley wall; and
- S-CRI (PUL) for the regional service storm water facility approved on the adjacent lands

The direct control district is to accommodate an additional use of Place of Worship – Large and Distribution Centre; neither which are currently listed in the I-C district. The addition of these uses is in response to market demand to accommodate such facilities while respecting the industrial character of the area as outlined in the ASP.

The valley wall, Nose Creek channel and floodway will be dedicated as ER.

The proposed land uses are entirely compatible with and complementary to the surrounding lands which have all been approved for similar land use classifications in full conformity with the Stoney Industrial Area Structure Plan.

In addition, no changes are proposed to an approved regional service storm water management facility that is designed to service the subject site. An existing dry pond for drainage associated with Country Hills Blvd. is to be retained and reconfigured. Both storm water management facilities have been approved in previous outline plan approvals.

All streets within the outline plan are sized to meet forecast transportation capacities. Complete Streets Guidelines have been applied to the plan.

On behalf of Melcor Developments Ltd., Urban Systems respectfully requests approval of the outline plan from the Calgary Planning Commission and approval for the land use to be redesignated to industrial, commercial and special purpose districts by City Council.

Conditions of Approval

If this Application is approved, the following Conditions of Approval shall apply:

Subdivision Services:

1. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
2. The developer shall provide money in place of 1.496 ha (3.69 acres) of land to the City of Calgary in lieu of the remaining reserve owing.
3. **With submission of the first tentative plan**, the developer shall submit a land appraisal surcharge (refer to the subdivision fee schedule) to initiate an independent appraisal of the land value for the payment in lieu of reserve owing.
4. The payment in lieu of reserve dedication, as approved by the Subdivision Authority, shall be received in full, **prior to endorsement of the final instrument**. Payment shall be in the form of a bank draft or certified cheque, made payable to The City of Calgary, and shall be submitted directly to the Subdivision File Manager.
5. **Prior to endorsement of the affected tentative plan**, registration of a 3.0m wide easement, to Atco Gas specifications, (October 2, 2017 letter) for an existing service line within the subject lands will be required.
6. As a condition of subdivision, the parcels on the west side of the power line r.o.w. will need to be on the same title as the parcels on the east side. For example, the PUL lots may be Lot 1 PUL in two parts. The same will apply for the ER parcels.

Development Engineering:

7. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
8. **Prior to approval of the first Tentative Plan**, acceptance of the lift station design brief by Water Resources is required.
9. **Prior to release of any Development Permits within the plan area**, the construction drawings related to the lift station shall be approved by Water Resources.
10. **Prior to occupancy of any buildings within the plan area**, provide confirmation that the sanitary lift station and force main on 115 AV NE is constructed and operational.
11. **Prior to the approval of the affected Tentative Plan**, provide confirmation from Water Resources that the proposed staging of the storm ponds is acceptable and will have capacity for the development area.
12. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Evaluation / Slope Stability Assessment, prepared by McIntosh Lalani Engineering Ltd. (File No ML 4617), dated June, 2010.

Conditions of Approval

13. In order to reduce the impact of urban drainage from the development on the receiving waters, the annual stormwater runoff, Low Impact Development and Stormwater Source Control Practices are recommended.
14. Development will be subject to the terms and conditions of a Standard Development Agreement. Contact the Subdivision Development Coordinator, Urban Development for further information.
15. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to:
 - a. Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b. Construct the underground utilities and surface improvements within the boundary of the plan area.
 - c. Construct the underground utilities and surface improvements in the full width of 115 AV, including any required backsloping, along the north boundary of the plan area.
 - d. Construct the 6 lane arterial cross section for Country Hills Boulevard from Deerfoot Trail to the west boundary of the plan area, including boulevards, sidewalks and multi-use pathways, to the satisfaction of the Director of Transportation Planning.
 - e. Construct the ultimate design for the intersection of Country Hills Boulevard and 14 Street NE, including boulevards, sidewalks and multi-use pathways, to the satisfaction of the Director of Transportation Planning.
 - f. Construct the ultimate design for the intersection of Country Hills Boulevard and 11 Street NE; including boulevards, sidewalks and multi-use pathways, to the satisfaction of the Director of Transportation Planning.
 - g. Construct the required storm water management facilities (wet pond, wetlands, etc.) to service the plan area, based on the agreed upon staging with Water Resources, according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - h. Construct any required maintenance access routes to service the stormwater management facilities within the plan area.
 - i. Construct the MR within the plan area.
 - j. Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

Conditions of Approval

16. Rehabilitate the portions of the ER/PUL/private lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director of Parks.
17. Make satisfactory cost sharing arrangements with WAM Development Group for part cost less the payment for oversize of the existing water and storm mains installed in Country Hills BV NE under Stoney Industrial Phase 1 (2007-049).
18. Make satisfactory cost sharing arrangements with WAM Development Group for part cost less the payment for oversize of the existing underground and surface improvements installed in 14 ST NE under Stoney Industrial Phase 1 (2007-049).
19. Make satisfactory cost sharing arrangements with The City of Calgary for part cost less the payment for oversize of the existing surface improvements in Country Hills BV along the south boundary of the plan area.
20. Make satisfactory cost sharing arrangements with The City of Calgary for part cost less the payment for oversize of the existing storm main installed in Country Hills BV along the east boundary of the plan area.

Transportation:

21. **In conjunction with each Tentative Plan and Development Permit** (excepting Stripping & Grading), it must be demonstrated to the satisfaction of the Director, Transportation Planning that capacity on the regional transportation network is available to accommodate the development-generated traffic demands. Additional transportation analysis will be required with each application to confirm that the proposed land use intensities can be supported by the transportation network expected to be in-place at that time.

The Regional Transportation Network required to support full development of the Stoney Industrial ASP area, Planning Cell 'C' includes:

- A. Country Hills Boulevard NE – upgrade of Country Hills Boulevard NE, from Coventry Hills Boulevard NE to Deerfoot Trail NE, inclusive to the Ultimate Stage six (3-3) basic lanes (inclusive of six (3-3) basic lanes across Deerfoot Trail), plus auxiliary lanes, as required; and
- B. 128 Avenue NE – design and construction of 128 Avenue NE to the Ultimate Stage six (3-3) basic lanes from Stoney Trail NE to Deerfoot Trail NE. This may include a new interchange connection at Deerfoot Trail NE, or components of the interchange connecting 128 Avenue NE to Deerfoot Trail NE. This may also include a connection of 128 Avenue NE (via 11 Street NE) connecting to Stoney Trail.

The projects noted, above required to support full development of the Stoney Industrial ASP area are currently unfunded within The City's ten-year Investing in Mobility capital plan.

Conditions of Approval

22. **In conjunction with the Initial Tentative Plan**, the Developer shall dedicate the right-of-way required to accommodate widening of Country Hills Boulevard NE to three westbound lanes (widening to outside median), an eight meter wide boulevard (accommodating a 3m wide multi-use pathway), and auxiliary lanes as required from 14 Street NE to the west boundary of the Outline Plan, to the satisfaction of the Director, Transportation Planning.
23. **In conjunction with the Initial Tentative Plan**, the Developer shall dedicate the right of way required to accommodate widening of the southbound carriageway of 14 Street NE plus a 7m wide boulevard (accommodating a 1.4m sidewalk), from 115 Avenue NE to Country Hills Boulevard NE, to the satisfaction of the Director, Transportation Planning.
24. **In conjunction with the Initial Tentative Plan**, the Developer at its sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries shall upgrade the following Arterial Roadways to the satisfaction of the Director, Transportation Planning: Country Hills Boulevard NE – widening of the westbound lanes (one additional lane) + multi-use pathway from 14 Street NE to the west boundary of the Outline Plan + auxiliary lanes as required, inclusive.
25. **In conjunction with the Applicable Tentative Plan**, the Developer at its sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries shall upgrade the following Arterial Roadways to the satisfaction of the Director, Transportation Planning: 14 Street NE – widening of the roadway between 115 Avenue NE and Country Hills Boulevard NE to accommodate dual left-turn lanes southbound to eastbound direction, transit bus lay-by south of 115 Avenue NE (southbound), and a 1.4 sidewalk within the southbound boulevard from 115 Avenue NE to Country Hills Boulevard NE.
26. **In conjunction with the Applicable Tentative Plan**, the Developer at its sole expense, subject to normal oversize, endeavours to assist and boundary cost recoveries, shall upgrade the intersection of Country Hills Boulevard NE at 14 Street NE to the satisfaction of the Director, Transportation Planning as follows:
 - A. Design and construction of dual left-turn eastbound to northbound;
 - B. Design and construction of free right-turn lane southbound to westbound direction;
and
 - C. Any auxiliary works necessary as part of the intersection upgrades.

If the upgrades noted, above cannot be accommodated, development within the subject lands (applicable Tentative Plan or Development Permit) may be limited, or additional upgrades to the network may be required, to the satisfaction of the Director, Transportation Planning.
27. **In conjunction with the Applicable Tentative Plan and Development Permit** (excepting Stripping & Grading), the Developer shall dedicate the right-of-way, or register a road plan to the satisfaction of the Director, Transportation Planning for the entirety of 11 Street NE, from 115 Avenue NE to Country Hills Boulevard NE, inclusive to accommodate an Industrial Arterial standard roadway, and for at-grade intersections, in accordance with the Outline Plan.

Conditions of Approval

The dedication of 11 Street NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or The City of Calgary) can occur in a contiguous and timely manner.

28. **In conjunction with the Applicable Tentative Plan and Development Permit** (excepting Stripping & Grading), the Developer shall dedicate the right-of-way, or register a road plan, or execute and register a Public Access Easement Agreement and right of way plan, to the satisfaction of the Director, Transportation Planning for the entirety of 115 Avenue NE, from 11 Street NE to 14 Street NE, inclusive to accommodate an Industrial Street standard roadway, and for at-grade intersections, in accordance with the Outline Plan.

The dedication of 115 Avenue NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer, or adjacent Developers (or The City of Calgary) can occur in a contiguous and timely manner.

29. **In conjunction with the Applicable Tentative Plan and Development Permit** (excepting Stripping & Grading), the Developer at its sole expense shall design and construct the entirety of 11 Street NE, from 115 Avenue NE to Country Hills Boulevard NE, inclusive to the satisfaction of the Director, Transportation Planning.
30. **In conjunction with the Applicable Tentative Plan and Development Permit** (excepting Stripping & Grading), the Developer at its sole expense shall design and construct the entirety of 115 Avenue NE, from 11 Street NE to 14 Street NE, inclusive to the satisfaction of the Director, Transportation Planning.
31. **In conjunction with the Applicable Tentative Plan and Development Permit**, a 10m wide access easement shall be registered over the parcel to the north to provide access to the intersection of 11 Street and 115 Avenue NE. An Access Easement Agreement and right of way plan shall be executed and registered on the applicable title(s) **concurrent with the registration of the final instrument** at the Tentative Plan stage.
32. **In conjunction with the Applicable Tentative Plan and Development Permit** (excepting Stripping & Grading), the Developer is responsible for design and construction of all roadways and intersections within the plan area, to the satisfaction of the Director, Transportation Planning. Design and construction of the roadways and ancillary infrastructure shall be at the Developer's sole expense, subject to normal oversize and endeavours to assist.
33. **In conjunction with the applicable Tentative Plan and Development Permit**, all access to parcels within the subject lands shall be located and designed to the satisfaction of the Director, Transportation Planning.
34. **In conjunction with the applicable Tentative Plan**, transit stops shall be provided to the satisfaction of the Director, Transportation Planning.

Conditions of Approval

35. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning **concurrent with the final instrument** prohibiting the construction of driveways or access to the subject lands over the bus loading area(s).
36. **In conjunction with the applicable Tentative Plan**, bus bays shall be provided along Country Hills Boulevard NE and 14 Street NE, to the satisfaction of the Director, Transportation Planning.
37. **In conjunction with the applicable Tentative Plan or Development Permit**, Transit shelter(s) shall be provided as stipulated by the Director, Transportation Planning and shall be supplied and installed at the Developer's sole expense. The shelter(s) shall be installed by Transit upon receipt of satisfactory payment.
38. Direct vehicular access to 11 Street is restricted to the following:
- A. Direct (driveway) right-in and right-out only vehicular access to 11 Street NE for DC (I-C) Sites 1 and 2 shall only be permitted within the areas identified in yellow on the outline plan;
 - B. A single (one) right-in only access, located on the east side of 11 Street, northerly from Country Hills Boulevard NE will be considered. Such access shall be designed with a right-turn channelization to the satisfaction of the Director, Transportation Planning. The required right-of-way stub for this right-turn only access shall be provided at the applicable tentative plan or development permit; and
 - C. A single (one) all-turns intersection to 11 Street for DC (I-C) Sites 1 and 2 will be permitted located 260m centreline spacing from Country Hills Boulevard NE.

Restrictive covenants shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.

39. Vehicular access to 14 Street NE is restricted to the following:
- A. No direct (driveway) vehicular access to 14 Street NE C-COR3 sites be permitted; and
 - B. One right-in / right-out driveway may be considered for vehicular access to 14 Street NE for the I-C site, subject to clear demonstration of need, and design of the access, including right-turn channelization to the satisfaction of the Director, Transportation Planning; and
 - C. A single (one) all-turns intersection to 14 Street will be permitted located 215m centreline spacing from Country Hills Boulevard NE.

Restrictive covenants shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.

40. Direct vehicular access to 115 Avenue NE is only permitted within the area identified in yellow on the outline plan, to the satisfaction of the Director, Transportation Planning. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.

Conditions of Approval

41. No direct vehicular access shall be permitted to or from Country Hills Boulevard NE and a restrictive covenant shall be registered on all applicable lot(s) **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
42. **In conjunction with the applicable Tentative Plan**, temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 metres is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 metres. If road construction or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transportation Planning.
43. At the discretion of the Approving Authority, prior to or concurrent with the submission of any tentative plan or development permit, updated concept drawing(s) may be required; the concept plan(s) shall illustrate co-ordination and comprehensively planned pedestrian and vehicular connectivity between sites within the outline plan area. The concept plan(s) shall include the following elements:
 - (i) Regional and local pathways, transit stops and transit routing;
 - (ii) Access, internal roads, general on-site building footprints, site layout, internal pedestrian circulation, parking areas, loading areas and amenity spaces.
 - (iii) Identification of the required access easement areas over internal roads necessary to service the parcels for emergency access and vehicular circulation purposes.
44. Should DC(I-C) Sites 1 and 2 be further subdivided, minimum 7.2m wide private road rights-of way are required connecting between the parcels to provide each with 3 public accesses to 11 Street NE. An Access Easement Agreement and right of way plan for the private roads shall be executed and registered on the applicable title(s) **concurrent with the registration of the final instrument** at the Tentative Plan stage.
45. At the applicable tentative plan for the I-C and C-COR3 sites, minimum 7.2m wide private road rights-of way are required connecting between the parcels to provide each with 2 public access locations. An Access Easement Agreement and right of way plan for the private roads shall be executed and registered on the applicable title(s) **concurrent with the registration of the final instrument** at the Tentative Plan stage.
46. 6.0m wide public access easements are required over the DC (I-C) Site 1 parcel and the adjacent land to the north to provide maintenance access to the adjacent S-CRI (PUL) ponds. A Public Access Easement Agreement and right of way plan shall be executed and registered on the applicable title(s) **concurrent with the registration of the final instrument** at the Tentative Plan stage.

Parks:

47. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide Parks with a copy of the *Water Act* approval, issued by Alberta Environment, for the proposed wetland disturbance.

Conditions of Approval

48. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
49. **Prior to the approval of the affected tentative plan**, finalized concept plans for all Municipal Reserve (MR) sites shall be submitted for Parks' review and approval.
50. UPDATED: With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored and shall adhere to the City Habitat Restoration Project Framework. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.
51. As per the *Open Space and Municipal Development Plan*, a building setback zone of 18 metres is required from the top of all escarpments in the plan area. At development permit stage, a relaxation of up to 9 metres maybe granted, pending a shadow study to determine that there is no excess shadow on the Environmental Reserve, and a post-development Slope Stability Report.
52. Prior to approval commencement of any stripping and grading related to the site and during all phases of construction, the developer shall install protection measures along the defined boundaries of the Environmental Reserve (ER) designate lands to be retained in order to prevent excessive overland drainage and siltation onto said areas during all phases of construction, in accordance with The City's "Guidelines for Erosion and Sediment Control", to the satisfaction of the Manager of Urban Development and the Director of Calgary Parks. Contact the Parks Development Inspector (Office 403-268-1358) to approve the location prior to commencement of Stripping and Grading activities.
53. **Prior to the approval of a stripping and grading permit**, a Development Agreement or a subject area Tentative Plan, Parks requires details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.
54. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
55. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' ***Development Guidelines and Standard Specifications – Landscape Construction*** (current version), to the satisfaction of the Director of Parks.
56. The developer shall restore, to a natural state, any portions of the ER lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Parks Development Inspector.
57. Plant all public trees in compliance with the approved Public Landscaping Plan.

Conditions of Approval

58. Public access easements shall be registered on any regional pathway routes located on private lands **concurrent with the registration of the final instrument at the Tentative Plan stage.**
59. **Prior to the approval of landscape construction drawings,** the developer shall confirm fencing requirements adjacent to MR and ER parcels to the satisfaction of the Director, Calgary Parks.

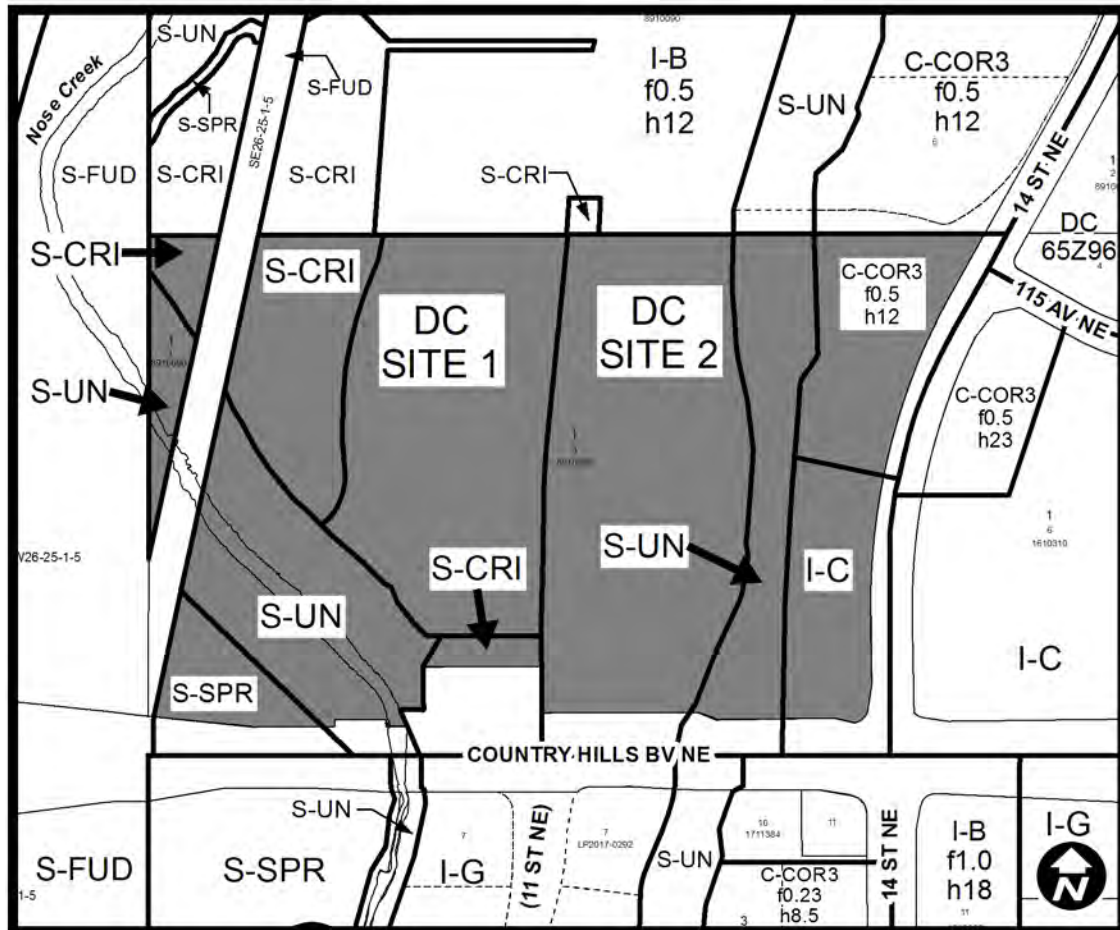
Data Sheet

DATA SHEET FOR OUTLINE PLANS									
APPLICANT Urban Systems Ltd.				APPLICANT'S ADDRESS 101, 2716 Sunridge Way NE, Calgary, AB					
OWNER Country Hills Communities Inc.				OWNER'S ADDRESS 900, 10310 Jasper Avenue Edmonton, AB					
DEVELOPER Melcor Developments Ltd.				DEVELOPER'S ADDRESS 300, 1204 Kensington Road NW, Calgary AB					
NAME OF COMMUNITY/AREA Stoney 1							PHASE/STAGE 1		
LEGAL DESCRIPTION Portion of 26-25-1-W5M				MUNICIPAL ADDRESS 1350 Country Hills Boulevard NE, Calgary AB					
AREA STRUCTURE PLAN/DESIGN BRIEF/COMMUNITY PLAN Stoney Industrial ASP							HECTARES		ACRES
EXISTING LAND USE DISTRICTS (ZONING) S-FUD				GROSS AREA OF PLAN		21.85		54.01	
				Less: ENVIRONMENTAL RESERVE		4.41		10.91	
PROPOSED LAND USE DISTRICTS (ZONING) DC(I-C), I-C, C-COR3, S-SPR, S-UN and S-CRI				NOSE CREEK		0.40		0.99	
				GROSS DEVELOPABLE AREA		17.04		42.11	
		NET AREA				Anticipated Number of Lots	Maximum Number of Lots		
		Hectares		Acres					
LOW DENSITY RESIDENTIAL	R-C1L	ha		ac					
	R-C1	ha		ac					
	R-C1N	ha		ac					
	R-C2	ha		ac					
	R-1	ha		ac					
	R-1N	ha		ac					
	R-2	ha		ac					
	R-2M	ha		ac					
	R-MH	ha		ac					
	R-CG	ha		ac					
OTHER RESIDENTIAL (comprehensively-designed residential, multi-family, etc)	Parcel Number					Anticipated # of units	Max # of units		
	Parcel #	ha		ac					
	Parcel #	ha		ac					
	Parcel #	ha		ac					
OTHER LAND USES	Industrial	1.24	ha	3.06	ac	7			
	Commercial	1.51	ha	3.73	ac	9	%		
	Other DC(I-C)	8.99	ha	22.22	ac	53	%		
ROADS	Credit	2.06	ha	5.09	ac	12	%		
	Non-Credit		ha		ac		%		
	Public Util Lot	2.55	ha	6.30	ac	15	%		
RESERVES	Credit	0.69	ha	1.71	ac	4	%		
	Non-Credit		ha		ac		%		
DENSITY	Projected					Maximum			
	Total Number of Units	units				units			
	Overall Density of Outline Plan	uph		upa		uph		upa	
*All the percentages are based on gross developable area									

Proposed Outline Plan



Proposed Land Use District Map



A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 6.06

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Land Use Amendment in West Hillhurst (Ward 7) at 2002 Westmount Drive NW, LOC2018-0006

EXECUTIVE SUMMARY

This application has been submitted by Jennifer Dobbin on January 10, 2017 on behalf of Pritma Puneet Dhillon-Chattha. This application proposes to change the designation of a single parcel (± 0.042 hectares) to allow for:

- mixed-use buildings (e.g. commercial storefronts with apartments or offices above);
- commercial uses facing a commercial street;
- the conversion of existing residential buildings into commercial uses;
- a maximum building height of 11.0 metres (an increase from the current maximum of 10.0 metres);
- a maximum floor to parcel area ratio (FAR) of 0.4; and
- the uses listed in the proposed M-U1 designation.

This application is deemed appropriate and in keeping with applicable policies in the *Municipal Development Plan*. There is no local area plan for the community.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares \pm (0.10 acres \pm) located at 2002 Westmount Road NW (Plan 1197FW, Block 5, Lot 5) from Residential - Contextual One / Two Dwelling District (R-C2) District **to** Mixed Use – General (MU-1f0.4h11) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

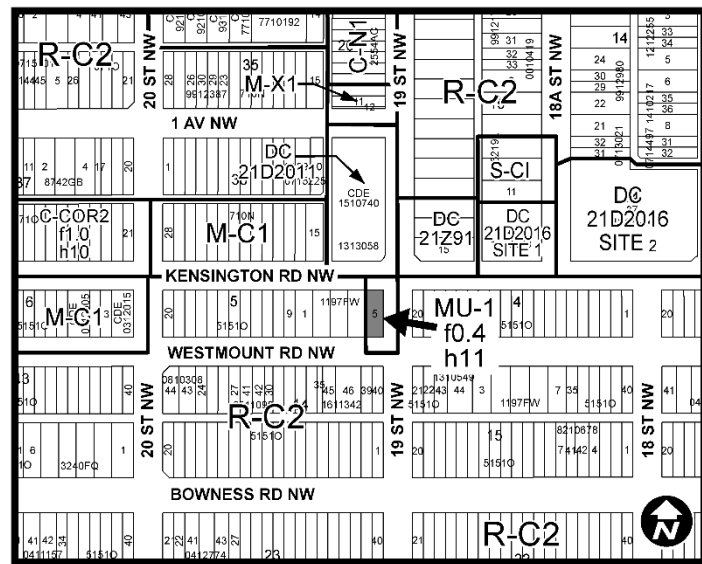
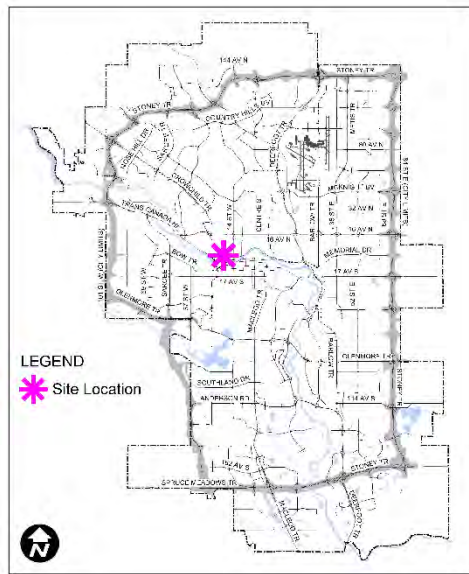
None.

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Location Maps



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BACKGROUND

Site Context

The subject site is located in the northwest community of West Hillhurst. The subject site is located on and addressed from Westmount Road, but has a rear property line with Kensington Road NW. Kensington Road NW is identified as a Neighbourhood Main Street on Map 1- Urban Structure of the Municipal Development Plan.

Development along Kensington Road NW consists of a mix of commercial and residential uses, at a variety of scales. Development along the north side of Kensington Road NW consists of a mix of residential, commercial, mixed-use and institutional development (i.e. schools and places of worship) at a variety of scales including older bungalows, townhouses, low-rise apartments, mid-rise apartment buildings, strip commercial developments and newer mixed use developments (Savoy condominiums and the redeveloped Kensington Legion). The south side of Kensington Road NW (parcels addressed to Westmount Road NW), generally consists of low-density residential development (single detached, semi-detached and rowhouse developments), with a small commercial node at 21 Street NW.

The block located on the northern half of Westmount Road/southern half of Kensington Road NW between 14 Street NW and Crowchild Trail NW is a unique circumstance in the city of Calgary for two reasons: first, it has an unusual block orientation, with lots backing, rather than fronting onto a main street, and second, this portion of Kensington Road NW was not originally intended as a main street due to particular historic circumstances.

Originally, what is now Bowness Road NW (one block to the south of Westmount Road NW) was designed and oriented as the main street through the community. As early as the 1920s, Bowness Road NW was the primary east/west road from the then developing community of Hillhurst and Sunnyside to the areas to the west (Bowness or Montgomery had not developed as residential communities at this time, but farmsteads were located in these areas). The design of the road, with median boulevards, reflects this intent. By the 1940s, with the development of Bowness and Montgomery (there was no development between West Hillhurst and Montgomery at this time), Bowness Road NW further solidified its function as the main connection to these new communities, as Kensington Road NW had not been extended much past 14 Street NW. When Kensington Road NW was extended west in the late 1940s/early 1950s towards what is now Crowchild Trail NW, because there was only room for 3 blocks of residential lots between Bowness Road and Kensington Road NW, lots along Westmount Road NW were made to “back” onto Kensington Road NW.

However, in the 1950s, the function of Bowness Road and Kensington Road NW changed. Kensington Road NW was extended west from 14 Street NW and connected to what is now Parkdale Boulevard NW. Bowness Road NW (from 14 Street NW to what is now Crowchild Trail NW), was then realigned to intersect with Kensington Road at 25 Street NW. Bowness Road NW was no longer a direct east/west connector to the developing communities of Parkdale, Montgomery and the remainder of West Hillhurst – Kensington Road took on that function. This connection for Bowness Road was further severed on the west end when Crowchild Trail NW

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was built in the 1970s and on the east end the 1980s when the intersection of Bowness Road and 14 Street NW was removed, with only limited turns provided onto Bowness Road NW, with no through movements allowed.

These developments, occurring over several decades, had the effect of relocating the east/west main street through West Hillhurst from Bowness Road to Kensington Road NW. However, as the parcels backing on the south side of Kensington Road NW demonstrate, the road was not originally intended as a main street, and it's scattered and poorly oriented development pattern is a reflection of that history.

In addition to its unique lot orientation, Kensington Road, between 14 Street and Crowchild Trail NW, is also undergoing a transition from a primarily low-density residential street to a commercial street. This transition is not new to Calgary, as it was the same for many of Calgary's main streets such as 17 Avenue SW, 33 Avenue SW (Marda Loop), and Kensington Road NW east of 14 Street NW. Each of these streets were originally developed with primarily single detached homes. As the city grew around them, and the neighbourhoods they served increased in population, these streets transitioned gradually from a primarily residential street to a primarily commercial street. These transitions typically involved a progression of development that started with conversion of original residences into commercial spaces (for example the several homes located east of 8 Street on the south side of 17 Avenue), then involved small additions to residential buildings to allow for a commercial use, moving on to redevelopment of small scale commercial buildings and eventually larger scale redevelopments for mixed use or commercial buildings. The proposed redesignation represents an early step in this transition.

As identified in *Figure 1*, the community of West Hillhurst peaked either at or before 1968 (the earliest census numbers available are from 1968). The community has experienced gradual growth from its nadir in 1995 and is trending to regain the population it has lost over the last 50 years.

Figure 1: Community Peak Population

West Hillhurst	
Peak Population Year	1968
Peak Population	6,871
2017 Current Population	6,338
Difference in Population (Number)	-533
Difference in Population (Percent)	-7.8%

Additional demographic and socio-economic information may be obtained on [West Hillhurst - Community Profile](#) online page.

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LOC2018-0006**

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use

The application proposes to redesignate the parcel from Residential Contextual One/Two Dwelling (R-C2) District to the Mixed Use – General (MU-1f0.4h11) District. The M-U1 district allows for wide array of commercial and residential uses and provides for flexibility of uses at grade (a wide variety of commercial and residential uses are allowed at grade).

The proposed redesignation will allow for the conversion of the existing residence into a commercial use (retail and consumer service) as intended by the applicant. The FAR and height are proposed to be of a moderate intensity given that the parcel has not been consolidated with others, and that greater intensity redevelopment of the parcel will be difficult without consolidation. Additionally, given the parcel is located on a main street, it is expected to undergo a main streets exercise within the next five years. The M-U1 designation is generally in keeping with main streets land uses, so a future main streets initiated redesignation may not be a fundamental change in the use of the parcel (although the FAR and height may increase).

Other land uses, such as C-N1 and C-COR1 were investigated for this application. The C-N1 land use was deemed inappropriate for the parcel, as it would not facilitate future redevelopment at a scale envisioned for main streets (the maximum floor area ratio is 1.0) and is primarily intended for small-scale commercial development. The C-COR1 district was deemed inappropriate as it does not allow residential uses at grade (which may be necessary if the proposed use does not prove to be viable, or in a redevelopment scenario where residential uses should face Westmount Road), nor does it allow various other commercial uses at grade, such as medical clinics, instructional facilities or offices which restrict the flexibility of the site to develop in the future as a mixed-use building.

The proposed land use redesignation is a natural and organic transition for the parcel, and Kensington Road NW in general, from a residential character to a commercial character. The proposed land use allows for the conversion of the existing residence to a commercial use, while also allowing future redevelopment, ideally if the parcel can be consolidated with several other parcels adjacent. The proposed land use district also allows flexibility in the use of the parcel by allowing residential uses at grade. This may be required should the proposed commercial use not prove to be viable, and the building converted back to residential, or in the case of a redevelopment scenario, where residential uses at grade facing Westmount Road NW may be more appropriate given the residential nature of that street.

Infrastructure

Transportation Networks

The roadway network has sufficient roadway and intersection capacity to accommodate the land use change.

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Kensington Road NW forms the northern boundary of this site. Kensington Road NW is classified as a Neighborhood Boulevard, and will support the Bowness / 17 Avenue NE BRT as a primary transit route.

Nineteenth Street NW is a collector road, and has a cycle lane along the curb adjacent to the site.

Bus routes 1, 305, and 404 are within close proximity to the site. The nearest bus stops are within 50 metre walking distance (westbound Route 1) and 115 metre walking distance (eastbound Routes 1, 305, and 404).

The site is conducive to active modes and transit as alternative modes of transportation.

Utilities and Servicing

Water and sanitary sewer mains are available to service site. Storm sewers are unavailable. Low impact development measures, a temporary drywell/catch basin system or a main extension may be designed for the site at the Development Site Servicing Plan stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant external stakeholders (e.g. YYC, Enmax, etc.) and notice was posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online. Following this Calgary Planning Commission meeting, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, the Commission's recommendation and the date of the Public Hearing will be advertised. The applicant held a meeting with the community association prior to submission of the application.

Citizen and Community Association Comments

The West Hillhurst Community Association identified by email that they generally supported the application but noted concerns in the area regarding parking, and expressed a desire for a more comprehensive development in this location (see Attachment 2).

Eight citizens' comments were received by the Calgary Planning Commission report submission date. Concerns and comments included:

- Concerns about lack of off-street parking for the proposed development;
- Increase in traffic at Kensington Road/19 Street NW, and resulting impacts on transit and emergency services;
- General support for redevelopment and rejuvenation of the parcel; and
- Decrease in property values.

**Land Use Amendment in West Hillhurst (Ward 7) at 2002 Westmount Drive NW,
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Resident concerns regarding on-street parking will be assessed at the development permit stage. Given the small-scale nature of the use, a parking relaxation may be warranted. For traffic concerns, while there may be some increase in traffic, given the size of the intended use, the impact will be minimal. Property values are not a consideration for planning applications.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory, 2009)

The subject site is located within a Neighbourhood Main Street according to Urban Structure Map (Map 1) of the *Municipal Development Plan* (MDP).

Several policies for the main streets in the *Municipal Development Plan* pertain the subject site. Some of these policies include:

- 3.4.1 (a) Main Streets should provide for a broad mix of residential, employment and retail uses.
- 3.4.1 (c) Commercial development along the Main Street should be oriented to the transit street and public sidewalk.
- 3.4.1 (d) Develop an active street environment by encouraging retail and service uses at-grade with residential and office uses on upper floors along the Main Street core areas, with grade oriented residential uses in other areas.
- 3.4.1 (g) Retail buildings should provide front-door openings facing the transit street and principal public areas.
- 3.4.1 (h) Appropriate transition of building scale between developments in the *Main Street*.

The proposed development adheres to these policies by providing a mix of uses along Kensington Road, allowing for the access for the parcel to switch to Kensington Road (at development permit stage) and keeping within the scale and character of the community.

Social, Environmental, Economic (External)

The proposal has the potential to continue allow for and further support a mix of uses in West Hillhurst and provide local amenities for community residents.

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**Land Use Amendment in West Hillhurst (Ward 7) at 2002 Westmount Drive NW,
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Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed land use redesignation is aligned with applicable policies identified in the Municipal Development Plan. The proposal allows for the conversion of an existing residential dwelling into a commercial use, more in keeping with the policies for the Neighbourhood Main Street of Kensington Road, and the function and orientation of the street. The proposed redesignation also sets the stage for future redevelopment of the site.

ATTACHMENT(S)

1. Applicant's Statement
2. Community Association Comments

APPLICANT'S SUBMISSION

This application proposes to re-designate a property located at 2002 Westmont Road NW, in the community of West Hillhurst, from R-C2, Residential - Contextual One / Two Dwelling to an M-U1 Mixed Use - General district to with height and density modifiers to match the existing build-form with a small addition contemplated.

The parcel faces onto 2002 Westmount Drive NW, and is a corner lot with the East side facing onto 19th Street NW and the rear of the property abutting Kensington Road NW. The intention of the commercial use is to reverse the facing side of the building to face Kensington Road NW in compliance with policy and intentions aligned with the Main Street program. Surrounding lands include a five-storey apartment building to the North, across Kensington Road (the Savoy Building), and R-C2 single family homes surrounding the site to the West and East.

The build-form is to remain the same height (at 10m) and includes a small addition to the North side of the building to create a commercial entrance facing Kensington Road.

Due to access restrictions and the proximity to Kensington Road and 19th Street NW, the applicant is seeking a full relaxation of on-site parking requirements for the Permitted Use of a Retail and Consumer Service that would require 2 on-site stalls.

Public Engagement - The applicant met with the West Hillhurst Community Association prior to application and circulated a flyer to all buildings within 200m of the site prior to the application inviting neighbour engagement. One email response to the flyer has been received at the time of application with concerns about parking (will be provided to file manager).

COMMUNITY ASSOCIATION COMMENTS

Hello,

The WHCA Planning Committee offers the following comments on LOC2018-0006:

- The committee supports commercial use at this location. However, the applicant intends to utilize the existing residence and a more comprehensive redevelopment that enhances the corner and addresses parking would be preferable.
- Parking is a major concern at the location
- The committee has received letters from residents concerned about the increased parking demands a new business would bring to their street.

Thank you,

Karen Dahl
WHCA Planning Committee Coordinator

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and breeches with gaiters. They are holding a theodolite mounted on a tripod. The surveyor's right hand is near the eyepiece, and their left hand is near the base of the tripod. The background is plain white.

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Item 6.07

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Land Use Amendment in Residual Sub-Area 5E (Ward 5) at 12011 – 84 Street NE, LOC2017-0027

EXECUTIVE SUMMARY

This application, submitted by Remax Complete Development Services Ltd on 2017 January 31 on behalf of the landowner, 1732370 Alberta Ltd (Bobby Kailey). The application proposes to apply a Direct Control District based on the Special Purpose – Future Urban Development (S-FUD) District that adds “Vehicle Storage – Large” as a discretionary use.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 7.91 hectares \pm (19.55 acres \pm) located at 12011 – 84 Street NE (NE1/4 Section 25-25-29-4) from Special Purpose – Future Urban Development (S-FUD) District **to** DC Direct Control District to accommodate large vehicle storage with guidelines (APPENDIX II)
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

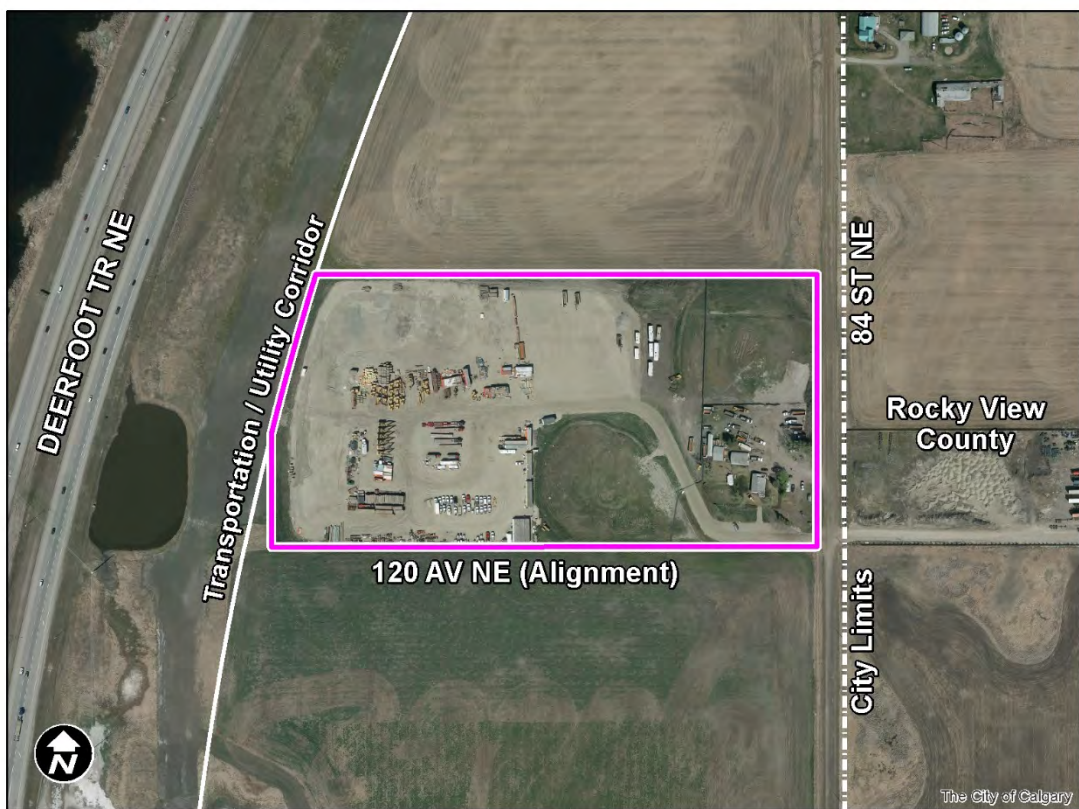
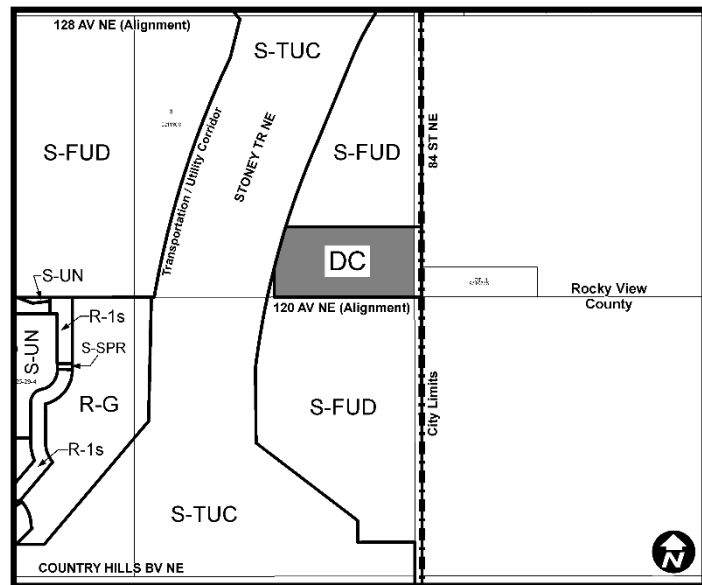
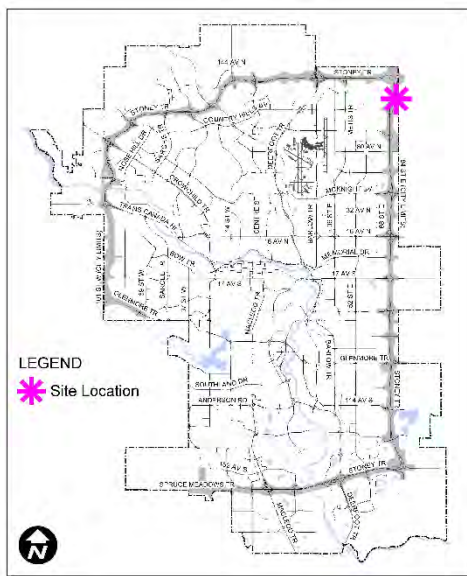
None.

BACKGROUND

The 7.91 hectare (19.55 acre) un-serviced site is located on the east side of Stoney Trail off 84 Street NE. It is currently designated as a Special Purpose – Future Urban Development (S-FUD) District. Currently, the site is approved for Vehicle Storage – Recreational, under a 5 year temporary permit that expires on May 14, 2019. This site was also previously used for storage of heavy machinery related to a new gas line being installed by the Province.

**Land Use Amendment in Residual Sub-Area 5E (Ward 5) at 12011 - 84 Street NE,
LOC2017-0027**

Location Maps



**Land Use Amendment in Residual Sub-Area 5E (Ward 5) at 12011 - 84 Street NE,
LOC2017-0027**

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The applicant originally requested the addition of three uses, vehicle storage – large, equipment storage, outdoor storage. However, the Intermunicipal Development Plan (IDP) between The City of Calgary and Rocky View County does not allow temporary or permanent industrial uses for the subject site. Therefore, Administration directed that the applicant amend the application to only propose adding “Vehicle Storage – Large” to the existing uses allowed in the Special Purpose – Future Urban Development (S-FUD) District. The applicant understood the restrictions of the IDP and supports this approach.

Infrastructure

Transportation Networks

The subject site is accessed from 84 Street NE, north of Country Hills Boulevard. It is close to the interchange for Stoney Trail and Country Hills Boulevard. No new accesses to 84 Street NE will be required as a result of this application and a Transportation Impact Assessment was not required to support the application.

Utilities and Servicing

The site currently utilizes private services for an existing building on-site that functions as the site office. Servicing plans will be developed when comprehensive planning takes place for the area and surrounding land. Stormwater management will be considered and reviewed at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration’s standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online. The application was also circulated to Rocky View County and no objections were received.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission’s recommendation and the date of the Public Hearing will be advertised.

There is no Community Association representing this area.

No citizens’ comments were received by the Calgary Planning Commission report submission date.

**Land Use Amendment in Residual Sub-Area 5E (Ward 5) at 12011 - 84 Street NE,
LOC2017-0027**

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the South Saskatchewan Regional Plan (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns. In particular, the site location adjacent Stoney Trail and this proposal for it to remain designated for future urban development, within the proposed Direct Control District, retains the site for a future comprehensive development planning for it and the surrounding areas east of the site.

City of Calgary and Rocky View County Intermunicipal Development Plan

The site is located within a residual long-term growth area, according to Map 3 – Residual Long Term Growth Areas. The policies of section 7.1 allow a limited range of temporary uses prior to comprehensive development. This includes outdoor storage of recreational vehicles, agricultural machinery and automobiles. It does not allow limited service industrial development, even as a temporary use. Examples of unacceptable uses listed included salvage yards, pipe storage, and auto wrecking. Therefore, the applicant's original request to allow for equipment storage and outdoor storage were not suitable as per policy 7.1.5 of the Intermunicipal Development Plan. Storage of Large Vehicles is deemed acceptable as it does not create permanent conditions on the site that would inhibit future comprehensive planning.

Municipal Development Plan (Statutory, 2009)

The subject is located within the Future Greenfield area, according to Map 1 – Urban Structure. Policy 3.6.2 discusses the options for these areas. These policies discourage premature subdivision and development while allowing a limited range of uses that do not compromise the developability of the land for urban purposes.

The new use of "vehicle storage – large" does not compromise the future developability of the land as it does not require the development of any new temporary or permanent buildings.

No subdivision of this parcel is required to facilitate the use proposed for the site. The applicant has not indicated a desire to subdivide and the existing rules of the Special Purpose – Future Urban Development (S-FUD) District do not allow further subdivision.

Social, Environmental, Economic (External)

The recommended land use addition to the S-FUD district for this parcel enables the storage of large vehicles on land already previously used for similar uses and that is in proximity to major vehicle transportation networks.

A Biophysical Impact Assessment (BIA) was submitted in support of the application. It did not trigger any changes to the use of the site now or in the future.

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**Land Use Amendment in Residual Sub-Area 5E (Ward 5) at 12011 - 84 Street NE,
LOC2017-0027**

Financial Capacity

Current and Future Operating Budget:

No impacts.

Current and Future Capital Budget:

No impacts.

Risk Assessment

There are no significant risks with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal conforms to the policies of the *City of Calgary and Rocky View County Intermunicipal Development Plan* and is in keeping with the policies of the *Municipal Development Plan*. The proposed addition would allow storage of large vehicles on a site already being used for vehicle storage. The additional use does not inhibit comprehensive land use planning for the site or surrounding area.

ATTACHMENT(S)

1. Attachment 1 – Applicant's Submission
2. Attachment 2 – Proposed Direct Control Guidelines

Applicant's Submission

The Owner would like to redesignate the Property from its current approved (S-FUD) Special Purpose – Future Urban Development District to allow “Vehicle Storage – Large” as an additional use. In order to operate a vehicle and storage business including trucks, Passenger vehicles, Recreational Vehicles and other large vehicles.

Proposed Direct Control Guidelines

Purpose

- 1 This Direct Control District is intended to:
 - (a) allow for storage of large vehicles in addition to existing **uses** allowed in the Special Purpose – Future Urban Development (S-FUD) District.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 The **permitted uses** of the Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:
 - (a) **Vehicle Storage – Large.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 apply in this Direct Control District.

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

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Land Use Amendment in Saddle Ridge (Ward 5) at 7704-80 Avenue NE, LOC2015-0205

EXECUTIVE SUMMARY

This application has been submitted by Michel Berdnikoff and Kellam Berg Engineering and Surveys Ltd. on behalf of Dhillon Real Estate Ltd. This combined outline plan and redesignation application proposes an outline for the future subdivision and development of 3.47 hectares (8.54 acres) of land in the northeast community of Saddle Ridge. This proposal provides for:

- 0.61 hectares (1.50 acres) for narrow lot single detached homes (R-1N);
- 1.69 hectares (4.16 acres) for semi-detached and rowhouses (R-2m);
- 0.78 hectares (1.92 acres) for grade-oriented multi-residential development (M-G);
- 0.40 hectares of public park space (S-SPR); and
- public roads in the form of rear lanes and corner “knuckles”.

The proposed land use districts provide for a variety of residential development forms, along with a public park to provide for the amenity of local residents. The application conforms to the *Saddleridge Area Structure Plan*.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 3.47 hectares ± (8.57 acres ±) located at 7704 - 80 Avenue NE (SE1/4 Section 13-25-29-4) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Narrow Parcel One Dwelling (R-1N) District, Residential – Low Density Multiple Dwelling (R-2M) District, Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The subject lands are former Transportation Utility Corridor lands owned by Alberta Transportation. The parcel was deemed surplus by Alberta Transportation following the construction of Stoney Trail, and was made available for development upon purchase by the owner. There are a number of these remnant parcels along Stoney Trail, which in recent years have been purchased, with applications for outline plans and land use applications submitted.

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Land Use Amendment in Saddle Ridge (Ward 5) at 7704-80 Avenue NE, LOC2015-0205

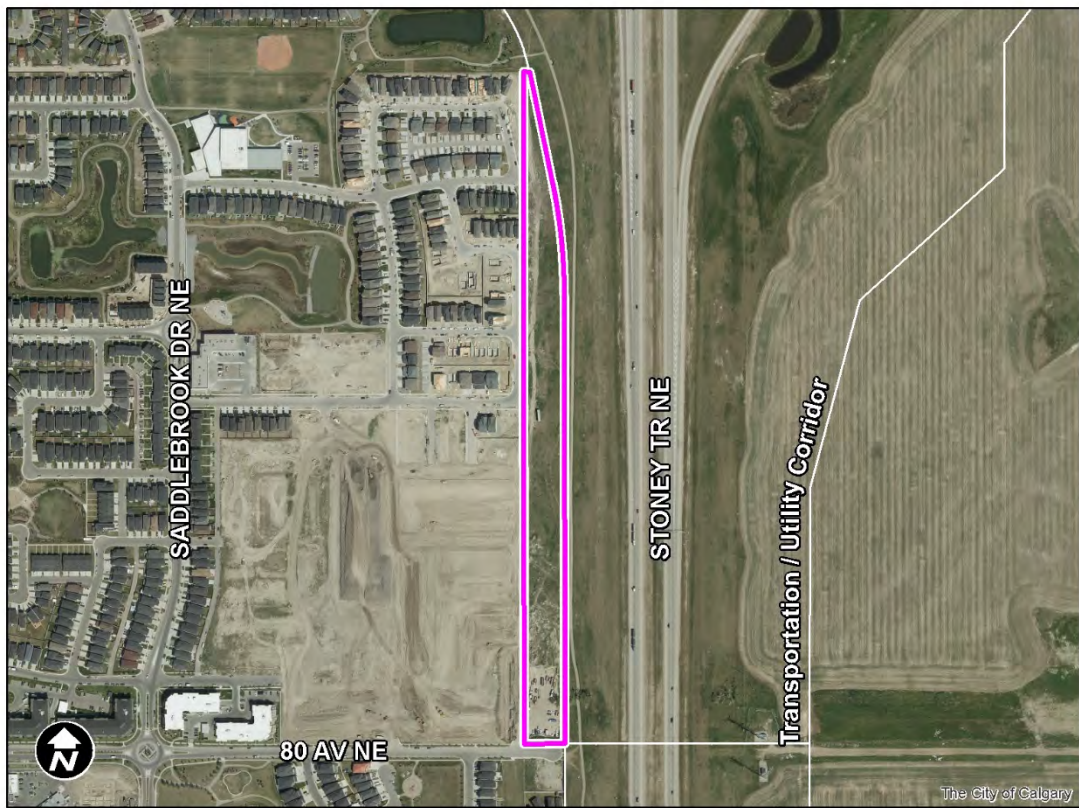
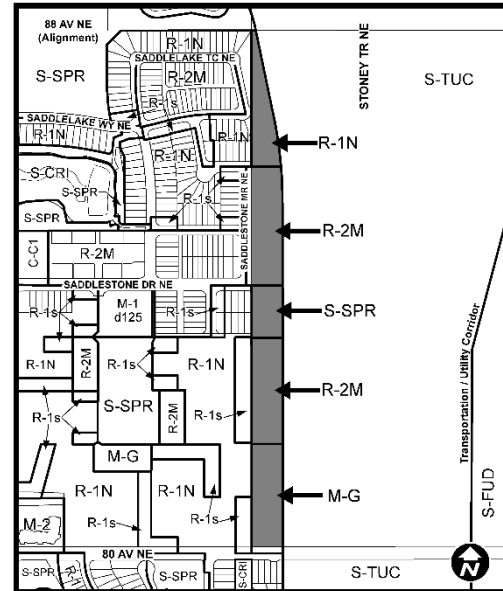
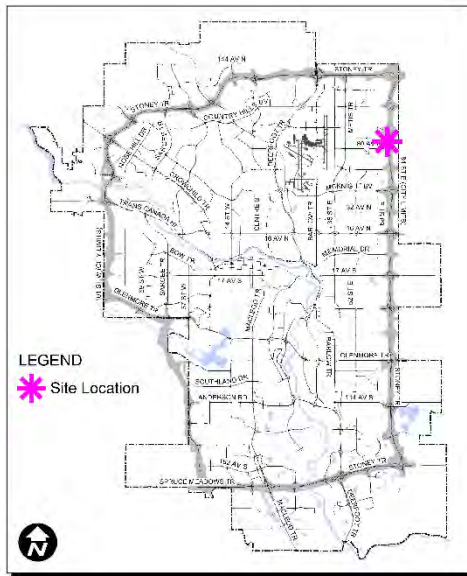
Site Context

The subject site is located in the developing community of Saddleridge, just west of Stoney Trail and north of 80 Avenue NE. This is a low density residential area of the Saddleridge community. The subject lands are currently vacant. The lands are generally 48.6 metre \pm wide (east-west) and 740 metre \pm long (north-south). To the west and south of the parcel is land that is currently being developed with a mix of single detached (R-1s, R-1N), semi-detached (R-2M) and grade oriented multi-residential development (M-G). Stoney trail is located to the east, along with the Mattamy Greenway.

The subject parcel has access to a number of existing and planned roads (Saddlestone Grove NE and Saddlelake Manor NE), that have approved alignments and construction drawings. As of time of report writing, Saddle Lake Manor and Saddle Lake Terrace have been constructed, while Saddlestone Grove and Saddlestone Place are currently under construction.

Land Use Amendment in Saddle Ridge (Ward 5) at 7704-80 Avenue NE, LOC2015-0205

Location Maps



Land Use Amendment in Saddle Ridge (Ward 5) at 7704-80 Avenue NE, LOC2015-0205

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use Districts

The land use redesignation proposes four new land use districts for the site including a mix of multi-residential and low density land use types: R-1N (0.58 hectares), R-2M (1.33 hectares) M-G (0.75 hectares).

Two blocks of R-2M are proposed along Saddlestone Grove and Saddlelake Manor NE respectively. These low density districts are compatible with adjacent land uses and provide a positive street frontage due to the provision of rear lanes for vehicle access.

A multi-residential site (M-G) is proposed at the southern end of the subject site. This parcel will have opportunities for access from both Saddlestone Place NE, and Saddlestone Grove NE, allowing for flexibility in design and vehicle and emergency access.

The land use designation for the northern portion of the subject site (R-1N) was chosen to correspond to the adjacent parcel to facilitate a future consolidation. Lot will follow a typical configuration regular lots along the road, and pie-shaped lots at road corners.

A small park (0.887 acres) is proposed between Saddlestone Drive NE and Saddlestone Grove NE, providing access to the Rotary Mattamy Greenway for residents to the north and south of this area. Pathway connections through the site will allow for access via both Saddlestone Grove NE and Saddlestone Drive NE, connecting to the Greenway.

Density

The proposed density over the subject site equates to an anticipated density of 25.9 units per hectare. This exceeds the minimum 17.3 units per hectare as outlined in the Saddle Ridge Area Structure Plan.

Infrastructure

Transportation Networks

A Transportation Impact Assessment (TIA) was provided in support of the proposal (Bunt, McElhanney).

The proposal includes the extension of several residential streets and the creation of residential lanes to provide vehicular access to R-1N, R-2M and M-G parcels. No direct vehicular access to the Transportation and Utility Corridor (TUC) will be permitted.

The proposal includes 2 pathway connections through the site to the Rotary / Mattamy Greenway (pathway) located on the Transportation and Utility Corridor (TUC). One of these connecting pathways will be located along 80 Avenue NE. The other connecting pathway will be located in alignment with Saddlestone Drive NE.

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Land Use Amendment in Saddle Ridge (Ward 5) at 7704-80 Avenue NE, LOC2015-0205

Transit service will be available approximately 450 metres west of the site, on Saddlebrook Drive NE.

Utilities and Servicing

Sanitary, storm and water services are available to service the subject site.

Stakeholder Engagement, Research and Communication

Engagement and Public Meetings

No public meetings were conducted by the applicant or Administration in direct relation to this site-specific outline plan and land use redesignation. Notification letters were sent to adjacent land owners, a notice sign was posted on the site, and information about the proposal was posted online on PD Map, as per standard procedure.

Citizen and Community Association Comments

No comments we received on the application by nearby residents or community associations.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the “City, Town” area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (Statutory, 2009)

Map 1 “Urban Structure” of the MDP identifies the subject lands as a Planned Greenfield Area subject to an Area Structure Plan. Section 3.6.1 of the MDP directs that the applicable Area Structure Plan (Saddle Ridge ASP) provides detailed guidance for the review of planning applications.

Saddle Ridge Area Structure Plan (Statutory, 2007)

The subject site is identified as being part of the “residential Land Use” as identified in Map 6 of the Saddle Ridge Area Structure Plan. As noted above, the proposed land use plan will exceed the minimum intensity threshold of 17.3 units per hectare, as outlined in section 4.2 of the Saddle Ridge Area Structure Plan. The proposed land uses are complimentary to land use already in existence in the area. The plan also provides for park space for the adjacent areas and facilitates a connection to the Mattamy Greenway.

Land Use Amendment in Saddle Ridge (Ward 5) at 7704-80 Avenue NE, LOC2015-0205

Social, Environmental, Economic (External)

The Triple Bottom Line Policy outlines that The City of Calgary is committed to sustainable development principles. Council and staff will consider and address social, economic, environmental and smart growth impacts in all City business. This includes City decisions and actions, planning, policies, strategies, services, operations and approvals. The social, environmental and economic impacts of this application are outlined below.

The recommended land use framework will provide for an intensity of uses that supports active modes of transportation and makes an efficient use of land and infrastructure. The proposed subdivision outline plan and associated land use provide a future framework that will enable a more efficient use of this undeveloped land and introduce additional services, housing and associated amenities to this community.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

No significant risks were identified for the subject site.

REASON(S) FOR RECOMMENDATION(S):

The proposed outline plan and land use redesignation completes a portion of the community that was left unplanned due to its inclusion in the Stoney Trail Transportation and Utility Corridor. The proposed land uses are in keeping with the *Saddle Ridge Area Structure Plan*.

ATTACHMENT(S)

1. Applicant's Submission

Applicant's Submission

March 14, 2018

Our File: 3595

City of Calgary File: LOC2015-0205

The City of Calgary
Planning and Development
800 Macleod Trail S.E.
Calgary Alberta T2P 2M5

Attention: Peter Schryvers, Senior Planner Subdivision Services;

RE: SADDLE RIDGE OUTLINE PLAN APPLICANT STATEMENT

The proposed Outline Plan is located at 7704, 80th Avenue N.E. along the eastern edge of the community of Saddle Ridge, immediately adjacent to the Transportation Utility Corridor (TUC). The site is bounded by residential development to the west, north and south and Stoney Trail and the Rotary/Mattamy Greenway to the east. The proposed Outline Plan will facilitate the completion of the easternmost edge of the Saddle Ridge community adjacent to the TUC.

Careful consideration has been taken to ensure this proposed Outline Plan fits with the vision and intended community character described in the *Saddle Ridge Area Structure Plan*. The 3.47 ha site is located in an area of the *Saddle Ridge Area Structure Plan* that is identified for residential land use. The Plan will accommodate a variety of housing types and lot sizes to achieve an estimated 26.32 uph, which is greater than the minimum density of 17.3 uph required in the Saddle Ridge ASP. The development will also include a 0.36 hectare (0.89 acre) sub-neighborhood park which would be designated as S-SPR. The proposed park will provide an open area for active play and include a 3.0 meter pedestrian/bicycle pathway that will connect to the Rotary/Mattamy Greenway. This Outline Plan adheres to the *City of Calgary Land Use Bylaw (Bylaw 1P2007)* as well as City of Calgary standard technical specifications and guidelines. All roadway, laneway, water, sanitary and storm water requirements have been achieved according to the Detailed Team Review comments provided by the City and subsequent communications with City departments.

The site is currently undeveloped and zoned as a *Special Purpose – Future Urban Development (S-FUD) District*. Should this Outline Plan be approved and forwarded to Council for Public Hearing, the following amendments to the City's Land Use Bylaw would be required:

Residential – Narrow Parcel One Dwelling (R-1N) District - One 0.62 hectare (1.54 acre) site is proposed in the northern portion of the site. The number of lots shall be confirmed after a land ownership or boundary change with the adjacent site has occurred.

Residential – Low Density Multiple Dwelling (R-2M) District - Two sites are proposed, a 0.70 hectare (1.737 acre) site located south of the R-1N site and a 0.75 hectare (1.554 acre) site located to the south of the proposed sub-neighborhood park. It is anticipated that approximately 48 lots will be created on these two R-2M sites.

Multi-Residential – At Grade Housing (M-G) District - One 0.75 hectare (1.87 acre) site to be located at the southernmost point of the Outline Plan area. It is anticipated that approximately 26 multi-family units will be built on this site.

Special Purpose – School Park and Community Reserve (S-SPR) District - One 0.36 hectare (0.89 acre) site situated between the two R-2M sites. This site will accommodate development of a sub-neighborhood park and a pathway connection to the Rotary/Mattamy Greenway.

Regards,

Kellam Berg Engineering & Surveys Ltd.
on behalf of Dhillon Real Estate Ltd.

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and breeches with gaiters. They are holding a theodolite mounted on a tripod. The surveyor's right hand is near the eyepiece, and their left hand is near the base of the tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 6.09

Outline Plan in Saddle Ridge (Ward 5) at 7704 - 80 Avenue NE, LOC2015-0205 (OP)

EXECUTIVE SUMMARY

This application has been submitted by Michel Berdnikoff and Kellam Berg Engineering and Surveys Ltd. on behalf of Dhillon Real Estate Ltd. This combined outline plan and redesignation application proposes an outline plan for the future subdivision and development of 3.47 hectares (8.54 acres) of land in the northeast community of Saddle Ridge. This proposal provides for:

- 0.61 hectares (1.50 acres) for narrow lot single detached homes (R-1N);
- 1.69 hectares (4.16 acres) for semi-detached and rowhouses (R-2m);
- 0.78 hectares (1.92 acres) for grade-oriented multi-residential development (M-G);
- 0.40 hectares of public park space (S-SPR); and
- public roads in the form of rear lanes and corner “knuckles”.

An outline plan is a form of detailed subdivision and infrastructure plan for a specified area. This application is being considered under the policies of the statutory Saddle Ridge Area Structure Plan and the Municipal Development Plan.

The proposed outline plan serves to implement the objectives of applicable planning legislation which supports the efficient utilization of land and infrastructure by providing an outline plan for the future subdivision of new low-density residential and multi-residential districts recommended in the associated land use application.

ADMINISTRATION RECOMMENDATION:

Recommend that Calgary Planning Commission **APPROVE** the proposed outline plan to subdivide 3.47 hectares \pm (8.57 acres \pm), with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The subject lands are former Transportation Utility Corridor lands owned by Alberta Transportation. The parcel was deemed surplus by Alberta Transportation following the construction of Stoney Trail, and was made available for development upon purchase by the owner. There are a number of these remnant parcels along Stoney Trail, which in recent years have been purchased, with applications for outline plans and land use applications submitted.

Site Context

The subject site is located in the developing community of Saddleridge, just west of Stoney Trail and north of 80 Avenue NE. This is a low density residential area of the Saddleridge community. The subject lands are currently vacant. The lands are generally 48.6 metre \pm wide (east-west) and 740 metre \pm long (north-south). To the west and south of the parcel is land that is currently being developed with a mix of single detached (R-1s, R-1N), semi-detached (R-2M) and grade

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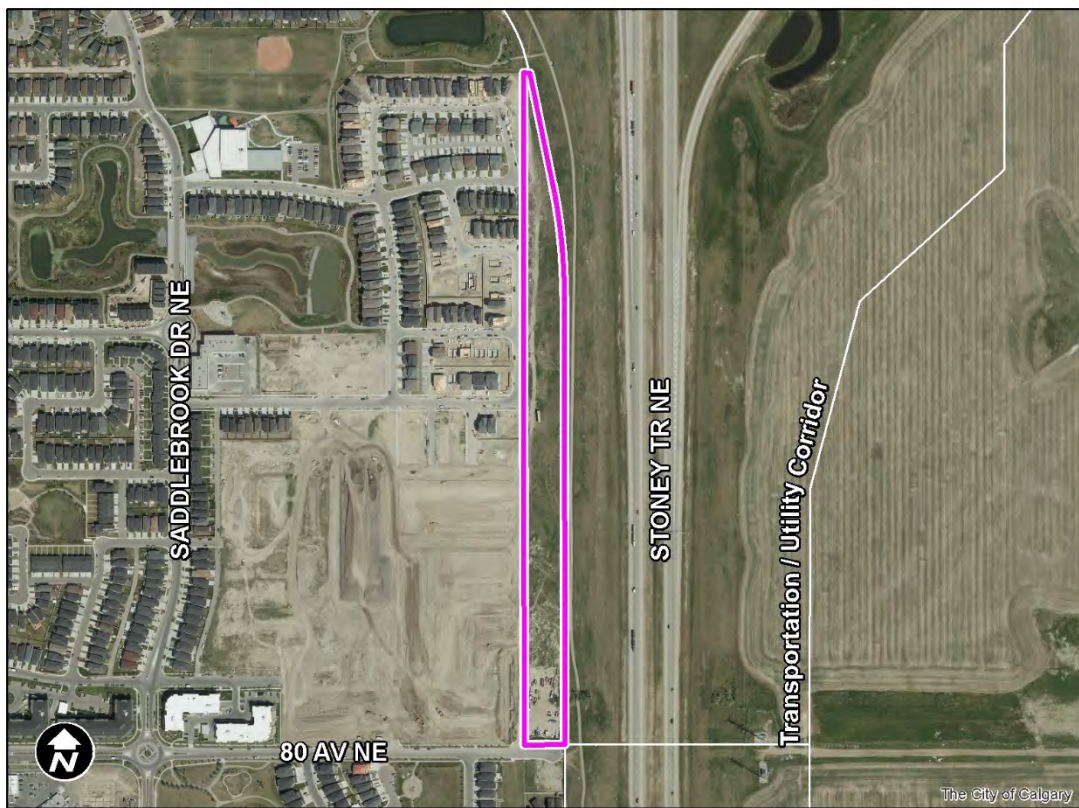
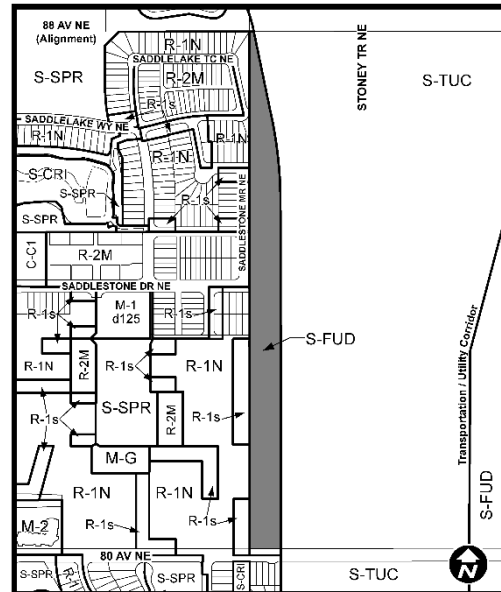
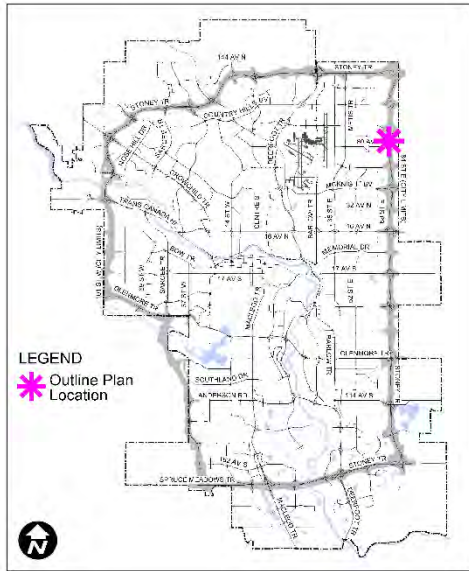
Outline Plan in Saddle Ridge (Ward 5) at 7704 - 80 Avenue NE, LOC2015-0205 (OP)

oriented multi-residential development (M-G). Stoney trail is located to the east, along with the Mattamy Greenway.

The subject parcel has access to a number of existing and planned roads (Saddlestone Grove NE and Saddlelake Manor NE), that have approved alignments and construction drawings. As of time of report writing, Saddle Lake Manor and Saddle Lake Terrace have been constructed, while Saddlestone Grove and Saddlestone Place are currently under construction.

Outline Plan in Saddle Ridge (Ward 5) at 7704 - 80 Avenue NE, LOC2015-0205 (OP)

Location Maps



Outline Plan in Saddle Ridge (Ward 5) at 7704 - 80 Avenue NE, LOC2015-0205 (OP)

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Subdivision Design

The proposed outline plan has been directly informed by the configuration of the lands to the west and the long narrow strip of land that it is. Road access is provided by roads bordering on the site: Saddlelake Manor NE, Saddlestone Grove NE, Saddlestone Place NE and Saddlelake Terrace NE. Development parcels will front onto these roads and have servicing from planned utilities under these roads. Rear lanes will provide vehicle access to parcels along Saddle Lake Manor and Saddlestone Grove. All roads are provided by the adjacent development to the west, apart from the two rear lanes, the only roads dedication in the plan is to provide for corner “knuckles” at the northern and southern corners of Saddlestone Grove NE and Saddlelake Manor NE to facilitate proper vehicle turns for waste and recycling vehicles.

The northern portion of the site (R-1N) will need to be consolidated with the remnant parcel of land adjacent to Saddlelake Terrace NE (under separate ownership) in order for subdivision to occur, as both portions of land are not of a sufficient depth or configuration to allow for proper development, and the northern portion of subject lands do not have sufficient road access. A conceptual configuration of subdivision for these lands has been provided by the applicant.

Land Use Districts

The subject site is currently designated as Special Purpose – Future Urban Development (S-FUD) District. This district is intended to be applied to lands awaiting development, and only allow for a limited range of temporary uses.

The land use redesignation proposes four new land use districts for the site including a mix of multi-residential and low density land use types: R-1N (0.58 hectares), R-2M (1.33 hectares) M-G (0.75 hectares).

Two blocks of R-2M are proposed along Saddlestone Grove and Saddlelake Manor NE respectively. These low density districts are compatible with adjacent land uses and provide a positive street frontage due to the provision of rear lanes for vehicle access.

A multi-residential site (M-G) is proposed at the southern end of the subject site. This parcel will have opportunities for access from both Saddlestone Place NE, and Saddlestone Grove NE, allowing for flexibility in design and vehicle and emergency access.

The land use designation for the northern portion of the subject site (R-1N) was chosen to correspond to the adjacent parcel to facilitate a future consolidation. Lot will follow a typical configuration regular lots along the road, and pie-shaped lots at road corners.

A small park (0.887 acres) is proposed between Saddlestone Drive NE and Saddlestone Grove NE, providing access to the Rotary Mattamy Greenway for residents to the north and south of this area. Pathway connections through the site will allow for access via both Saddlestone Grove NE and Saddlestone Drive NE, connecting to the Greenway.

Outline Plan in Saddle Ridge (Ward 5) at 7704 - 80 Avenue NE, LOC2015-0205 (OP)

Density

The proposed density over the subject site equates to an anticipated density of 25.9 units per hectare. This exceeds the minimum 17.3 units per hectare as outlined in the Saddle Ridge Area Structure Plan.

Infrastructure

Transportation Networks

A Transportation Impact Assessment (TIA) was provided in support of the proposal (Bunt, McElhanney).

The proposal includes the extension of several residential streets and the creation of residential lanes to provide vehicular access to the R-1N, R-2M and M-G parcels. No direct vehicular access to the Transportation and Utility Corridor (TUC) will be permitted.

The proposal includes 2 pathway connections through the site to the Rotary / Mattamy Greenway (pathway) located on the Transportation and Utility Corridor (TUC). One of these connecting pathways will be located along 80 Avenue NE. The other connecting pathway will be located in alignment with Saddlestone Drive NE.

Transit service will be available approximately 450 metres west of the site, on Saddlebrook Drive NE.

Utilities and Servicing

Sanitary, storm and water services are available to service the subject site.

Stakeholder Engagement, Research and Communication

Engagement and Public Meetings

No public meetings were conducted by the applicant or Administration in direct relation to this site-specific outline plan and land use redesignation. Notification letters were sent to adjacent land owners, a notice sign was posted on the site, and information about the proposal was posted online on PD Map, as per standard procedure.

Citizen and Community Association Comments

No comments we received on the application by nearby residents or community associations.

Outline Plan in Saddle Ridge (Ward 5) at 7704 - 80 Avenue NE, LOC2015-0205 (OP)

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The site is located within the “City, Town” area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (MDP) (Statutory, 2009)

Map 1 “Urban Structure” of the MDP identifies the subject lands as a Planned Greenfield Area subject to an Area Structure Plan. Section 3.6.1 of the MDP directs that the applicable Area Structure Plan (Saddle Ridge ASP) provides detailed guidance for the review of planning applications.

Saddle Ridge Area Structure Plan (Statutory, 2007)

The subject site is identified as part of the “residential Land Use” as identified in Map 6 of the Saddle Ridge Area Structure Plan. As noted above, the proposed land use plan will exceed the minimum intensity threshold of 17.3 units per hectare, as outlined in section 4.2 of the Saddle Ridge Area Structure Plan. The proposed land uses are complimentary to land use already in existence in the area. The plan also provides for park space for the adjacent areas and facilitates a connection to the Mattamy Greenway.

Social, Environmental, Economic (External)

The Triple Bottom Line Policy outlines that The City of Calgary is committed to sustainable development principles. Council and staff will consider and address social, economic, environmental and smart growth impacts in all City business. This includes City decisions and actions, planning, policies, strategies, services, operations and approvals. The social, environmental and economic impacts of this application are outlined below.

The recommended land use framework will provide for an intensity of uses that supports active modes of transportation and makes an efficient use of land and infrastructure. The proposed outline plan and associated land use provide a future framework that will enable a more efficient use of this undeveloped land and introduce additional services, housing and associated amenities to this community.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

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Outline Plan in Saddle Ridge (Ward 5) at 7704 - 80 Avenue NE, LOC2015-0205 (OP)

Current and Future Capital Budget:

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

No significant risks were identified for the subject site.

REASON(S) FOR RECOMMENDATION(S):

The proposed outline plan and land use redesignation completes a portion of the community that was left unplanned due to its inclusion in the Stoney Trail Transportation and Utility Corridor. The development is laid out in a logical manner given the structure of roads and development to the west.

ATTACHMENT(S)

1. Conditions of Approval
2. Applicant's Submission
3. Subdivision Data Sheet
4. Proposed Outline Plan
5. Proposed Land Use Map

Conditions of Approval

Subdivision Services:

1. Prior to tentative plan, the northern R-1N parcel shall be consolidated with the adjacent parcel.

Development Engineering:

2. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
3. **Concurrent with the registration of the final instrument**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.
4. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
5. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
6. Make satisfactory cost sharing arrangements with Genpol Inc. for part cost of the existing watermains, sanitary, storm sewers and surface installed in 80 AV NE that was paid for and/or constructed by Genpol Inc. under Saddle Ridge, Phase 01 (2008-031).
7. Make satisfactory cost sharing arrangements with Genpol Inc. for part cost of the existing watermains, sanitary, storm sewers and surface installed in Saddlelake MR NE that was paid for and/or constructed by Genpol Inc. under Saddle Ridge, Phase 08 (2015-016).
8. Make satisfactory cost sharing arrangements with Genpol Inc. for part cost of the existing storm water wet pond installed in Lot 4 PUL in Block 24 that was paid for and/or constructed by Genpol Inc. under Saddle Ridge, Phase 07 (2012-029).
9. Make satisfactory cost sharing arrangements with Genesis Land Development Corp. for part cost of the existing storm water wet pond installed in Lot 57 PUL in Block 4 that was paid for and/or constructed by Genesis Land Development Corp. under Taravista, Phase 10 (2004-082).
10. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:

Conditions of Approval

Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.

- b) Construct the underground utilities and surface improvements within 80 Avenue NE along the south boundary of the plan area.
- c) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) where they abut Stoney TR NE along the boundary of the plan area.

Transportation:

- 11. **Prior to approval of the tentative plan**, the developer shall provide Ministerial consent for any proposed construction or backsloping into the TUC.
- 12. **Prior to approval of the tentative plan**, the developer shall provide a typical cross-section showing existing and proposed grades, including interim future and ultimate road grades and proposed lot grading adjacent to the T.U.C. and to 80 Avenue. The cross-sections are to be drawn to scale and dimensioned to property lines and lip of gutter
- 13. **Prior to approval of the tentative plan**, the developer shall indicate, using cross sections drawn to scale, how visual screening of trucks on the T.U.C. from a 4.0 m height above the road, using a line of sight drawn 1.5 m above the main floor balcony of the adjacent residential lands will be accomplished. The developer is responsible to provide for the visual screening using berms, fencing, etc. during construction of subdivision. Any screening that is determined to be required in the future shall also be accommodated by the current proposed design. All cross sections shall show property lines, lot grading and future road grades and any backsloping requirements. Any proposed backsloping or surface disturbance of T.U.C. lands requires Ministerial Consent from the Province of Alberta. Ministerial Consent must be acquired prior to approval of outline plans.
- 14. **Prior to approval of the tentative plan**, where development will cause excess wear and tear on adjacent existing roads directly attributable from the subject site, the developer will be responsible for an additional maintenance and upgrade of the roads or pay the City the costs caused by excess wear and tear. Confirm maintenance requirements with the Calgary Roads Maintenance Section.
- 15. **Prior to endorsement of the Tentative Plan** or registration and subsequent to finalising lot and building grades, a noise analysis shall be submitted to and approved by the Manager, Transportation Planning Division for the residential development adjacent to the Transportation Utility Corridor.
- 16. **Concurrent with registration of the Tentative Plan** a restrictive covenant shall be registered on all parcels adjacent to TUC prohibiting vehicular access to TUC.

Conditions of Approval

17. **Concurrent with registration of the Tentative Plan** a restrictive covenant shall be registered on all R-2M parcels abutting residential lanes, restricting front drive garages. Vehicular access shall be to/from the adjacent residential lanes only.
18. **Prior to approval of the applicable tentative plan(s)**, provide at minimum the required right-of-way for standard corner knuckles for the bends in Saddlelake Manor/Saddlestone Drive, Saddlestone Grove X2 and Saddlestone Place NE. The right-of-way dedication for the corner knuckles and their construction will be a condition of the applicable tentative plans that are adjacent to the affected roads.
19. The developer, at its expense shall construct standard corner knuckles for the bends in Saddlelake Manor/Saddlestone Drive, Saddlestone Grove X2 and Saddlestone Place NE.
20. Primary access for the proposed M-G parcels shall be from 80 Avenue NE. Access to Saddlestone Place for the proposed M-G parcel shall be for emergency purposes only. Access to the residential lane for the M-G parcel will only be permitted for individual unit garage access.

Parks:

21. Storm water or other drainage from privately-owned parcels onto adjacent municipal reserve, environmental reserve or municipal school reserve parcels is not permitted. Any unauthorized drainage from private parcels onto adjacent municipal reserve, environmental reserve or municipal school reserve parcels must be resolved to the satisfaction of the Director, Parks and any damage resulting from such drainage will require restoration at the developer's expense. Resolution of drainage issues must be approved by the Parks Development Inspector. Contact the Development Inspector at 403-268-5325 for an inspection.

Applicant's Submission

March 14, 2018

Our File: 3595

City of Calgary File: LOC2015-0205

The City of Calgary
Planning and Development
800 Macleod Trail S.E.
Calgary Alberta T2P 2M5

Attention: Peter Schryvers, Senior Planner Subdivision Services;

RE: SADDLE RIDGE OUTLINE PLAN APPLICANT STATEMENT

The proposed Outline Plan is located at 7704, 80th Avenue N.E. along the eastern edge of the community of Saddle Ridge, immediately adjacent to the Transportation Utility Corridor (TUC). The site is bounded by residential development to the west, north and south and Stoney Trail and the Rotary/Mattamy Greenway to the east. The proposed Outline Plan will facilitate the completion of the easternmost edge of the Saddle Ridge community adjacent to the TUC.

Careful consideration has been taken to ensure this proposed Outline Plan fits with the vision and intended community character described in the *Saddle Ridge Area Structure Plan*. The 3.47 ha site is located in an area of the *Saddle Ridge Area Structure Plan* that is identified for residential land use. The Plan will accommodate a variety of housing types and lot sizes to achieve an estimated 26.32 uph, which is greater than the minimum density of 17.3 uph required in the Saddle Ridge ASP. The development will also include a 0.36 hectare (0.89 acre) sub-neighborhood park which would be designated as S-SPR. The proposed park will provide an open area for active play and include a 3.0 meter pedestrian/bicycle pathway that will connect to the Rotary/Mattamy Greenway. This Outline Plan adheres to the *City of Calgary Land Use Bylaw (Bylaw 1P2007)* as well as City of Calgary standard technical specifications and guidelines. All roadway, laneway, water, sanitary and storm water requirements have been achieved according to the Detailed Team Review comments provided by the City and subsequent communications with City departments.

The site is currently undeveloped and zoned as a *Special Purpose – Future Urban Development (S-FUD) District*. Should this Outline Plan be approved and forwarded to Council for Public Hearing, the following amendments to the City's Land Use Bylaw would be required:

Residential – Narrow Parcel One Dwelling (R-1N) District - One 0.62 hectare (1.54 acre) site is proposed in the northern portion of the site. The number of lots shall be confirmed after a land ownership or boundary change with the adjacent site has occurred.

Residential – Low Density Multiple Dwelling (R-2M) District - Two sites are proposed, a 0.70 hectare (1.737 acre) site located south of the R-1N site and a 0.75 hectare (1.554 acre) site located to the south of the proposed sub-neighborhood park. It is anticipated that approximately 48 lots will be created on these two R-2M sites.

Multi-Residential – At Grade Housing (M-G) District - One 0.75 hectare (1.87 acre) site to be located at the southernmost point of the Outline Plan area. It is anticipated that approximately 26 multi-family units will be built on this site.

Special Purpose – School Park and Community Reserve (S-SPR) District - One 0.36 hectare (0.89 acre) site situated between the two R-2M sites. This site will accommodate development of a sub-neighborhood park and a pathway connection to the Rotary/Mattamy Greenway.

Regards,

Kellam Berg Engineering & Surveys Ltd.
on behalf of Dhillon Real Estate Ltd.

Subdivision Data Sheet

	HECTARES	ACRES
GROSS AREA OF PLAN	3.47	8.57
LESS: ENVIRONMENTAL RESERVE	N/A	N/A
LESS: LAND PURCHASE AREA	N/A	N/A
NET DEVELOPABLE AREA	3.47	8.57

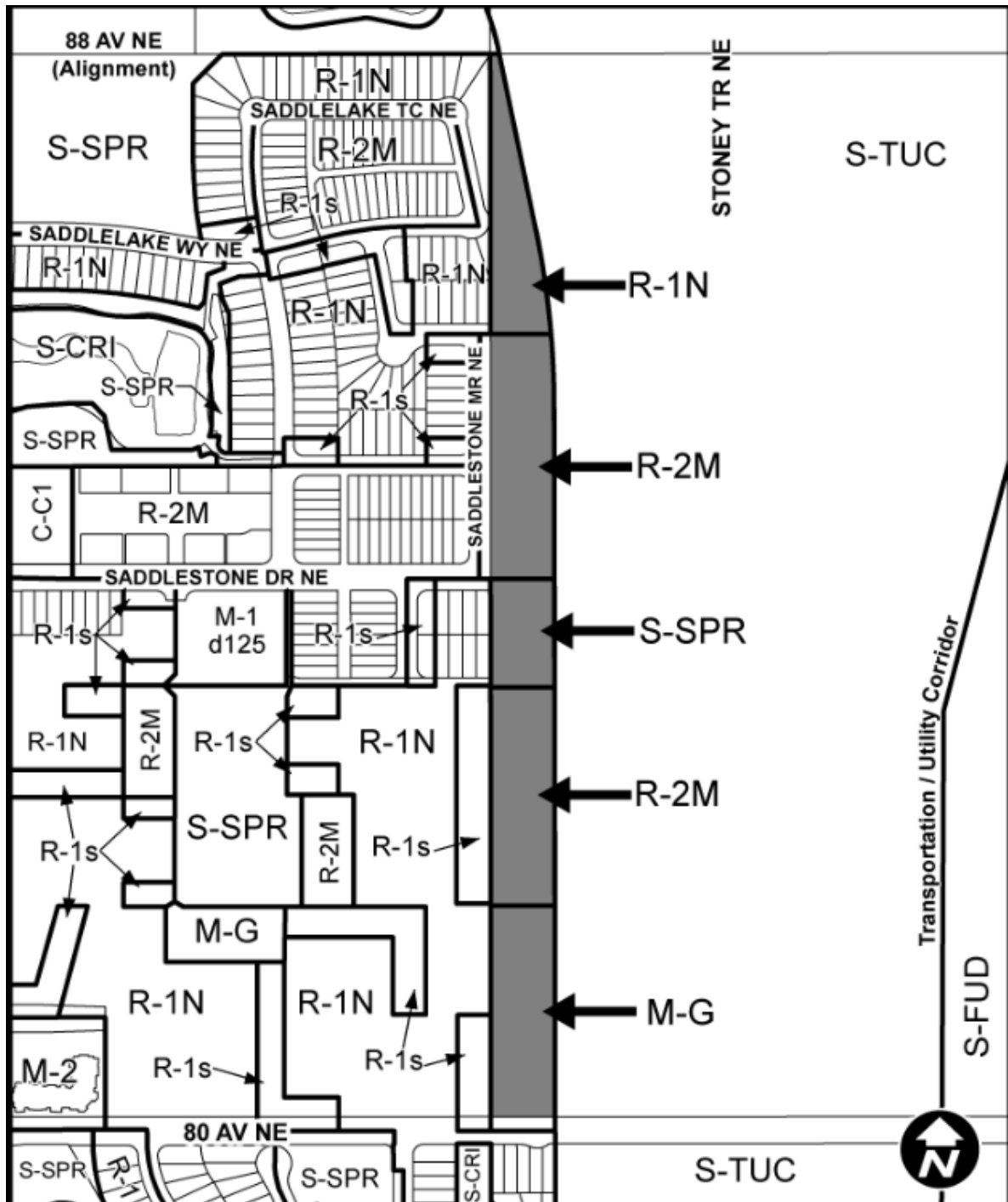
LAND USE (Residential)	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)
R-1N	0.58	1.44	16*	
R-2M	1.33	3.29	48	
M-G	0.75	1.87		26
Total Residential	2.66	6.60	64	26
(Non-Residential)	N/A	N/A	N/A	N/A

* the number of lots on the R-1N portion of the plan will be ultimately determined upon future consolidation with the adjacent parcel.

	HECTARES	ACRES	% OF NET AREA
ROADS (CREDIT)	0.44	1.09	13%
PUBLIC UTILITY LOT	N/A	N/A	N/A

RESERVES	HECTARES	ACRES	% OF NET AREA
MR	0.36	0.89	10%
MSR	N/A	N/A	N/A
MR (NON-CREDIT)	N/A	N/A	N/A

Proposed Land Use Map



A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 6.10

Land Use Amendment in West Hillhurst (Ward 7) at 2101 and 2106 - 5 Avenue NW, LOC2017-0356,

EXECUTIVE SUMMARY

This application was submitted by Civicworks Planning + Design on 2017 November 27 on behalf of Andrea Christina Miller and RNDSQL LTD (landowners). The application proposes to redesignate these two parcels from Residential – Contextual One/Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for:

- rowhouses in addition to the uses already allowed (e.g. single detached homes, semi-detached, and duplex homes and suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 6 dwelling units (an increase from the current maximum of 4 dwelling units);
- secondary suites; and
- the uses listed in the proposed R-CG designation.

This application is intended to accommodate a comprehensive redevelopment of the two subject parcels through an active development permit. The proposal is in keeping with applicable policies of the *Municipal Development Plan*.

ADMINISTRATION RECOMMENDATION:

1. **ADOPT** by bylaw, the proposed redesignation of 0.09 hectares \pm (0.22 acres \pm) located at 2102 and 2106 - 5 Avenue NW (Plan 8942GB, Block 14, Lots 12 and 13) from Residential – Contextual One/Two Dwelling (R-C2) District to Residential – Contextual Grade-Oriented Infill (R-CG) District; and
2. Give three readings to the proposed bylaw.

BACKGROUND

Site Context

The subject site is located in the community of West Hillhurst north of 5 Avenue NW and west of 20 Street NW. Surrounding development is characterized by a mix of single and semi-detached homes. The predominant land use in this area is Residential - Contextual One/Two Dwelling (R-C2) District, with the exception of M-C1, M-CG and C-N1 collectively located one block to the south.

The site is a corner site, approximately 0.09 hectares in size with approximate dimensions of 28 by 39 metres. A rear lane exists to the north of the site. The property is currently developed with two one-storey single detached dwellings and one accompanying single-car garage accessed from the rear lane.

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As identified in *Figure 1* below, the community of West Hillhurst has seen population decline over the last several years with its population peak in 1968. Since 1968, the community has lost approximately 422 residents.

West Hillhurst	
Peak Population Year	1968
Peak Population	6,871
2017 Current Population	6,449
Difference in Population (Number)	-422
Difference in Population (Percent)	-6%

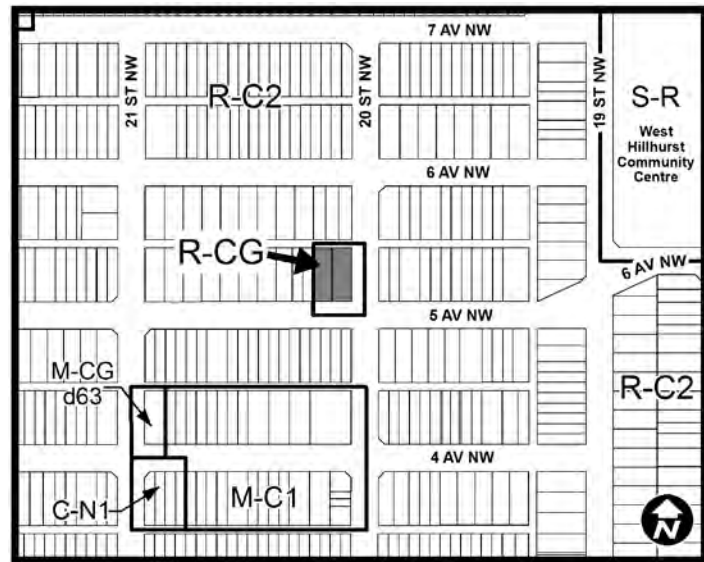
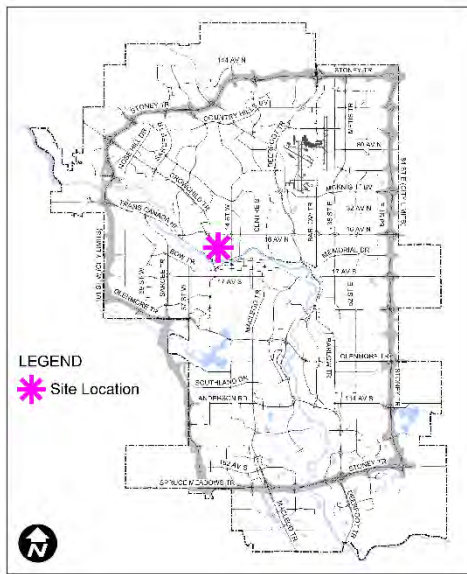
Source: *The City of Calgary 2017 Census*

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**Land Use Amendment in West Hillhurst (Ward 7) at 2101 and 2106 - 5 Avenue NW,
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Location Maps



**Land Use Amendment in West Hillhurst (Ward 7) at 2101 and 2106 - 5 Avenue NW,
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INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood.

Land Use

The existing Residential – Contextual One/Two Dwelling (R-C2) District is a residential designation in developed areas that is primarily for single detached, semi-detached and duplex homes. Single detached homes may include a secondary suite. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units per parcel.

The proposed Residential – Grade-Oriented Infill (R-CG) District is a residential designation that allows up to two to three storey (11 metres maximum) rowhouse developments where one façade of each dwelling unit must directly face a public street. The maximum density of 75 units per hectare would allow for up to six (6) dwelling units on the subject site.

The R-CG District also allows for a range of other low-density housing forms such as single detached, semi-detached and duplex dwellings. Secondary suites (one Backyard Suite or Secondary Suite per unit) are also allowable in R-CG developments. Secondary suites do not count against allowable density and do not require motor vehicle parking stalls provided they are below 45 square metres in size.

Implementation

As noted, the proposed redesignation is intended to accommodate a comprehensive redevelopment of the subject parcels (2102 and 2106 - 5 Avenue NW). A development permit is currently being processed by administration for these two parcels which proposes seven two storey row house units with six secondary suites. Seven garages are being proposed along the lane. This development permit is for a permitted use if this land use is approved by Council and therefore will not be brought before Calgary Planning Commission for approval.

Infrastructure

Transportation Networks

The subject site is located approximately 200 metres from transit stops for several bus routes on 19 Street NW with an additional transit stop located adjacent to the site on 5 Avenue NW. Vehicular access is available from the existing rear lane. A traffic impact assessment was not required as part of this application or the associated development permit application.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at development permit stage.

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Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

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

Citizen and Community Association Comments

The Community Association was circulated, and provided comments with no substantive objections to the land use proposal, under Attachment 2.

Two letters were submitted from local citizens. One was strongly opposed citing parking concerns. The other letter was not in objection to the application, but did have concerns with parking and additional height.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the 'Residential - Developed - Inner City' area of the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and rowhousing. The MDP also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit.

The proposal is in keeping with relevant MDP policies as the rules of the R-CG District provide for development form that may be sensitive to existing residential development in terms of height, built form and density.

Location Criteria for Multi-Residential Infill (Non-statutory – 2014)

While the proposed R-CG District is not a multi-residential land use, the *Location Criteria for Multi-Residential Infill* was amended to consider all R-CG redesignation proposals under these guidelines as the R-CG allows for a building form comparable to other "multi-residential" developments.

**Land Use Amendment in West Hillhurst (Ward 7) at 2101 and 2106 - 5 Avenue NW,
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The guidelines are not meant to be applied in an absolute sense, but are used in conjunction with other relevant planning policy, such as the MDP or local area policy plans, to assist in determining the appropriateness of an application in the local context.

The subject parcel meets five of eight of the location criteria such as it has a location on a corner parcel and a collector street, within 600 metres of primary transit and with a transit stop adjacent to the site as well as with direct lane access.

Moderate intensification in this location has a minimal impact on adjacent properties, and is therefore considered appropriate.

There is no local area plan for West Hillhurst.

Social, Environmental, Economic (External)

The recommended land use allows for wider range of housing types than the existing established inner city community and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

An environmental site assessment was not required for this application.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

The intent of this land use amendment is to allow for a comprehensive redevelopment of the two parcels. While a development permit has been submitted, Council's decision on this land use amendment application may not result in both parcels being redeveloped comprehensively and/or the development considered under the associated development permit application may not be realized.

Given the nature of allowable building forms in the proposed R-CG District, potential risks associated with both parcels being developed independently are limited, if any.

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LOC2017-0356,**

REASON(S) FOR RECOMMENDATION(S):

The proposal conforms with applicable policies of the Municipal Development Plan. The proposed R-CG District is intended for parcels located near or directly adjacent to low density residential development. The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood and can better accommodate the housing needs of different age groups, lifestyles and demographics.

In this case, the proposed redesignation allows for the comprehensive redevelopment of the two parcels forming an R-CG site with approximately 92 feet of frontage along 5 Avenue NW.

ATTACHMENT(S)

1. Applicant's Submission
2. Community Association Letter

Applicant's Submission



445 - 5118 Macleod Trail SW
Calgary Alberta T2C 1H1
P 403.271.8308
F 403.271.5844

JANUARY 26, 2018

City of Calgary
Planning and Building
800 Macleod Trail SW
Calgary AB T2P 2M5

RE: Application Amendment: LDC2017-0356

Land Use Redesignation from R-C2 to R-CG: 2102, 2106 – 5 Avenue NW | Lots 12 and 13, Block 14, Plan 8942GB

The subject parcels are located in the community of West Hillhurst and consists of 0.1123ha of privately owned land. RNDSOR Inc. has retained CivicWorks Planning + Design Inc. to undertake a land use redesignation process to facilitate the construction a seven-unit Rowhouse Building with front doors facing 20 Street and 5 Avenue NW. The proposed use is well suited to the site, given its surrounding context, lot characteristics and location.

In support of the proposed development, this application seeks to amend the existing R-C2 (Residential – Contextual One / Two Dwelling) District to a R-CG (Residential – Grade-Oriented Infill) District. No local area plan amendments are required. The site's current R-C2 (Residential – Contextual One / Two Dwelling) District allows for duplex, single and semi-detached dwellings. Secondary suites are permitted and Backyard suites are discretionary, though only on parcels 9m and 13m wide respectively, thus limiting this parcel to two households regardless of configuration.

Like R-C2, the R-CG District is a Low Density Residential District intended for grade-oriented development and does not support multi-unit uses. The intent of the R-CG District is to accommodate grade-oriented development in the form of Rowhouse Buildings, Duplex Dwellings, Semi-detached Dwellings and Cottage Housing Clusters, allow Secondary Suites and Backyard Suites with new and existing residential development, provide flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over time, and accommodate site and building design that is adaptable to the functional requirements of evolving household needs.

PLANNING RATIONALE

The subject site features numerous characteristics that make it especially appropriate for the proposed R-CG land use change, which will directly facilitate the development of new and innovative inner-city housing options for Calgarians:

Corner Lot: The subject site occupies a corner lot, allowing the proposed development to contribute to the neighbourhood streetscape by addressing both 5 Avenue and 20 Street NW with grade-oriented unit entrances.

Direct Lane Access: The subject site enjoys direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interface along 5 Avenue and 20 Street NW.

Collector Road: The subject site is located along a Collector standard road, ensuring both ease of access and traffic capacity for future residents.

Proximity to a Main Street: The subject site is ~500m (5-10min walk) from Kensington Road NW, one of the City-identified Neighbourhood Main Streets – active corridors that attract Calgarians to socialize, work, live, shop, dine, and celebrate. These streets also act as important transportation routes for those who walk, cycle, drive or use transit. City-wide policy encourages both population and job growth around these key corridors.

Proximity To Transit: The subject site is directly in front of a transit stop (Route 104 & 404), and ~700m from a primary transit stop (#72).

Proximity To An Existing Open Space, Park or Community Amenity: The subject site is located ~200m from the West Hillhurst Community Centre and West Hillhurst Park.

Proximity to Existing Multi-Residential Development: The subject site is proximate to a multi-residential development at the corner of 4 Avenue and 20 Street NW.

Applicant's Submission



CITY-WIDE POLICY ALIGNMENT

This proposed land use redesignation and associated development vision is consistent with the city-wide goals and policies of the Municipal Development Plan, which encourage: the development of more innovative and affordable housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

COMMUNITY ENGAGEMENT

RNDSQR is committed to being a good neighbour and working with surrounding community members and stakeholders throughout the application process. As part of that commitment, RNDSQR and the project team have designed and undertaken a comprehensive community engagement process in support of this application and others like it to ensure a clear and transparent application process for all stakeholders. Stakeholders like the Community Association and Ward Councillor's office are actively invited to participate in our process, which focuses on informative and fact-based engagement and communications. Key elements of our engagement strategy include:

On-site Signage | To be installed on-site at time of submission

To supplement the usual City of Calgary notice signage that is associated with Land Use Redesignation and Development Permit applications, RNDSQR and the project team have designed and custom built on-site signage that notifies neighbours and surrounding community members of a proposed land use change.

The signage outlines RNDSQR's vision for introducing innovative new housing options to Calgary's inner-city communities and directs interested parties to get in touch with the project team. A corresponding project website includes additional site-specific project information and provides answers to commonly asked questions about the proposed land use district and development outcome.



SIGNAGE INSTALLED ON-SITE DURING R-CG APPLICATION PROCESS

HEY NEIGHBOUR!

An exciting change is happening here!

We are proposing a land use change here to give more Calgarians an opportunity to:

RENEW INNER-CITY LIVING OPTIONS
Calgary's inner-city communities have a rich history of innovation and creativity. RNDSQR is committed to preserving and enhancing this legacy by introducing innovative housing options that meet the needs of today and tomorrow.
We seek to preserve Calgary's rich history and inner-city living while introducing innovative housing options that meet the needs of today and tomorrow.
Residential development that respects the character of the neighbourhood and provides a mix of housing options.

HAVE MORE CHOICES FOR GETTING AROUND
Calgary's inner-city communities are a mix of urban living and green spaces. RNDSQR is committed to preserving and enhancing this legacy by introducing innovative housing options that meet the needs of today and tomorrow.
We seek to preserve Calgary's rich history and inner-city living while introducing innovative housing options that meet the needs of today and tomorrow.
Residential development that respects the character of the neighbourhood and provides a mix of housing options.

BE WHERE YOU LIVE
Calgary's inner-city communities are a mix of urban living and green spaces. RNDSQR is committed to preserving and enhancing this legacy by introducing innovative housing options that meet the needs of today and tomorrow.
We seek to preserve Calgary's rich history and inner-city living while introducing innovative housing options that meet the needs of today and tomorrow.
Residential development that respects the character of the neighbourhood and provides a mix of housing options.

Want to know more or let us know what you think?
Visit www.engageRNDSQR.com

Applicant's Submission



Project Website | www.engageRNDQR.com

To ensure that all stakeholders have consistent and easy access to information about future RNDQR projects, the project team has developed and launched a website portal for projects that are in the planning and approvals process. The *engageRNDQR* website portal includes:

- Information about RNDQR and their vision;
- Project-specific pages that include site location, proposed land use change, and the associated development vision;
- Answers to frequently asked questions;
- Opportunities to contact the project team with general or site-specific questions and comments; and
- Contact information for The City File Manager, along with LOC & DP reference numbers (once filed and assigned).



Applicant's Submission



Surrounding Area Postcard Drop | ~100 surrounding area neighbours

Paired with on-site signage, hand-delivered postcards ensure that surrounding area neighbours and adjacent property owners are aware of the proposed land use change.

The postcards outline RNDQR's vision for introducing innovative new housing options to Calgary's inner-city communities and direct interested parties to get in touch with the project team. A corresponding project website portal includes additional site-specific information and provides answers to commonly asked questions.

HEY NEIGHBOUR!
An exciting change is happening near you!

We are proposing a land use change at 2102, 2106 - 5 Avenue NW to give more Calgarians an opportunity to:

- FIND NEW INNER-CITY LIVING OPTIONS**
The inner-city is a vibrant place. This is where you connect, where you work, go to school, enjoy the outdoors and see your kids flourish. We're proposing a change to the existing zoning to allow for new housing options that will give you more choices when it comes to where you live. We're looking for people who want to live in the inner city and who want to help grow the community by adding to the mix.
- HAVE MORE CHOICES FOR GETTING AROUND**
Over 1 million people live in the inner city. We're looking for people who want to live in the inner city and who want to help grow the community by adding to the mix. We're looking for people who want to live in the inner city and who want to help grow the community by adding to the mix.
- FIT WHERE YOU LIVE**
The inner city is a vibrant place. This is where you connect, where you work, go to school, enjoy the outdoors and see your kids flourish. We're proposing a change to the existing zoning to allow for new housing options that will give you more choices when it comes to where you live. We're looking for people who want to live in the inner city and who want to help grow the community by adding to the mix.

Want to know more or let us know what you think?
Visit www.engageRNDQR.com

fit where you live.

The inner city is a vibrant place. This is where you connect, where you work, go to school, enjoy the outdoors and see your kids flourish. We're proposing a change to the existing zoning to allow for new housing options that will give you more choices when it comes to where you live. We're looking for people who want to live in the inner city and who want to help grow the community by adding to the mix.

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CONCLUSION

The proposed land use redesignation will facilitate a development vision that addresses the "missing middle" - a form of housing that meets the needs of those looking for inner-city housing options that lie somewhere between a traditional condominium and a single-family home or duplex. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission and Council support this application.

Should you have any questions, comments or concerns, please contact me at 403.889.4434 or boris@civicworks.ca.

Sincerely,

Boris Karn, Planner
B.HSc., M.Plann.



West Hillhurst Community Association Letter



Mon 2/5/2018 4:47 PM

Karen Dahl <karenladahl@gmail.com>

[EXT] Re: Comments for LOC2017-0356

To:  Bevill, Brad C.

 You forwarded this message on 3/26/2018 4:12 PM.

Hi Brad,

The West Hillhurst Community Association reviewed the amendment to LOC2017-0356 and do not wish to change our initial comments (below).

Thank you

Karen

On Fri, Dec 29, 2017 at 10:18 AM, Karen Dahl <karenladahl@gmail.com> wrote:

Hi Brad,

The West Hillhurst Community Association reviewed LOC2017-0356 and offers the following comments:

- The committee has no substantive objections the landuse amendment.
- While the R-CG designation is appropriate in some locations, we appreciate that it represents a new and unexpected development for some neighbours.
- The committee is hopeful the developers will take into consideration the concerns of surrounding neighbours prior to applying for their DP.

Thank you,

Karen Dahl
WHCA Planning Committee Coordinator

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket with a scarf, and trousers with a tool belt. They are holding a theodolite mounted on a tripod. The background is plain white.

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Item 6.11

Land Use Amendment in Highland Park (Ward 4) at 2809 - 2 Street NW, LOC2018-0002

EXECUTIVE SUMMARY

This application was submitted by Kubix on 2018 January 04 on behalf of the landowner Domenico Buonincontri. The application proposes to change the designation of this property from Residential – Contextual One/Two Dwelling (R-C2) District to the Residential – Grade Oriented Infill (R-CG) District to allow for:

- rowhouses, in addition to building types already allowed on this site (e.g. suites, single-detached, semi-detached and duplex homes);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 4 dwelling units (an increase from the current maximum of 2 dwelling units); and
- the uses listed in the Residential – Grade Oriented Infill (R-CG) District.

The proposed R-CG District is a residential designation intended to accommodate grade-oriented development in the form of rowhouse buildings, duplex dwellings, semi-detached dwellings and cottage housing clusters. The proposal is in conformance with applicable policies of the *Municipal Development Plan*.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.08 hectares ± (0.20 acres ±) located at 3809 – 2 Street NW (Plan 3674S, Block 22, Lots 40 to 42) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

Site Context

The subject site is located in the community of Highland Park. The site is approximately 0.07 hectares in size with approximate dimensions of 21 by 36 metres. A rear lane exists to the west of the site. The property is currently developed with a single detached building with a detached garage that is accessed from the rear lane. Surrounding development consists predominately of a mix of single and semi-detached housing to the north, west, east and south. The site is also within close proximity of the Highland Park Community Centre and James Fowler High School.

Land Use Amendment in Highland Park (Ward 4) at 2809 - 2 Street NW, LOC2018-0002

As identified in *Figure 1*, the community of Highland Park has seen population decline over time after reaching its population peak in 1969.

Figure 1: Community Peak Population

Highland Park	
Peak Population Year	1969
Peak Population	4,875
2017 Current Population	3,998
Difference in Population (Number)	-877
Difference in Population (Percent)	-18%

Source: *The City of Calgary 2017 Census*

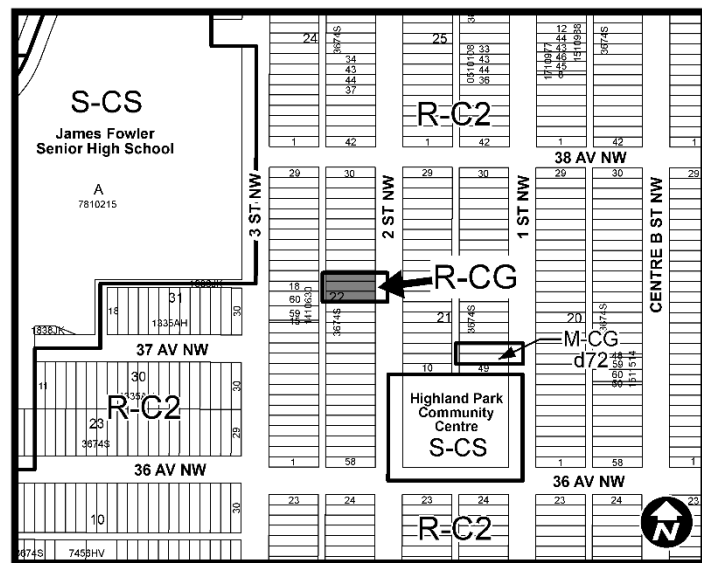
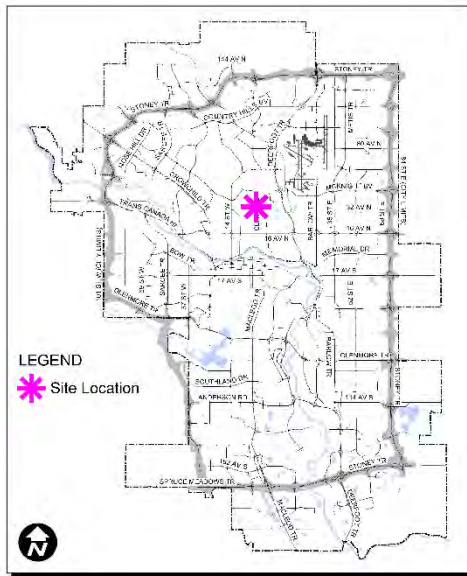
Additional demographic and socio-economic information may be obtained online on the [Highland Park](#) community profile.

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Land Use Amendment in Highland Park (Ward 4) at 2809 - 2 Street NW, LOC2018-0002

Location Maps



Land Use Amendment in Highland Park (Ward 4) at 2809 - 2 Street NW, LOC2018-0002

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. The proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Land Use

The existing Residential – Contextual One/Two Dwelling (R-C2) District is a residential designation in developed areas that is primarily for single detached, side-by-side and duplex homes. Single detached homes may include a secondary suite. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units.

The proposed Residential – Grade-Oriented Infill (R-CG) District is a residential designation that is primarily for two to three storey (11 metres maximum) rowhouse developments where one façade of each dwelling unit must directly face a public street and have a minimum width of 4.2 metres. The maximum density of 75 units per hectare combined with minimum façade width would allow for up to four (4) dwelling units on the subject site.

The R-CG District also allows for a range of other low-density housing forms such as single-detached, semi-detached and duplex dwellings. Secondary suites (one Backyard Suite or Secondary Suite per unit) are also allowable in R-CG developments. Secondary suites do not count against allowable density and do not require motor vehicle parking stalls, when proposed in the R-CG district, provided they are below 45 square metres in size.

Implementation

This application is not tied to plans. The applicant has indicated the intent to pursue a development permit application for a new rowhouse building on this site. The overall size of the building, site layout and any other site planning consideration will be evaluated at the development permit stage subject to Council's decision on this land use redesignation application.

Infrastructure

Transportation Networks

The subject site is located approximately 500 metres from transit stops for several bus routes on 4 Street NW as well as approximately 450 metres from BRT stops along Centre Street. Vehicular access is available from the existing rear lane. A Traffic Impact Assessment was not required as part of this application.

Land Use Amendment in Highland Park (Ward 4) at 2809 - 2 Street NW, LOC2018-0002

Utilities and Servicing

Water and sanitary sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised on-line.

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

The Highland Park Community Association was circulated as part of this application. An email was submitted (Attachment 2) indicating that they do not support the redesignation for the following reasons:

- the site is on a minor residential street adjacent to all R-C2 zoning;
- there are better locations for density in the community; and
- concern that the R-CG allows for a built form out of scale with the neighbours.

There were three letters received in response to the application from the surrounding neighbours all in opposition. The letters expressed concerns with changing the nature of the neighbourhood, loss of greenspace, potential reduction in property values and traffic and parking issues.

The applicant has stated they intend to meet with the Community Association and neighbours in order to discuss their concerns and see what may be addressed through the potential development.

Engagement

No public meetings were held by the applicant or Administration for this application.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP). While the SSRP makes no specific reference to the site, the proposal is consistent with the policies on Community Development.

Land Use Amendment in Highland Park (Ward 4) at 2809 - 2 Street NW, LOC2018-0002

Municipal Development Plan (Statutory, 2009)

The subject parcel is located within the Residential - Developed - Established Area of the *Municipal Development Plan* (MDP). The applicable Municipal Development Plan policies encourage redevelopment of low-density neighbourhoods that is similar in scale and built form to existing development, including a mix of housing such as townhouses and rowhousing. The Municipal Development Plan also calls for modest redevelopment of Established Areas particularly where they support an enhanced Base or Primary Transit Network.

Location Criteria for Multi-Residential Infill (Non-statutory, 2014)

While the proposed R-CG District is not a multi-residential land use, the *Location Criteria for Multi-Residential Infill* was amended to consider all R-CG redesignation proposals under these guidelines as the R-CG allows for a building form comparable to other “multi-residential” developments.

The guidelines are not meant to be applied in an absolute sense, but are used in conjunction with other relevant planning policy, such as the MDP or local area policy plans, to assist in determining the appropriateness of an application in the local context.

The subject parcel meets some of the location criteria such as being located in close proximity to an existing corridor, having lane access and is located within close proximity of a transit stop and primary transit stop.

Moderate intensification in this location has a minimal impact on adjacent properties, and is therefore considered appropriate.

Social, Environmental, Economic (External)

The recommended land use allows for wider range of housing types than the existing R-C2 District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

An Environmental Site Assessment was not required for this application.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

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Land Use Amendment in Highland Park (Ward 4) at 2809 - 2 Street NW, LOC2018-0002

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed R-CG District is intended for parcels in proximity to or directly adjacent to low density residential development. The proposal represents a modest increase in density for this inner city parcel of land and allows for a development that can be compatible with the character of the existing neighbourhood. In addition, the subject parcel is located within walking distance of several transit stops, and has direct lane access.

ATTACHMENT(S)

1. Applicant's Submission
2. Highland Park Community Association Letter

Applicant's Submission

3809 2 St NW

Highland Fourplex Project Features

- 1) Enhances the block's architecture with a modern interpretation that matches the character of the existing neighbourhood. Special attention to massing will limit the 4-plexes otherwise imposing nature.
- 2) Increases urban densification as mandated by the City of Calgary and in the spirit of the new RCG and MCG zoning bylaws
- 3) Allows access to smaller, affordable housing in what is typically an expensive urban in-fill area. Allowing a younger demographic access to the inner city.
- 4) Typical in-fill in the area is \$750,000-\$800,000. These units will cost \$500,000-550,000 dollars.
- 5) An on-site garage and parking stall per unit (4 garages and 4 pads) will eliminate any additional parking strain on the block

Highland Park Community Association Letter

To: Steve P. Jones
City of Calgary Planning Department

Re: Highland Park Community Association Comments on LOC2018-0002

Mr Jones,

The Community of Highland Park thanks you for the circulation of LOC2018-0002 the proposed land use redesignation for 2809 2 Street NW from R-C2 to R-CG. The Community has several concerns about this proposed land use redesignation and believes that this should not be approved.

The location of this rezoning is a minor residential street with all adjacent properties also having the R-C2 zoning. While we believe that adding density within established communities can generally be a benefit we still need to be sensitive to the location. We feel that this zoning would be most effective at the periphery of the community on Centre Street or 40th Avenue rather than placed in the interior.

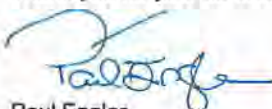
The applicant has also made several references to what the proposed build form will be, a four-plex with off-street parking. However, as you are no doubt aware, this is a land use application and not a development permit. The final build form is yet to be determined and won't be considered until the development permit is submitted. Of concern is that the R-CG at this location allows for:

- Potentially 5 units (calcs at 5.8)
- A maximum height of 11 meters vs 8.6 in R-C2, and a contextual height which is 1.5 m greater than adjacent buildings
- A contextual front yard setback of 1.5m less than adjacent buildings
- Reduced parking requirements for secondary or backyard suites

Given these guidelines there is the potential for the future development to greatly deviate from what is being represented in the land use redesignation.

The Highland Park Community Association is supportive of continued densification within our community that allows for a varied demographic. However, the proposed land use is not necessary to achieve these goals, and facilitates a development with the potential to be out of scale in relation to all of the properties in the vicinity. We encourage your to reject this land use redesignation

Thank you for your consideration.



Paul Engler

On Behalf of the Highland Park Community Association

A detailed silhouette of a surveyor in profile, facing right. The surveyor is wearing a wide-brimmed hat, a jacket, and trousers with a tool belt. They are holding a transit instrument, which is mounted on a tripod. The instrument has a circular level and a crosshair. The surveyor's right hand is on the instrument, and their left hand is on their hip. The background is plain white.

Calgary Planning Commission 2018 April 19

Item 7.01

**Planning & Development Report to
Calgary Planning Commission
2018 April 19**

**ISC: UNRESTRICTED
CPC2018-0420
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Outline Plan in Livingston (Ward 3) at 300 and 500 -144 Avenue NE, LOC2016-0181(OP)(B)

EXECUTIVE SUMMARY

The following supplementary report relates to a previously approved outline plan application in northeast quadrant of the city, in the community of Livingston. This report is intended to respond to the Calgary Planning Commission (CPC) motion arising noted below, which accompanied the original Approval decision.

The approved Outline Plan proposed to subdivide 167.2 hectares \pm (413.1 acres \pm) and anticipated accommodating 3077 units ranging from low density residential housing forms to multi-residential developments. This report applies only to a 1.31 hectares \pm (3.23 acres \pm) area of the originally approved outline plan. Additional background and supporting information can be found in the original report to CPC, under Attachment 4.

ADMINISTRATION RECOMMENDATION:

Recommend that Calgary Planning Commission **RECEIVE AND ACCEPT FOR INFORMATION** the proposed Outline Plan revision.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

At the meeting held on 2017 September 21, Administration brought forward a report to CPC recommending approval of the proposed Outline Plan to subdivide 167.2 hectares \pm (413.1 acres \pm), with conditions (APPENDIX I of Attachment 4). The Outline Plan is located in the community of Livingston, at the intersection of 6 Street NE and 144 Avenue NE.

At the CPC meeting where the outline plan was approved, a motion arising was also issued that directed Administration to undertake further revision on the outline plan:

“That with regard to the MacAdams Mews and MacAdams Place that Calgary Planning Commission directs Administration to rework these plans, with the Applicant, to achieve a different and better design outcome than a 1990s “cove” design that locks in a snout house built form, to the satisfaction of the Director of Transportation Planning, and return to Calgary Planning Commission with the necessary adjustments at the appropriate time.”

CPC also recommended that Council adopt the associated land use framework that went forward for the portion of the outline plan area without a growth management overlay. That associated land use portion lies outside the boundary of the 1.31 hectares \pm (3.23 acres \pm) subject outline plan area, and therefore is not impacted by this revision. The land use amendment was adopted by Council at the 2017 November 20 public hearing.

Outline Plan in Livingston (Ward 3) at 300 and 500 -144 Avenue NE, LOC2016-0181(OP)(B)

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The original subdivision design (Attachment 1) included a residential block situated between MacAdams Terrace and MacAdams Common, which due to grading constraints and road alignment requirements, resulted in a configuration where the block reached a depth of approximately 150 metres at its southern end. This meant providing single detached lots along both roadways with depths up to approximately 75 metres. To avoid such deep lots, the Applicant introduced two cul-de-sac bulbs along MacAdams Terrace and MacAdams Common; addressed MacAdams Place and MacAdams Mews respectively, reducing the maximum parcel depths to approximately 60 metres.

The motion arising is targeting this particular residential block, by requiring a better solution to dealing with the deep block, that does not involve the introduction of two cul-de-sac bulbs to reduce the parcel depth.

The subdivision re-design (Attachment 1) reconfigures the deep block, turning 0.09 hectares \pm (0.23 acres \pm) portion of it to a green island whose ownership and maintenance will be under the private Home Owner Association (HOA). This parcel is proposed to therefore have a future land use of Special Purpose – Recreation (S-R) District, once the growth management overlay is removed and the land use for this area can proceed and be applied for. This is no different than the triangular green space north of the overall approved outline plan area that will also be under the HOA ownership, similarly proposed to be designated under the S-R District.

The green island will have a 16 metre residential standard road surrounding it; addressed MacAdams Place, branching off MacAdams Terrace. This will include a 2.2 metre wide parking lane whose turning templates have been vetted by Transportation. The remainder subdivision design remains unchanged from what was approved.

Stakeholder Engagement, Research and Communication

Administration consultation with Applicant

On 2017 November 16, the Applicant and land owner met with Administration to discuss the motion arising. Several options re-working the cul-de-sac bulbs at MacAdams Mews and MacAdams Place were presented by the Applicant and their consultants. Following the meeting, the Applicant took into account all of Administration's comments and came up with a single refined solution. This solution was vetted in the subsequent weeks with Transportation and their specialists, before it was ultimately accepted by Administration (Attachment 1).

The subject revision is located within the developing community of Livingston, revising 1.31 hectares \pm (3.23 acres \pm) of the larger 167.2 hectares \pm (413.1 acres \pm) outline plan area. Therefore the minor changes proposed to the plan did not warrant any additional stakeholder engagement.

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Outline Plan in Livingston (Ward 3) at 300 and 500 -144 Avenue NE, LOC2016-0181(OP)(B)

Strategic Alignment

The revision in response to the motion arising does not alter the approved outline plan's alignment with applicable policies. This alignment is detailed in the original report for LOC2016-0181 (Attachment 4).

Social, Environmental, Economic (External)

Social

The proposed amendment does not revise the anticipated number of units to be provided by the overall approved outline plan. Further details on unit breakdown can be found in the original report for LOC2016-0181 (Attachment 4).

Environmental

This is detailed in the original report for LOC2016-0181 (Attachment 4), and is not revised with the motion arising.

Economic (External)

The proposed amendment enables more efficient use of land and infrastructure as compared to the original proposal.

Financial Capacity

Current and Future Operating Budget:

The proposed amendment does not impact the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger any additional capital infrastructure investment. It is important to note that this outline plan revision lies in the area with a Growth Management Overlay, which can only be removed once growth management issues have been resolved. Additional information on Growth Management can be found in the original report for LOC2016-0181 (Attachment 4).

Risk Assessment

The risk identified were maintenance of the proposed green island, if the HOA were to disband. This was assessed as a very low risk given how HOAs secure their funds, and is no different than the assumed risk with the HOA owned triangular green space north of the overall approved outline plan area. The applicant is also proposing low impact landscaping for this green island, to further respond to Administration's risk concern.

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Outline Plan in Livingston (Ward 3) at 300 and 500 -144 Avenue NE, LOC2016-0181(OP)(B)

REASON FOR RECOMMENDATION:

The revised Outline Plan responds to the direction of the motion arising, and provides the framework for a better community design in this area. This is done through removal of the two cul-de-sac bulbs, incorporating improved on street parking, and providing a green space for area residents – which will not be at an additional operational maintenance expense for The City.

ATTACHMENTS

1. Original versus Revised Subdivision Design
2. Revised Outline Plan
3. Revised Conditions
4. Original Outline Plan report for LOC2016-0181

Revised Outline Plan



Updated Conditions of Approval

Planning:

1. The Outline Plan is approved subject to growth management infrastructure funding limitations. Prior to further lands use approvals being issued within this Outline Plan area, the Growth Management Overlay removal area (Map 4 of the Keystone Hills Area Structure Plan), shall be amended.
2. **With each Tentative Plan** the Developer shall submit a density phasing plan showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities and variety of housing policies as required by the Keystone Hills Area Structure Plan and Municipal Development Plan.

The density phasing plan shall include a breakdown of the type of units anticipated within the R-G and R-Gm land use districts.

If the number of units exceed the maximum number of units on the attached Outline Plan a revised TIA and / or staged master drainage plan may be required at the discretion of CPAG.

3. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for all semi-detached dwellings, rowhouses, or townhouses shall be executed and registered against the titles **concurrently with the registration of the final instrument**.
4. Those portions of lanes running parallel to and abutting public roads shall be paved at the developer's expense, unless a screen or sound fence is constructed in between the lane and road.
5. A restrictive covenant, satisfactory to the City of Calgary, shall be registered against the titles of the affected parcels of land that contain the well sites prohibiting the construction or erection of any permanent structure(s) on the required setbacks by owners of all well sites including the clear access required to the public road.
6. A restrictive covenant, satisfactory to the City of Calgary, shall be registered against the titles of the affected residential parcels prohibiting the construction of any habitable building or part thereof within 15.0 metres of the centre line of the high pressure gas pipeline located within Plan 299JK.
7. Prior to endorsement of the final instrument, the easement for the utility right-of-way within Plan 1174HF shall be discharged from the title(s) within the subdivision plan area.
8. **Prior to endorsement of the tentative plan**, a public access easement agreement shall be submitted to and approved by the Subdivision Authority and registered on the title for the 0.34 hectare Home Owner Association parcel along 160 Avenue NE, and the 0.09 hectare Home Owner Association parcel along MacAdams Terrace.
9. The proposal as submitted has an over-dedication of roadways. The developer will proceed with the processing of this plan on the understanding that compensation for said over-dedication be deemed to be \$1.00.

Updated Conditions of Approval

10. Adequate directional signage shall be provided for developments addressed to walkways, which include Herron Walk, Gardner Lane and MacAdams Walk and other applicable locations. **Prior to endorsement of the final instrument**, provide detailed signage information, showing text and sign locations, to the satisfaction of the Subdivision Authority and the Addressing Coordinator.
11. All residential development within the 25-30 Noise Exposure Forecast (NEF) contour zones of the Calgary International Airport shall conform to the special soundproofing requirements of the Alberta Building Code and the standard City of Calgary and a NEF Restrictive Covenant shall be registered on all parcels to that effect.
12. The existing buildings shall be removed prior to endorsement of the final instrument.
13. The relocation of any electrical and telecommunications installations shall be at the Developer's expense to the appropriate standards.

Development Engineering:

14. Abandoned well proximities are required to be provided to all purchasers of properties adjacent to the affected sites (Gardner Link, Gardner Lane and Gardner Grove).
15. **Concurrent with the registration of the final instrument**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.
16. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Slope Stability Report, prepared by McIntosh Lalani (File No. ML 5480) dated January 30, 2013.
 - Geotechnical Report, prepared by McIntosh Lalani (File No. ML 5480) dated January 29, 2013.

A post development Slope Stability Report is required if any final design slopes exceed 15%.

17. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that the conditions of the areas where the pipelines have been removed are suitable for the intended uses as related to environmental concerns. All documentation shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).

Updated Conditions of Approval

18. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that all recommendations outlined in: "Phase II Environmental Site Assessment North Stoney Trail, 03-026-01 W5M, Calgary, Alberta", dated September 30, 2015 by Stantec Consulting have been addressed and the land is suitable for the intended uses as related to environmental conditions.
19. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that all recommendations outlined in: "Supplemental Phase II Environmental Site Assessment, North Stoney Trail, 03-026-01 W5M, Calgary, Alberta", dated February 2016 by Stantec Consulting have been addressed and the land is suitable for the intended uses as related to environmental conditions.
20. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that the impacts identified in: "Phase 2 Environmental Site Assessment Bonavista Crossfield 10-03-26-10 W5M", dated October 2015 by Ram River Consultants have been addressed and the land is suitable for the intended uses as related to environmental conditions.
21. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that confirms that the high pressure natural gas line has been upgraded to meet the applicable Canadian Standards Association Z662-11 Class Location Code 3 and any Alberta Utilities Commission requirements. All documentation shall be prepared by a qualified professional and shall be reviewed to the satisfaction of The City of Calgary.
22. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
23. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
24. The applicant, at its expense but subject to normal oversize, endeavor to assist and boundary cost recoveries, will be required to:
 - a) Install any offsite water mains and sanitary sewers, storm sewers in accordance with the East Keystone Construction and Financing Agreement and construct any offsite temporary and permanent roads required to service the Subdivision Plan Area. The Applicant will be required to obtain all rights, permissions, easements or right-of-ways that may be required to facilitate these offsite improvements.
 - b) Construct the underground utilities and surface improvements within Livingston Hill NE along the southwest boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within 144 Avenue NE along the south boundary of the plan area.
 - d) Construct the underground utilities and surface improvements within 6 Street NE along the east boundary of the plan area.
 - e) Construct the underground utilities and surface improvements within 160 Avenue NE along the north boundary of the plan area.

Updated Conditions of Approval

- f) Construct the underground utilities and surface improvements within 1 Street NE along the west boundary of the plan area.
 - g) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - h) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) along the boundary of the plan area.
 - i) Construct the MSR/MR within the plan area.
 - j) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
25. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
26. **Prior to endorsement of the initial Tentative Plan**, an approved Staged Master Drainage Plan (SMDP) address interim and ultimate conditions, is required for this area.

Transportation:

27. **Prior to endorsement of the initial Tentative Plan**, it must be demonstrated to the satisfaction of the Director, Transportation Planning that a regional transportation network is “available,” and connects the Outline Plan area with Stoney Trail, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

“Available” is defined as follows:

- A. The ability to construct or contribute towards construction of a regional road required to provide a connection to the Tentative Plan.
- B. The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan, or pedestrian / active to connect the pedestrian walkway system serving the Tentative Plan with a pedestrian network.

The Regional Transportation Network required to support this development within the Keystone ASP is defined as follows:

- 14 Street NW – Six (3-3) paved basic lanes (ultimate stage plan) between Stoney Trail and 144 Avenue NW, inclusive;
- 144 Avenue NW – a minimum of six (3-3) paved lanes (ultimate stage plan) between 14 Street NW and Center Street N, inclusive;
- 144 Avenue NE – three (1-1 + left turn lane) paved lanes between Centre Street N and 6 Street NE, inclusive.
- Center Street N – completion of the couplet collector roadways (six (3-3) basic lanes) between Stoney Trail N and 144 Avenue N, inclusive.
- Full all-movement interchanges (ultimate stage plan) along Stoney Trail N at 14 Street NW and Center Street N.

Updated Conditions of Approval

Downgrading or removal of segments of the Regional Transportation Network would result in a reduction of the number of units that can be accommodated within the Keystone ASP lands. The design requirements for all other roadways will require review and reassessment, and any assumptions or analysis completed in support of this application would be invalid.

28. In conjunction with the Initial Tentative Plan application, the Developer shall register a road plan for the boundary half of 144 Avenue NE, from Livingston Gate NE to 6 Street NE, inclusive to the satisfaction of Transportation Development Services:
- 46.5 meters right-of-way width (up to six (3-3) basic lane Arterial standard roadway, two (1-1) 3.0 meter pathways along each side of the roadway for pedestrian and cyclist network connectivity).

The dedication of 144 Avenue NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer or adjacent Developers (or The City of Calgary) can occur unimpeded, and in a contiguous and timely manner.

29. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for boundary half of 160 Avenue NE (3 lanes), from Centre Street N to the applicable Collector roadway access to the subject lands, to the satisfaction of Transportation Development Services, inclusive:
- A 46.5 meters right-of-way width (up to six (3-3) basic lane Arterial standard roadway, two (1-1) 3.0 meter pathways along each side of the roadway for pedestrian and cyclist network connectivity) with the provision for “local exceptions” that may exceed 46.5 meters.

“Local exceptions” is defined as intersections to be protected for dual-slotted left-turn bays along 160 Avenue N, subject to further review and analysis in conjunction with the application Tentative Plan and to the satisfaction of Transportation Development Services. Local exceptions affected by the proposed Outline Plan include the following intersections:

- 160 Avenue N – Center Street N (and Center Street Couplet);
- 160 Avenue NE – 1 Street NE (east couplet); and
- 160 Avenue NE – 6 Street NE.

The dedication of 160 Avenue NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer or adjacent Developers (or The City of Calgary) can occur unimpeded, and in a contiguous and timely manner.

30. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan for the full width of 1 Street NE, from 144 Avenue to the applicable Collector roadway access to the subject lands, to the satisfaction of Transportation Development Services.

Updated Conditions of Approval

31. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan for the boundary half of 6 Street NE, from 144 Avenue to the applicable Collector roadway access to the subject lands, to the satisfaction of Transportation Development Services.
32. In conjunction with the Initial Tentative Plan application, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active mode and vehicle routing through the community with two points of public access around the tentative plan boundary. The Collector standard roadways must connect to 144 Avenue NE and 160 Avenue NE.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be provided when funds become available, while the three points of access to the community ensures residents will have routes into and out of the community, in the event of emergencies or road closures, and to ensure availability of capacity at the community access points.

33. In conjunction with each Tentative Plan, Collector standard roadways shall be provided to facilitate continuous access to serve the tentative plan boundaries, and must connect to 144 Avenue and 160 Avenue NE, to the satisfaction of the Director, Transportation Planning.
34. In conjunction with the applicable Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NE, 160 Avenue NE, and 6 Street NE, as well as the full width of 1 Street NE connecting required continuous Collector roadway through the Tentative Plan area, providing local and regional pedestrian, cyclist, and vehicle connection to the transportation network. All arterial standard roadways shall accommodate a 3.0m pathway on both sides of the roadway. All roadways shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
35. In conjunction with each Tentative Plan or Development Permit, further traffic and transportation analysis (Transportation Impact Assessment) is required to demonstrate and confirm that capacity is available on the network to support the proposed application, that the application does not exceed the development cap in place at that time, and that all travel modes are accommodated in a contiguous, consistent manner. Any upgrades to the local and regional transportation network, including network connections outside of the plan boundary required to support the proposed application, shall be designed and constructed at the Developer's sole expense, to the satisfaction of the Director, Transportation Planning, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
36. Future revisions, addendums, or submissions within the development area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Director, Transportation Planning.

Updated Conditions of Approval

37. In conjunction with each applicable Tentative Plan application, the Developer shall complete a signals warrant analysis for the following intersections:
- A. Livingston Hill – 144 Avenue NE.
 - B. 6 Street – 144 Avenue NE.
 - C. Livingston Way – 6 Street NE.
 - D. Livingston View - 6 Street NE.
 - E. Livingston Boulevard - 6 Street NE.
 - F. 6 Street - 160 Avenue NE.
 - G. Gardner Street - 160 Avenue NE.
 - H. Lafferty Gate - 160 Avenue NE.
38. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for intersection signalization at the mid-block pedestrian crossing of 6 Street NE, adjacent to Herron Mews NE to the satisfaction of the Director, Transportation Planning. Note that the Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.
39. In conjunction with each Tentative Plan, the Developer shall demonstrate that the plan area provides contiguous extension of development with the Outline Plan area, to the satisfaction of Transportation Development Services. The intent is to ensure transportation connectivity for all modes within and adjacent to the plan area, as well as facilitate transit routing.
40. All intersection spacing shall be located, designed, and constructed to the satisfaction of the Director, Transportation Planning.
41. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and the Director, Transportation Planning, particularly where Regional Pathways or multi-use pathways intersect with the street. Note that the Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.
- Pedestrian-actuated crossing signals are required at the mid-block crossing of Livingston Boulevard, west-of Lafferty Gate NE; and at the intersection of Livingston View and Gardner Street NE.
42. In conjunction with the Tentative Plan, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Transportation Planning and Roads, for the staged development arterial and collector standard roadways, inclusive of the staged development of the at-grade intersections and future grade separation, where applicable and to the satisfaction of the Director, Transportation Planning.

Updated Conditions of Approval

43. No direct vehicular access shall be permitted to or from 144 Avenue NE, 6 Street NE, and 160 Avenue NE from the adjacent lands. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the applicable Tentative Plan stage.
44. No direct vehicular access shall be permitted to or from the south side of Livingston Way between Livingston Hill and 6 Street NE; and a restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
45. For R-G residential lots, no direct vehicular access shall be permitted to or from primary collector and other divided roadways. Vehicular access shall be provided from rear lanes only. A restrictive covenant **shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the applicable Tentative Plan stage.**
46. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
47. Bus bays shall be provided on 144 Avenue NE, 6 Street NE, and 160 Avenue NE to the satisfaction of the Director, Transportation Planning.
48. No parking is permitted along the east side of Livingston Hill, between Livingston Way and Howse Drive NE (residential roadway classification area) until such time as Transit does not require the roadway for interim transit routing through the subject lands.
49. In conjunction with the applicable Tentative Plan or Development Permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning. All bus zones shall be located:
 - A. Where commercial areas are concentrated;
 - B. Where the grades and site lines are compatible to install bus zones; and
 - C. Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
50. In conjunction with each Tentative Plan or Development Permit, Transit shelter(s) shall be provided as stipulated by the Director, Transit and the Director, Transportation Planning and shall be supplied and installed at the Developer's sole expense. The shelter(s) shall be installed by Transit upon receipt of satisfactory payment.
51. **In conjunction with the Tentative Plan and Development Permits**, a noise attenuation study is required for the development adjacent to all arterial roadways, including 144 Avenue NE, 160 Avenue NE, and 6 Street NE, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.

Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the City of Calgary 2014 Design Guidelines for Subdivision Servicing.

Updated Conditions of Approval

52. All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.
53. Sidewalks along the school site frontages shall be designed and constructed as monowalks, with a minimum width of 2.0 meters.
54. For intersections adjacent to school sites and high-volume pedestrian crossing locations, curb extensions shall be provided to the satisfaction of the Director, Transportation Planning.
55. In conjunction with the applicable Tentative Plan, curb extensions to be designed and constructed at the Developer's sole expense. Curb extensions are required at the following locations:
 - A. At all mid-block crossings, including those of residential streets; and
 - B. At the intersections of Livingston Hill and Calhoun Common; Calhoun Common and Calhoun Rise; Herron Rise and Livingston Way; Livingston View and Gardner Street; Gardner Street and Livingston Boulevard; Livingston Hill and Livingston View; Livingston View and MacAdams Common; MacAdams Common and Livingston Boulevard NE; and Gardner Street and Livingston View NE.
56. In conjunction with the applicable Tentative Plan, the intersection of Herron Landing and Livingston View shall be realigned by shifting the lane 5.0m easterly, so that the lane access across the street does not conflict with the intersection's crosswalk and wheel chair ramp; or provide a hammerhead turnaround at the terminus of the lane.
57. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Director, Transportation Planning.

Parks:

58. The developer shall submit Landscape Construction drawings for all open space lands including Municipal Reserve, Environmental Reserves, Municipal and School Reserve parcels to Calgary Parks for review.
59. Prior to the approval of the affected tentative plan, the developer shall submit Landscape Construction drawings OR updated Landscape Concept Plan(s) for all open space lands including Municipal Reserve, Environmental Reserves, Municipal and School Reserve parcels to Calgary Parks for review. Landscape concept plan requirements are detailed through the *Calgary Parks 2017 Development Guidelines and Standard Specifications: Landscape Construction*.

Updated Conditions of Approval

60. Prior to the approval of the affected tentative plan, the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director, Parks.
61. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm ponds to both Water Resources and Parks for review.
62. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.
63. Prior to endorsement of the affected tentative plan OR prior to release of the stripping and grading permit (whichever occurs first), submit a natural area management plan and a Habitat Restoration Plan for all natural areas to Parks for review and approval. See the City's [Habitat Restoration Project Framework](#) for guidance.
64. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Parks prior to stripping and grading.
65. The developer shall restore, to a natural state, any portions of the Environmental Reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector.
66. Class I and Class II wetlands are not considered ER in accordance with the provisions of the City of Calgary's Calgary Wetland Conservation Plan and are subject to separate approvals between the applicant and Alberta Environment, at the applicant's sole cost and expense, for which The City of Calgary has no responsibility. The applicant shall be solely responsible to obtain any other approvals or permits which may be required from other government authorities, including Alberta Environment, in order to impact or develop any wetland(s) on the subject lands.
67. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide Parks with a copy of the Water Act approval, issued by Alberta Environment, for the proposed wetland disturbance.
68. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
69. The Low Impact Development (LID) drainage component are not to conflict with the pathways in any part of the plan area.

Updated Conditions of Approval

70. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications – Landscape Construction (current version), including applicable setback requirements, to the satisfaction of the Director, Parks.
71. Plant all public trees in compliance with the approved Public Landscaping Plan.
72. Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area Tentative Plan, Parks requires finalized details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.
73. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as Environmental Reserve, requires approval from the Director of Parks.
74. Prior to approval of the tentative plan or stripping and grading permit (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
75. The developer is responsible for constructing all Municipal Reserve parcels within the boundaries of the plan area according to the approved concept plans and built in accordance with the Parks' Development Guidelines and Standard Specifications – Landscape Construction (current version).
76. All Class III and above wetland(s) (as defined by the *Stewart and Kantrud Wetland Classification System*) identified within the Outline Plan area qualify as Environmental Reserve ("ER") pursuant to the *Municipal Government Act (Alberta)* ("MGA") and are to be dedicated to The City of Calgary as ER, pursuant to the MGA. Pursuant to the Plan, the Subdivision Authority may permit an applicant to damage or destroy Class III and above wetland(s) provided that prior to the approval of the affected Tentative Plan and/or Development Permit, the applicant shall:
 - a) Provide Parks with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s); and
 - b) Strictly comply with the provisions of the wetland compensation agreement between the applicant and the Province of Alberta or its agent in support of this application. Each obligation therein shall constitute: (i) a condition of subdivision or development approval which shall be enforceable under the MGA and (ii) a condition of the Water Act approval which shall be enforceable under the *Water Act* (Alberta).

Note that the Plan can be viewed online at:

http://www.calgary.ca/CSPS/Parks/Documents/Planning-and-Operations/Natural-Areas-and-Wetlands/wetland_conservation_plan.pdf or by searching 'Calgary Wetland Conservation Plan' on the City's official website (www.calgary.ca).

Updated Conditions of Approval

77. Drainage from the development site onto the adjacent reserve lands is not permitted, unless otherwise approved by Parks.
78. Backsloping of private lots into reserve lands is not permitted, unless otherwise approved by Parks.
79. Retaining walls placed within reserve lands is not permitted, unless otherwise approved by Parks.
80. Stockpiling or dumping of construction materials is not permitted on environmental reserve lands, unless otherwise approved by Parks.
81. Any damage to existing or future public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector.
82. All landscape construction shall be in accordance with the City of Calgary Parks' Development Guidelines and Standards Specifications for Landscape Construction (current version).
83. Prior to approval of the affected tentative plan(s), the developer shall submit to Parks signed agreement letter(s) from the owners of all well sites impacting reserve lands within the Outline Plan area. The agreement letter(s) should include, but not limited to, setback parameters.

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LIVINGSTON (WARD 3)
WEST OF 6 STREET NE AND NORTH OF 144 AVENUE NE

MAP 3NN

EXECUTIVE SUMMARY

Livingston Stage 1B and 1C Outline Plan covers an area of 167.2 hectares \pm (413.1 acres \pm) located in the northeast quadrant of the city, at the corner intersection of 6 Street NE and 144 Avenue NE. The plan area is composed of three neighborhoods identified under Community 'B' in the Keystone Hills Area Structure Plan (ASP) and constitutes one of several lands owned by Brookfield, within the ASP's boundaries. The site is currently designated Special Purpose – Future Urban Development (S-FUD) District.

The plan area is anticipated to accommodate 3077 units ranging from low density residential housing forms to multi-residential developments. The overall design principle of the plan aims to weave the urban fabric with the natural topography of the site and the existing natural drainage course cutting diagonally across the entire plan. The result is an organic configuration of stormwater ponds in low lying areas around which school sites are arranged, and high points around which parks and residential blocks are arranged with terminating vistas. A Neighbourhood Activity Centre (NAC) is provided for each of the three neighborhoods, with the western most neighborhood integrating seamlessly with the future Urban Corridor along Centre Street N (APPENDIX V).

A Quantitative Risk Assessment was required by Administration due to the existing high pressure ATCO Natural Gas Pipeline that crosses the northeast boundary of the Outline Plan area. The result of that Assessment influenced the subdivision layout since several land uses could only locate at certain setbacks from the pipeline. These included school sites and multi-residential developments (APPENDIX VII).

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION

2017 September 21

That Calgary Planning Commission **APPROVE** the proposed Outline Plan.

The Calgary Planning Commission **APPROVED** the proposed Outline Plan for the subdivision of 167.2 hectares \pm (413.1 acres \pm), in accordance with Administration's recommendation.

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MAP 3NN

REASONS FOR RECOMMENDATION:

The proposed Outline Plan has been developed in accordance with the Neighbourhood Area Policies as specified in the Keystone Hills Area Structure Plan (ASP). The plan provides three functional neighbourhood designs complemented by a transportation grid network that respects the site's variable topography. The residential areas meet the minimum ASP density requirements while the Neighbourhood Activity Centres (NACs) not only meet but exceed the minimum intensity targets. The result is a plan area that allows a variety of housing forms, within a complete community with schools, parks and recreation facilities. The conditions of approval (APPENDIX I) effectively implement the technical aspects of the plan area's future development.

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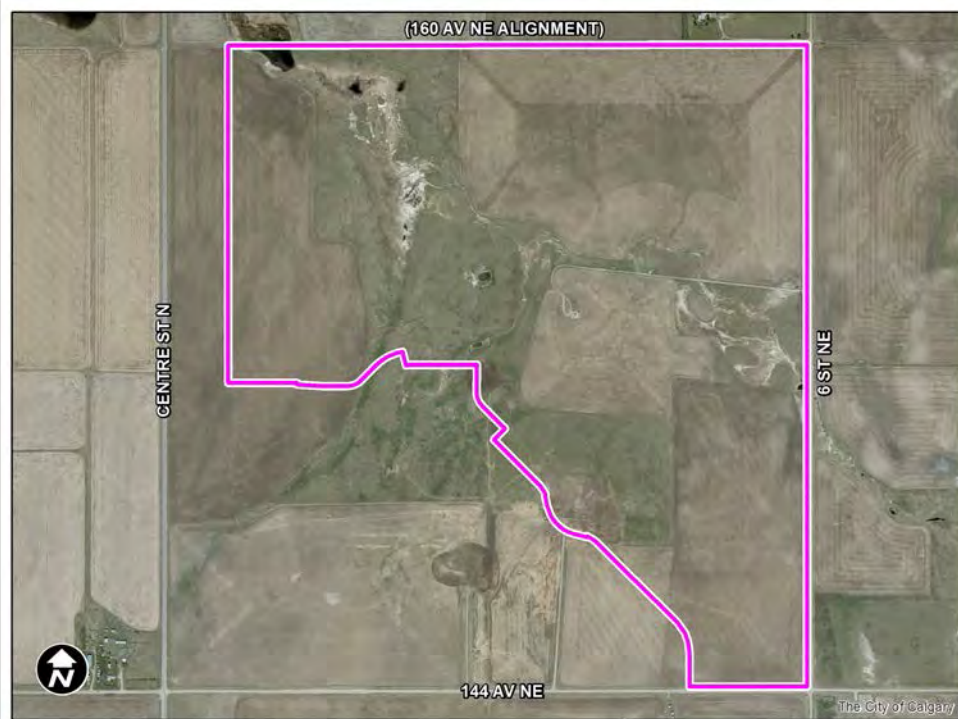
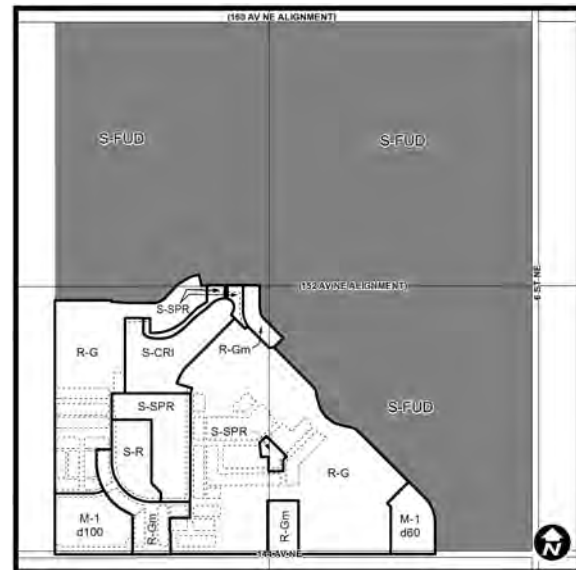
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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Calgary Planning Commission **APPROVE** the proposed Outline Plan to subdivide 167.2 hectares \pm (413.1 acres \pm), with conditions (APPENDIX I).

Moved by: R. Wright

Carried: 6 – 0

2017 September 21

MOTION ARISING: That with regard to the MacAdams Mews and MacAdams Place that Calgary Planning Commission directs Administration to rework these plans, with the Applicant, to achieve a different and better design outcome than a 1990s “cove” design that locks in a snout house built form, to the satisfaction of the Director of Transportation Planning, and return to Calgary Planning Commission with the necessary adjustments at the appropriate time.

Moved by: G.-C. Carra

Carried: 5 – 1

Opposed: R. Wright

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WEST OF 6 STREET NE AND NORTH OF 144 AVENUE NE

MAP 3NN

Applicant:

B&A Planning Group

Landowner:

Carma Ltd

Address

300 and 500 - 144 Avenue NE

Legal

Portion Section 3-26-1-5

PLANNING EVALUATION

SITE CONTEXT

The subject lands are located in the northeast quadrant of the city, within the Keystone Hills Area Structure Plan (ASP), and are bound by 6 Street NE to the east and 144 Avenue NE to the south.

The lands constitute one of several owned by Brookfield Residential Properties. A portion of these lands immediately west of the subject Land Use Amendment: Livingston Stage 1A, was approved for an Outline Plan and Land Use Amendment in fall of 2014. Other approved Outline Plans and Land Use Amendments in the area include other Brookfield lands west of Centre Street; Livingston Stage 2, the community of Carrington, by Mattamy directly west of the Livingston Stage 2, and by Genstar/ Hong directly south of Livingston Stage 2. A future Urban Corridor extends along Centre Street N from a Major Activity Centre (MAC) situated south of the ASP, which is where one of the future LRT stations is contemplated (APPENDIX IV).

The subject site is characterized by knob and kettle topography, resulting in two distinct high points. The slopes across the entire plan range from four per cent up to 14 percent with a natural drainage course cutting diagonally through the plan in a northwest to southeast direction. This natural drainage course along with riparian areas in the northwest provide opportunities for integration of stormwater facilities and naturalized amenities in an open space system.

An active high pressure gas pipeline with a 30 metre easement diagonally crosses the northeast portion of the subject site, while two abandoned wells are also located within the same quadrant of the site.

LAND USE DISTRICTS

The proposed residential land uses provide for a diversity of both low density housing forms and multi-residential developments.

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Low density housing forms are provided by the Residential - Low Density Mixed Housing (R-G) District and the Residential - Low Density Mixed Housing (R-Gm) District. The R-G and R-Gm are both intended to allow a greater diversity of housing in a single land use district resulting in a more streamlined way to achieve choice of a greater range of low density housing forms and accommodate intensification of residential neighbourhoods over time. The only difference is that the R-Gm excludes single detached dwelling forms.

In accordance with the ASP's Housing Diversity policy, neighbourhood areas are to provide for a variety of housing forms by ensuring a minimum of 30 percent non-single detached dwellings. The anticipated mix of housing exceeds this by providing 32 percent as non-single detached dwellings under the R-G District and R-Gm District. These include semi detached and row house dwelling typologies. When combined with the remainder proposed multi-residential developments, the total non-single detached units in the Outline Plan area come to 46 percent.

Multi-residential developments are provided by the proposed Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, and the Mixed Use - General (MU-1f3.0h20) District. Together, these provide an anticipated total of 632 residential units (APPENDIX II)

Non-residential land uses can be broken down into commercial and special purpose districts. The single commercial district in the Outline Plan: Commercial – Neighbourhood 2 (C-N2) District, is located within the southeastern Neighbourhood Activity Centre (NAC) while the northeastern NAC is able to also accommodate commercial uses under the mixed use MU-1f3.0h20 District.

The special purpose districts include Special Purpose – School, Park and Community Reserve (S-SPR) District which accommodates all the parks and the four school sites, and Special Purpose – Urban Nature (S-UN) District that dedicates the drainage channel turned green corridor and open space landforms as environmental reserve. Finally, a Special Purpose – City and Regional Infrastructure (S-CRI) District accommodates storm water ponds and maintenance access easements required to service the subject plan area, while a Special Purpose – Recreation (S-R) District accommodates a residual open green space dedicated to the Home Owner Association.

DENSITY

The Outline Plan proposes an anticipated total of 3077 residential units with a maximum attainable yield of 4498 units. This equates to an anticipated density of 20 units per hectare (8.1 units per acre) with a maximum density yield of 29.2 units per hectare (11.8 units per acre). This meets the minimum average residential density of 20 units per hectare (8 units per acre) required by the ASP.

Higher density is reserved within the plan area to be located within NACs, along main collectors, and in transit station planning areas.

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While not part of this application, the future Urban Corridor extending along Centre Street N from the future Major Activity Centre (MAC) will also provide a variety of high-intensity uses including housing and commercial opportunities. This is why the housing stock of the proposed multi-residential developments within the land use area is kept to the policy's minimum, so as not to dilute from the higher densities anticipated along the Urban Corridor and MAC.

The proposed intensity within the Neighbourhood Activity Centres (NACs) not only meet but exceed the minimum ASP intensity target of 100 people and jobs per gross developable hectare. The southern NAC intensity proposes 124 people and jobs per gross developable hectare, while the northern NAC intensity proposes 105 people and jobs per gross developable hectare.

LEGISLATION & POLICY

The Municipal Development Plan (MDP), and the Keystone Hills ASP are the main policy documents that guide development of the subject lands. The proposal meets the intent of the policies found in these documents.

Municipal Development Plan

The subject lands are identified under Map 1 'Urban Structure' of the MDP, as Developing Planned Greenfield areas with an existing Area Structure Plan.

The proposed Outline Plan meets the MDP's objectives. These include:

- providing a variable housing mix;
- including an Activity Centre at the neighbourhood scale;
- locating multi residential developments near transit and open spaces;
- implementing a block-based complete street subdivision design pattern;
- providing multi modal connectivity for pedestrians, cyclists and transit riders; and
- protecting and integrating significant ecological elements into the plan.

Keystone Hills Area Structure Plan

The subject lands are identified as Community 'B' on Map 6 of the ASP: Community and *Neighbourhood Concept*. This community is further broken down into smaller neighbourhoods, three of which make up the subject plan area.

The plan area is identified primarily for residential use under the Neighbourhood Area category of Map 5: *Land Use Concept*. The residential areas comply with the Neighbourhood Area Policies by meeting minimum density and intensity requirements, and providing a variety of housing forms within a pedestrian-oriented environment.

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As per the ASP, in order to provide residents with a walkable environment the composition of Neighbourhoods shall consist of a Neighbourhood Area and an Activity Centre forming a cohesive and functional arrangement of parks, transit stops and a mix of uses.

Neighbourhood Activity Centres (NAC) provide Neighbourhoods with focal points that contain a mix of transit supportive residential and non-residential uses. Connected to their surrounding Neighbourhood Areas by a network of active modes, NACs are designed to provide a pedestrian environment and establish activity in the public realm. Each NAC shall be a comprehensively planned Mixed-Use area consisting of a central amenity space, Medium-Density Multi-Residential Development and a non-residential use.

Provided are three NACs for the three neighbourhoods in the Outline Plan area. The two eastern NACs in the Outline Plan area meet the ASP Neighbourhood Policies accordingly.

Alternatively, the northwestern neighbourhood in the Outline Plan area is arranged around a modified NAC due to its adjacency to the future Urban Corridor. As outlined in the ASP policies, where a neighbourhood contains a higher order Urban Corridor, certain changes can be made to the composition and design of that NAC. In this case, the non-residential and medium-density multi-residential land uses are relocated from the NAC to the adjacent Urban Corridor, while maintaining its design as a central amenity space that benefits the neighbourhood.

Standalone Multi-Residential Developments, as identified by the Neighbourhood Policies, may be located in the Neighbourhood Area only if they do not compromise the viability of similar development in the Activity Centre. In the plan area Multi-Residential Developments outside the neighbourhood NAC are located to take advantage of transit stop locations and natural features, in compliance with Neighbourhood Policies.

Map 7: *Joint Use Sites*, also identifies three joint use sites within the boundaries of the plan area. In this plan area, four are provided, with two of the schools further joint through the sharing of playfields. The size and composition of these schools comply with Joint Use Site Policies and standards as required by the Site Planning Team.

Finally, the application complies with the ASP's Urban Growth Policies by only proposing land uses in the portion of the ASP where the growth management issues have been resolved. Accordingly, the associating land use area only falls under the Growth Management Overlay Removal Area as per Map 4: *Growth Management Overlay*. This is why the remainder larger Outline Plan has no associating land use application currently accompanying it

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

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SUBDIVISION DESIGN

The proposed subdivision follows the natural topography of the site while also respecting the existing natural drainage course; which cuts diagonally across the plan area. This results in an organic configuration of stormwater ponds in low lying areas around which two school sites are arranged, and high points around which open spaces and residential blocks are arranged with terminating vistas.

Due to an existing high pressure ATCO Natural Gas Pipeline that crosses the northeast boundary of the Outline Plan area, Administration required a Quantitative Risk Assessment to be conducted as per the ASP. Recommendations of the Assessment determined zones of suitability for sensitive land uses proposed adjacent to the pipeline. Therefore, several land uses could only locate at certain setbacks from the pipeline. These included school sites and multi-residential developments, which also influenced the subdivision design of the plan area.

Residential Blocks

The proposed subdivision results in block layouts that allow for a variety of low density and medium density residential dwelling forms. The low density dwelling form is provided by a combination of both laned and non-laned product types. Non-laned products are primarily located along the high points of the plan area. Laned products are primarily located along collector roadways to improve the residential street interface and access conditions, with limitations on front garages. Laned products are also arranged in key locations along certain green park spaces, to provide residential frontage onto some of these parks. These 'green streets' offer an alternative to dwelling forms backing onto parks, thereby providing a more meaningful activation onto certain key park spaces.

Anticipated lot widths vary from 6.5 metres for rowhouse buildings in the R-Gm District to 10.4 metres for single detached dwelling forms in the R-G District.

Medium density residential blocks vary in size from a minimum of 0.8 hectares \pm (2.0 acres \pm) to a maximum of 2 hectares \pm (4.7 acres \pm). As previously mentioned under the ASP policy review, these are located in NACs and along collector roadways on parcels that can allow residential interface onto natural features, open space, or other amenities offered by non-residential uses and transit. A mixed-use residential block is also proposed in the northeast NAC to allow both residential uses and commercial uses to be supported at grade, facing the street.

Community Features – Neighbourhood Activity Centers (NACs)

In keeping with the ASP a Neighbourhood Activity Centre (NAC) is provided for each of the three neighborhoods. These NACs provide a social focal point in each neighborhood by virtue of their location and use composition.

The location of the NAC is intended to serve a catchment walking distance of 700 metres via the transportation network and be centrally located within neighbourhoods and along transit routes.

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The location of each of the three NACs in this Outline Plan area is furthermore dictated by the typography, the results of the Quantitative Risk Assessment, and the presence of the future Urban Corridor to the west.

To begin with, the location of the northeastern NAC is influenced by the results of the Quantitative Risk Assessment that dictated medium-density multi-residential developments would have to be located 160 metres away from the active pipeline. As for the uses, this mixed use NAC is composed of a mixed-use district that accommodates a mix of residential and the opportunity for commercial uses, and includes an amenity space. The amenity space leverages the adjacent school's playfield enabling a greater number of residents to make use of the playfields. The Applicant's concept also shows potential for a public plaza to be further provided as part of the conceptual site design for the mixed-use district parcel.

The location of the southeastern NAC is governed by typography and is such located at the low point of its neighbourhood, along a transit route collector. This mixed use NAC consists of a central amenity space, medium-density multi-residential development and a non-residential use. The amenity space is provided by a public park that will be flanked by a medium-density multi-residential development to the north and the commercial non-residential use to the east. The commercial site's concept envisions a more pedestrian friendly interface along the park with more vehicular oriented uses to the east, along the arterial.

Finally, the northwestern neighbourhood in the Outline Plan area is arranged around a modified NAC due to its adjacency to the future Urban Corridor. In this case, the non-residential and medium-density multi-residential land uses are relocated from the NAC to the adjacent Urban Corridor, while maintaining its design as a central amenity space that benefits the neighbourhood. The central amenity space is one of several 'green street' linkages in the Outline Plan area where the residential units are arranged to front onto the park.

Environmental Reserve (ER)

An interconnected open space system follows an existing drainage channel cutting diagonally across the entire plan with part of it dedicated as ER. This ER in combination with stormponds located in low lying areas of the plan and municipal reserve, thread the community together by creating an amenity that integrates stormwater management facilities, and school sites along linear pathways and green corridors. The ER also provides connectivity by accommodating parts of the regional pathway that carries pedestrian and cyclist through the plan area and into adjacent lands.

Municipal Reserve (MR)

MR has been provided in the form of both programmed and natural areas of park, distributed throughout the plan area, and in the form of 'green street' linkages. 'Green street' linkages provide pedestrian connectivity through a dedicated open space linking people by active modes from one key area of the plan to another.

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The 'green street' linkage in the southeast quadrant of the Outline Plan begins at the lower lying natural area and drainage course, and connects to a series of larger linear parks that finally terminate at the southeast high point of the plan area. This high point offers the public panoramic views of the community within a programmable park space.

The other 'green street' linkage carries pedestrians and cyclists across from the western Urban Corridor across into the plan area through another linear park, to finally connect with the two combined schools and stormpond area.

Finally, the smallest 'green street' runs along a programmable park space in the northeast portion of the plan area, flanked by low density residential units.

Pathways and Bikeways

Regional and local pathway systems provide active mode connectivity across the plan area, in addition to the sidewalks along the street network.

The regional pathway aligns with the intent of the ASP by providing pedestrian and cycling connections both within the plan area and to destinations outside the plan area, such as the future adjacent Urban Corridor and adjacent lands. The regional pathway in this plan area runs primarily along the drainage channel, taking advantage of a non-interrupted path of travel with great views and amenities to enjoy along the way. Local pathways strengthen the regional system and provide key linkages to local amenities instead, such as the Resident Association site, the natural areas and programmed parks.

On-street bike lanes are located along collector roadways to ensure the east-west continuation of the bike lanes from the Urban Corridor and Livingston Stage 2, with lanes running north-south as well.

Street Types

The City's Addressing and Data Services has reviewed the latest street types proposed in the plan area and have no further comments to make.

TRANSPORTATION NETWORKS

The subject site is bounded by 144 Avenue NE to the south and 6 Street NE to the east, with 160 Avenue NE located further to the north, and 1 Street NE located further to the west. The proposed road network within the Outline Plan boundary is a fused grid and grid pattern, and builds on the network developed as part of the Livingston 1A Outline Plan approved 2014 August (LOC2013-0028).

Administration worked with the applicant to develop a transportation network that supports an adequate level of connectivity, with primary collector and collector street network that accommodates active modes, transit, and vehicular movement within the plan area, as well as

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MAP 3NN

connections to the regional transportation network. The combination of limited block sizes, pathways and park space that are adaptive to the existing topographic features ensure pedestrians and cyclists will enjoy good connectivity within and around the plan area, as well as to the future Urban Corridor.

Staging of the proposed development through to completion is planned to ensure regional network connectivity, with access to Stoney Trail from 14 Street NW and Centre Street N, with connections to 14 Street NW and Centre Street N along 144 Avenue NW. The plan also provides the opportunity to introduce transit service to the area at any stage of development of the subject lands.

Public transit will be introduced in phases over time, and is expected to include several bus routes running through the Keystone ASP lands, providing local and regional service through and around the plan area, and later phased to support the future Green Line extension and cross-town bus services.

UTILITIES & SERVICING

Sanitary, storm and water servicing infrastructure is available to service the development area. The storm ponds within Livingston Stage 1c with a Growth Management Overlay will be protected by utility right-of-way until such time that the Overlay is removed.

ENVIRONMENTAL ISSUES

The Keystone Hills Area Structure Plan (ASP) identified oil and gas infrastructure as potential development constraints within the plan area. The ASP includes policy statements requiring that these potential development constraints be addressed as part of the development process. To determine the impact of the existing oil and gas infrastructure to the proposed plan area, a Quantitative Risk Assessment and environmental site assessments were required.

In this Outline Plan area, there were abandoned oil and gas wells, and pipelines. These wells have been properly reclaimed and the pipelines have been removed. The proposed setbacks and land uses around these oil wells have been reviewed and conditions have been added to the Outline Plan to appropriately deal with these (APPENDIX I).

There is also an existing high pressure ATCO Natural Gas Pipeline that crosses the northeast boundary of the Outline Plan area. The Quantitative Risk Assessment undertaken by the Applicant determined zones of suitability for sensitive land uses proposed adjacent to the pipeline. Based on recommendations within the report, several land uses could only locate at certain setbacks from the pipeline. These included school sites and multi-residential developments. Therefore, the impact of the recommendations from this report had a cascading effect on the overall design of the Outline Plan area (APPENDIX VII).

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ENVIRONMENTAL SUSTAINABILITY

The Outline Plan area features storm ponds that will re-use stormwater for irrigation of park spaces. Low Impact Development (LID) features including bio-retention facilities and absorbent landscaping are proposed to achieve the Nose Creek watershed stormwater volume control targets.

GROWTH MANAGEMENT

A Growth Management Overlay (GMO) exists over 106.4 hectares \pm (262.9 acres \pm) portion of the larger Outline Plan area. In order for further Overlay removal in the ASP to be possible, investments in transportation and emergency response will be required. This includes, but may not be limited to, transportation improvements at 14 Street NW and Stoney Trail, Centre Street and Stoney Trail, and 11 Street NE and Stoney Trail. As well, an emergency response station will be required. None of these investments have been included in the current 2015-2018 Action Plan budget, however, all of the noted transportation investments have been identified for the 2019-2024 period in Investing in Mobility, and the emergency response station has been identified as a priority consideration for the next budget cycle.

PUBLIC ENGAGEMENT

Community Association Comments

Since there is no Community Association for this area, this application was circulated to the adjacent Northern Hills Community Association (NHCA) to the south of Stoney Trail. However, no comments were received by the CPC Report submission date.

Citizen Comments

No comments were received by the CPC Report submission date.

Public Meetings

No public meetings were held for this application.

APPENDIX I

CONDITIONS OF APPROVAL

Planning:

1. The Outline Plan is approved subject to growth management infrastructure funding limitations. Prior to further lands use approvals being issued within this Outline Plan area, the Growth Management Overlay removal area (Map 4 of the Keystone Hills Area Structure Plan), shall be amended.
2. **With each Tentative Plan** the Developer shall submit a density phasing plan showing the proposed phasing within the Outline Plan area and the projected number of dwelling units within each phase to demonstrate compliance with the minimum required densities and variety of housing policies as required by the Keystone Hills Area Structure Plan and Municipal Development Plan.

The density phasing plan shall include a breakdown of the type of units anticipated within the R-G and R-Gm land use districts.

If the number of units exceed the maximum number of units on the attached Outline Plan a revised TIA and / or staged master drainage plan may be required at the discretion of CPAG.

3. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for all semi-detached dwellings, rowhouses, or townhouses shall be executed and registered against the titles **concurrently with the registration of the final instrument**.
4. Those portions of lanes running parallel to and abutting public roads shall be paved at the developer's expense, unless a screen or sound fence is constructed in between the lane and road.
5. A restrictive covenant, satisfactory to the City of Calgary, shall be registered against the titles of the affected parcels of land that contain the well sites prohibiting the construction or erection of any permanent structure(s) on the required setbacks by owners of all well sites including the clear access required to the public road.
6. A restrictive covenant, satisfactory to the City of Calgary, shall be registered against the titles of the affected residential parcels prohibiting the construction of any habitable building or part thereof within 15.0 metres of the centre line of the high pressure gas pipeline located within Plan 299JK.

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7. Prior to endorsement of the final instrument, the easement for the utility right-of-way within Plan 1174HF shall be discharged from the title(s) within the subdivision plan area.
 8. **Prior to endorsement of the tentative plan**, a public access easement agreement shall be submitted to and approved by the Subdivision Authority and registered on the title for the 0.34 hectare Home Owner Association parcel along 160 Avenue NE.
 9. The proposal as submitted has an over-dedication of roadways. The developer will proceed with the processing of this plan on the understanding that compensation for said over-dedication be deemed to be \$1.00.
 10. Adequate directional signage shall be provided for developments addressed to walkways, which include Herron Walk, Gardner Lane and MacAdams Walk and other applicable locations. **Prior to endorsement of the final instrument**, provide detailed signage information, showing text and sign locations, to the satisfaction of the Subdivision Authority and the Addressing Coordinator.
 11. All residential development within the 25-30 Noise Exposure Forecast (NEF) contour zones of the Calgary International Airport shall conform to the special soundproofing requirements of the Alberta Building Code and the standard City of Calgary and a NEF Restrictive Covenant shall be registered on all parcels to that effect.
 12. The existing buildings shall be removed prior to endorsement of the final instrument.
 13. The relocation of any electrical and telecommunications installations shall be at the Developer's expense to the appropriate standards.

Development Engineering:

14. Abandoned well proximities are required to be provided to all purchasers of properties adjacent to the affected sites (Gardner Link, Gardner Lane and Gardner Grove).
15. **Concurrent with the registration of the final instrument**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.

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16. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
- Slope Stability Report, prepared by McIntosh Lalani (File No. ML 5480) dated January 30, 2013.
 - Geotechnical Report, prepared by McIntosh Lalani (File No. ML 5480) dated January 29, 2013.
- A post development Slope Stability Report is required if any final design slopes exceed 15%.
17. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that the conditions of the areas where the pipelines have been removed are suitable for the intended uses as related to environmental concerns. All documentation shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).
18. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that all recommendations outlined in: "Phase II Environmental Site Assessment North Stoney Trail, 03-026-01 W5M, Calgary, Alberta", dated September 30, 2015 by Stantec Consulting have been addressed and the land is suitable for the intended uses as related to environmental conditions.
19. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that all recommendations outlined in: "Supplemental Phase II Environmental Site Assessment, North Stoney Trail, 03-026-01 W5M, Calgary, Alberta", dated February 2016 by Stantec Consulting have been addressed and the land is suitable for the intended uses as related to environmental conditions.
20. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that the impacts identified in: "Phase 2 Environmental Site Assessment Bonavista Crossfield 10-03-26-10 W5M", dated October 2015 by Ram River Consultants have been addressed and the land is suitable for the intended uses as related to environmental conditions.
21. **Prior to endorsement of any affected Tentative Plan**, the applicant shall provide documentation that confirms that the high pressure natural gas line has been upgraded to meet the applicable Canadian Standards Association Z662-11 Class Location Code 3 and any Alberta Utilities Commission requirements. All documentation shall be prepared by a qualified professional and shall be reviewed to the satisfaction of The City of Calgary.

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22. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
23. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
24. The applicant, at its expense but subject to normal oversize, endeavor to assist and boundary cost recoveries, will be required to:
- a) Install any offsite water mains and sanitary sewers, storm sewers in accordance with the East Keystone Construction and Financing Agreement and construct any offsite temporary and permanent roads required to service the Subdivision Plan Area. The Applicant will be required to obtain all rights, permissions, easements or right-of-ways that may be required to facilitate these offsite improvements.
 - b) Construct the underground utilities and surface improvements within Livingston Hill NE along the southwest boundary of the plan area.
 - c) Construct the underground utilities and surface improvements within 144 Avenue NE along the south boundary of the plan area.
 - d) Construct the underground utilities and surface improvements within 6 Street NE along the east boundary of the plan area.
 - e) Construct the underground utilities and surface improvements within 160 Avenue NE along the north boundary of the plan area.
 - f) Construct the underground utilities and surface improvements within 1 Street NE along the west boundary of the plan area.
 - g) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - h) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) along the boundary of the plan area.
 - i) Construct the MSR/MR within the plan area.

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- j) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
25. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
26. **Prior to endorsement of the initial Tentative Plan**, an approved Staged Master Drainage Plan (SMDP) address interim and ultimate conditions, is required for this area.

Transportation:

27. **Prior to endorsement of the initial Tentative Plan**, it must be demonstrated to the satisfaction of the Director, Transportation Planning that a regional transportation network is “available,” and connects the Outline Plan area with Stoney Trail, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

“Available” is defined as follows:

- A. The ability to construct or contribute towards construction of a regional road required to provide a connection to the Tentative Plan.
- B. The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan, or pedestrian / active to connect the pedestrian walkway system serving the Tentative Plan with a pedestrian network.

The Regional Transportation Network required to support this development within the Keystone ASP is defined as follows:

- 14 Street NW – Six (3-3) paved basic lanes (ultimate stage plan) between Stoney Trail and 144 Avenue NW, inclusive;
- 144 Avenue NW – a minimum of six (3-3) paved lanes (ultimate stage plan) between 14 Street NW and Center Street N, inclusive;
- 144 Avenue NE – three (1-1 + left turn lane) paved lanes between Centre Street N and 6 Street NE, inclusive.
- Center Street N – completion of the couplet collector roadways (six (3-3) basic lanes) between Stoney Trail N and 144 Avenue N, inclusive.
- Full all-movement interchanges (ultimate stage plan) along Stoney Trail N at 14 Street NW and Center Street N.

Downgrading or removal of segments of the Regional Transportation Network would result in a reduction of the number of units that can be accommodated within the Keystone ASP lands. The design requirements for all other roadways will require review

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and reassessment, and any assumptions or analysis completed in support of this application would be invalid.

28. In conjunction with the Initial Tentative Plan application, the Developer shall register a road plan for the boundary half of 144 Avenue NE, from Livingston Gate NE to 6 Street NE, inclusive to the satisfaction of Transportation Development Services:
- 46.5 metres right-of-way width (up to six (3-3) basic lane Arterial standard roadway, two (1-1) 3.0 metre pathways along each side of the roadway for pedestrian and cyclist network connectivity).

The dedication of 144 Avenue NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer or adjacent Developers (or The City of Calgary) can occur unimpeded, and in a contiguous and timely manner.

29. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for boundary half of 160 Avenue NE (3 lanes), from Centre Street N to the applicable Collector roadway access to the subject lands, to the satisfaction of Transportation Development Services, inclusive:
- A 46.5 metres right-of-way width (up to six (3-3) basic lane Arterial standard roadway, two (1-1) 3.0 metre pathways along each side of the roadway for pedestrian and cyclist network connectivity) with the provision for “local exceptions” that may exceed 46.5 metres.

“Local exceptions” is defined as intersections to be protected for dual-slotted left-turn bays along 160 Avenue N, subject to further review and analysis in conjunction with the application Tentative Plan and to the satisfaction of Transportation Development Services. Local exceptions affected by the proposed Outline Plan include the following intersections:

- 160 Avenue N – Center Street N (and Center Street Couplet);
- 160 Avenue NE – 1 Street NE (east couplet); and
- 160 Avenue NE – 6 Street NE.

The dedication of 160 Avenue NE is required to ensure that regional network access to adjacent lands is available, and to ensure that if conditions or needs for the road network in the area change, construction of the road by the Developer or adjacent Developers (or The City of Calgary) can occur unimpeded, and in a contiguous and timely manner.

30. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan for the full width of 1 Street NE, from 144 Avenue to the applicable Collector roadway access to the subject lands, to the satisfaction of Transportation Development Services.

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31. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan for the boundary half of 6 Street NE, from 144 Avenue to the applicable Collector roadway access to the subject lands, to the satisfaction of Transportation Development Services.
 32. In conjunction with the Initial Tentative Plan application, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active mode and vehicle routing through the community with two points of public access around the tentative plan boundary. The Collector standard roadways must connect to 144 Avenue NE and 160 Avenue NE.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be provided when funds become available, while the three points of access to the community ensures residents will have routes into and out of the community, in the event of emergencies or road closures, and to ensure availability of capacity at the community access points.

33. In conjunction with each Tentative Plan, Collector standard roadways shall be provided to facilitate continuous access to serve the tentative plan boundaries, and must connect to 144 Avenue and 160 Avenue NE, to the satisfaction of the Director, Transportation Planning.
34. In conjunction with the applicable Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NE, 160 Avenue NE, and 6 Street NE, as well as the full width of 1 Street NE connecting required continuous Collector roadway through the Tentative Plan area, providing local and regional pedestrian, cyclist, and vehicle connection to the transportation network. All arterial standard roadways shall accommodate a 3.0m pathway on both sides of the roadway. All roadways shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
35. In conjunction with each Tentative Plan or Development Permit, further traffic and transportation analysis (Transportation Impact Assessment) is required to demonstrate and confirm that capacity is available on the network to support the proposed application, that the application does not exceed the development cap in place at that time, and that all travel modes are accommodated in a contiguous, consistent manner. Any upgrades to the local and regional transportation network, including network connections outside of the plan boundary required to support the proposed application, shall be designed and constructed at the Developer's sole expense, to the satisfaction of the Director, Transportation Planning, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

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36. Future revisions, addendums, or submissions within the development area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Director, Transportation Planning.
37. In conjunction with each applicable Tentative Plan application, the Developer shall complete a signals warrant analysis for the following intersections:
- A. Livingston Hill – 144 Avenue NE.
 - B. 6 Street – 144 Avenue NE.
 - C. Livingston Way – 6 Street NE.
 - D. Livingston View - 6 Street NE.
 - E. Livingston Boulevard - 6 Street NE.
 - F. 6 Street - 160 Avenue NE.
 - G. Gardner Street - 160 Avenue NE.
 - H. Lafferty Gate - 160 Avenue NE.
38. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for intersection signalization at the mid-block pedestrian crossing of 6 Street NE, adjacent to Herron Mews NE to the satisfaction of the Director, Transportation Planning. Note that the Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.
39. In conjunction with each Tentative Plan, the Developer shall demonstrate that the plan area provides contiguous extension of development with the Outline Plan area, to the satisfaction of Transportation Development Services. The intent is to ensure transportation connectivity for all modes within and adjacent to the plan area, as well as facilitate transit routing.
40. All intersection spacing shall be located, designed, and constructed to the satisfaction of the Director, Transportation Planning.
41. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and the Director, Transportation Planning, particularly where Regional Pathways or multi-use pathways intersect with the street. Note that the Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.

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Pedestrian-actuated crossing signals are required at the mid-block crossing of Livingston Boulevard, west-of Lafferty Gate NE; and at the intersection of Livingston View and Gardner Street NE.

42. In conjunction with the Tentative Plan, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Transportation Planning and Roads, for the staged development arterial and collector standard roadways, inclusive of the staged development of the at-grade intersections and future grade separation, where applicable and to the satisfaction of the Director, Transportation Planning.
43. No direct vehicular access shall be permitted to or from 144 Avenue NE, 6 Street NE, and 160 Avenue NE from the adjacent lands. A restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the applicable Tentative Plan stage.
44. No direct vehicular access shall be permitted to or from the south side of Livingston Way between Livingston Hill and 6 Street NE; and a restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
45. For R-G residential lots, no direct vehicular access shall be permitted to or from primary collector and other divided roadways. Vehicular access shall be provided from rear lanes only. A restrictive covenant **shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the applicable Tentative Plan stage.**
46. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
47. Bus bays shall be provided on 144 Avenue NE, 6 Street NE, and 160 Avenue NE to the satisfaction of the Director, Transportation Planning.
48. No parking is permitted along the east side of Livingston Hill, between Livingston Way and Howse Drive NE (residential roadway classification area) until such time as Transit does not require the roadway for interim transit routing through the subject lands.
49. In conjunction with the applicable Tentative Plan or Development Permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning. All bus zones shall be located:

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- A. Where commercial areas are concentrated;
- B. Where the grades and site lines are compatible to install bus zones; and
- C. Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.

50. In conjunction with each Tentative Plan or Development Permit, Transit shelter(s) shall be provided as stipulated by the Director, Transit and the Director, Transportation Planning and shall be supplied and installed at the Developer's sole expense. The shelter(s) shall be installed by Transit upon receipt of satisfactory payment.
51. **In conjunction with the Tentative Plan and Development Permits**, a noise attenuation study is required for the development adjacent to all arterial roadways, including 144 Avenue NE, 160 Avenue NE, and 6 Street NE, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.

Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the City of Calgary 2014 Design Guidelines for Subdivision Servicing.

52. All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.
53. Sidewalks along the school site frontages shall be designed and constructed as monowalks, with a minimum width of 2.0 metres.
54. For intersections adjacent to school sites and high-volume pedestrian crossing locations, curb extensions shall be provided to the satisfaction of the Director, Transportation Planning.
55. In conjunction with the applicable Tentative Plan, curb extensions to be designed and constructed at the Developer's sole expense. Curb extensions are required at the following locations:
- A. At all mid-block crossings, including those of residential streets; and
 - B. At the intersections of Livingston Hill and Calhoun Common; Calhoun Common and Calhoun Rise; Herron Rise and Livingston Way; Livingston View and Gardner Street; Gardner Street and Livingston Boulevard; Livingston Hill and Livingston View; Livingston View and MacAdams Common; MacAdams

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Common and Livingston Boulevard NE; and Gardner Street and Livingston View NE.

56. In conjunction with the applicable Tentative Plan, the intersection of Herron Landing and Livingston View shall be realigned by shifting the lane 5.0m easterly, so that the lane access across the street does not conflict with the intersection's crosswalk and wheel chair ramp; or provide a hammerhead turnaround at the terminus of the lane.
57. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 metres is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 metres. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Director, Transportation Planning.

Parks:

58. The developer shall submit Landscape Construction drawings for all open space lands including Municipal Reserve, Environmental Reserves, Municipal and School Reserve parcels to Calgary Parks for review.
59. Prior to the approval of the affected tentative plan, the developer shall submit Landscape Construction drawings OR updated Landscape Concept Plan(s) for all open space lands including Municipal Reserve, Environmental Reserves, Municipal and School Reserve parcels to Calgary Parks for review. Landscape concept plan requirements are detailed through the *Calgary Parks 2017 Development Guidelines and Standard Specifications: Landscape Construction*.
60. Prior to the approval of the affected tentative plan, the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director, Parks.
61. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed storm ponds to both Water Resources and Parks for review.
62. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.

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63. Prior to endorsement of the affected tentative plan OR prior to release of the stripping and grading permit (whichever occurs first), submit a natural area management plan and a Habitat Restoration Plan for all natural areas to Parks for review and approval. See the City's [Habitat Restoration Project Framework](#) for guidance.
 64. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Parks prior to stripping and grading.
 65. The developer shall restore, to a natural state, any portions of the Environmental Reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector.
 66. Class I and Class II wetlands are not considered ER in accordance with the provisions of the City of Calgary's Calgary Wetland Conservation Plan and are subject to separate approvals between the applicant and Alberta Environment, at the applicant's sole cost and expense, for which The City of Calgary has no responsibility. The applicant shall be solely responsible to obtain any other approvals or permits which may be required from other government authorities, including Alberta Environment, in order to impact or develop any wetland(s) on the subject lands.
 67. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide Parks with a copy of the Water Act approval, issued by Alberta Environment, for the proposed wetland disturbance.
 68. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) affected by the development boundaries shall not be developed or disturbed in any way and shall be protected in place.
 69. The Low Impact Development (LID) drainage component are not to conflict with the pathways in any part of the plan area.
 70. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications – Landscape Construction (current version), including applicable setback requirements, to the satisfaction of the Director, Parks.
 71. Plant all public trees in compliance with the approved Public Landscaping Plan.
 72. Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area Tentative Plan, Parks requires finalized details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.

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73. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as Environmental Reserve, requires approval from the Director of Parks.
74. Prior to approval of the tentative plan or stripping and grading permit (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
75. The developer is responsible for constructing all Municipal Reserve parcels within the boundaries of the plan area according to the approved concept plans and built in accordance with the Parks' Development Guidelines and Standard Specifications – Landscape Construction (current version).
76. All Class III and above wetland(s) (as defined by the *Stewart and Kantrud Wetland Classification System*) identified within the Outline Plan area qualify as Environmental Reserve ("ER") pursuant to the *Municipal Government Act (Alberta)* ("MGA") and are to be dedicated to The City of Calgary as ER, pursuant to the MGA. Pursuant to the Plan, the Subdivision Authority may permit an applicant to damage or destroy Class III and above wetland(s) provided that prior to the approval of the affected Tentative Plan and/or Development Permit, the applicant shall:
- a) Provide Parks with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s); and
 - b) Strictly comply with the provisions of the wetland compensation agreement between the applicant and the Province of Alberta or its agent in support of this application. Each obligation therein shall constitute: (i) a condition of subdivision or development approval which shall be enforceable under the MGA and (ii) a condition of the Water Act approval which shall be enforceable under the *Water Act* (Alberta).

Note that the Plan can be viewed online at:

http://www.calgary.ca/CSPS/Parks/Documents/Planning-and-Operations/Natural-Areas-and-Wetlands/wetland_conservation_plan.pdf or by searching 'Calgary Wetland Conservation Plan' on the City's official website (www.calgary.ca).

77. Drainage from the development site onto the adjacent reserve lands is not permitted, unless otherwise approved by Parks.
78. Backsloping of private lots into reserve lands is not permitted, unless otherwise approved by Parks.

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79. Retaining walls placed within reserve lands is not permitted, unless otherwise approved by Parks.
 80. Stockpiling or dumping of construction materials is not permitted on environmental reserve lands, unless otherwise approved by Parks.
 81. Any damage to existing or future public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector.
 82. All landscape construction shall be in accordance with the City of Calgary Parks' Development Guidelines and Standards Specifications for Landscape Construction (current version).
 83. Prior to approval of the affected tentative plan(s), the developer shall submit to Parks signed agreement letter(s) from the owners of all well sites impacting reserve lands within the Outline Plan area. The agreement letter(s) should include, but not limited to, setback parameters.

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APPENDIX II

SUBDIVISION DATA SHEET

	HECTARES	ACRES
GROSS AREA OF PLAN	167.2	413.1
LESS: ENVIRONMENTAL RESERVE	2.0	5.0
GROSS DEVELOPABLE AREA	165.2	408.1

LAND USE	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)
R-G (Residential)	69.5	171.8	2130	-
R-Gm (Residential)	6.8	16.9	315	-
M-1 (Residential)	5.7	14.1	4	422
M-2 (Residential)	0.9	2.2	1	110
MU-1 f3.0h20 (Mixed-use)	0.8	2.0	1	100
Total Residential	83.7	207	2451	632
C-N2 (Commercial)	1.0	2.4	1	-
S-R (Non-Residential)	0.3	0.8	1	-

	HECTARES	ACRES	% OF GROSS DEVELOPABLE AREA
ROADS (CREDIT)	43.1	106.3	26
PUBLIC UTILITY LOT (S-CRI)	11.3	27.9	6.8
TOTAL	54.4	134.2	32.8

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RESERVES	HECTARES	ACRES	% OF GROSS DEVELOPABLE AREA
MR (S-SPR)	9.1	22.4	5.5
MSR (S-SPR)	16.7	41.3	10.1
TOTAL	25.8	63.7	15.6

OUTLINE PLAN
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APPENDIX IIIAPPLICANT'S SUBMISSION

The 167.2 hectare (413.1 acre) Livingston Stage 1b & 1c Outline Plan is for three neighbourhoods located east of the Centre Street Urban Corridor and Transit Greenway and north of 144 Avenue. The land use redesignation is for Stage 1b only, consisting of 60.8 hectares (150.2 acres), which largely constitutes the SE neighbourhood.

Named after pioneer Sam Livingston, Brookfield's new north Calgary community, Livingston, finds its identity in past honours, the present and paves the way for the future. With the Centre Street Transit Greenway, the mixed-use Major Activity Centre and the Urban Corridor at its core, the Livingston plan is closely aligned with overarching policies of the Calgary Municipal Development Plan, and meets the specific policies of the Keystone Hills ASP and New Community Planning Guidebook. The four key guiding principles for the Livingston neighbourhood design are derived from layering the urban framework on existing topography and natural features that characterize the lands, and include:

Working with the Land: A key principle of neighbourhood design is to work with natural topography and features of the land by maintaining and celebrating the high points, marking them with public spaces to become memorable landmarks within the community.

Interconnected Open Space System: Approximately 22% of the Stage 1b & 1c plan area is dedicated in municipal reserve, environmental reserve and public utility lots to create an expansive open space system which threads together environmental, educational and recreational blocks.

Connected Street Network and Linkages: Direct east-west collector roads and transit routes connect neighbourhoods to Centre Street Transit Greenway. The interconnected grid-network within the neighbourhoods adapts to follow the existing topography and natural features and is designed to create terminating vistas and view sheds into the open space system.

Distinct Neighbourhoods: The neighbourhoods include a range of housing types including a variety of multifamily with potential to provide affordable units. Each neighbourhood and activity centre within the plan area meets the City's requirements for composition as well as density and intensity thresholds.

The proposed land use districts enable implementation of policy direction set out in the ASP.

- The residential uses in each Neighbourhood Area utilize the **R-G / R-Gm** district for low density residential forms and **M-1, M-2 & MU-1** for multi-residential, to achieve a diversity of housing types. It is anticipated that the R-G / R-Gm district will support the development of four distinct housing forms; a more narrow, starter product; a wider, move-up product; a semi-detached product and a row house building form. 32% of all R-G units are proposed as non-single detached product. And overall, 46% of the total number of anticipated units will be constructed in a form other than single-detached.

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- Open Space areas are implemented through **S-SPR (MR)**, **S-UN (ER)** and **S-CRI (PUL)** for municipal reserve, environmental reserve, stormwater facilities and utility rights of way respectively.
 - **CN-2 & M-U1** districts provide non-residential components in the Neighbourhood Activity Centre. Both districts will provide the opportunity for neighbourhood scale retail.

Brookfield has worked closely with City Administration to address the Growth Management requirements. The Growth overlay for the Stage 1b area was removed in December 2014 with Council approval of the Keystone East Construction Financing Agreement (CFA) to advance development. The landowners in the Keystone area continue to work with City Administration to address infrastructure requirements beyond the initial capacity. Offsite CFA utility infrastructure is under construction, which will allow Brookfield to launch Livingston in early 2017 to meet the residential land supply in the North Sector, one of the fastest growing sectors in the City.

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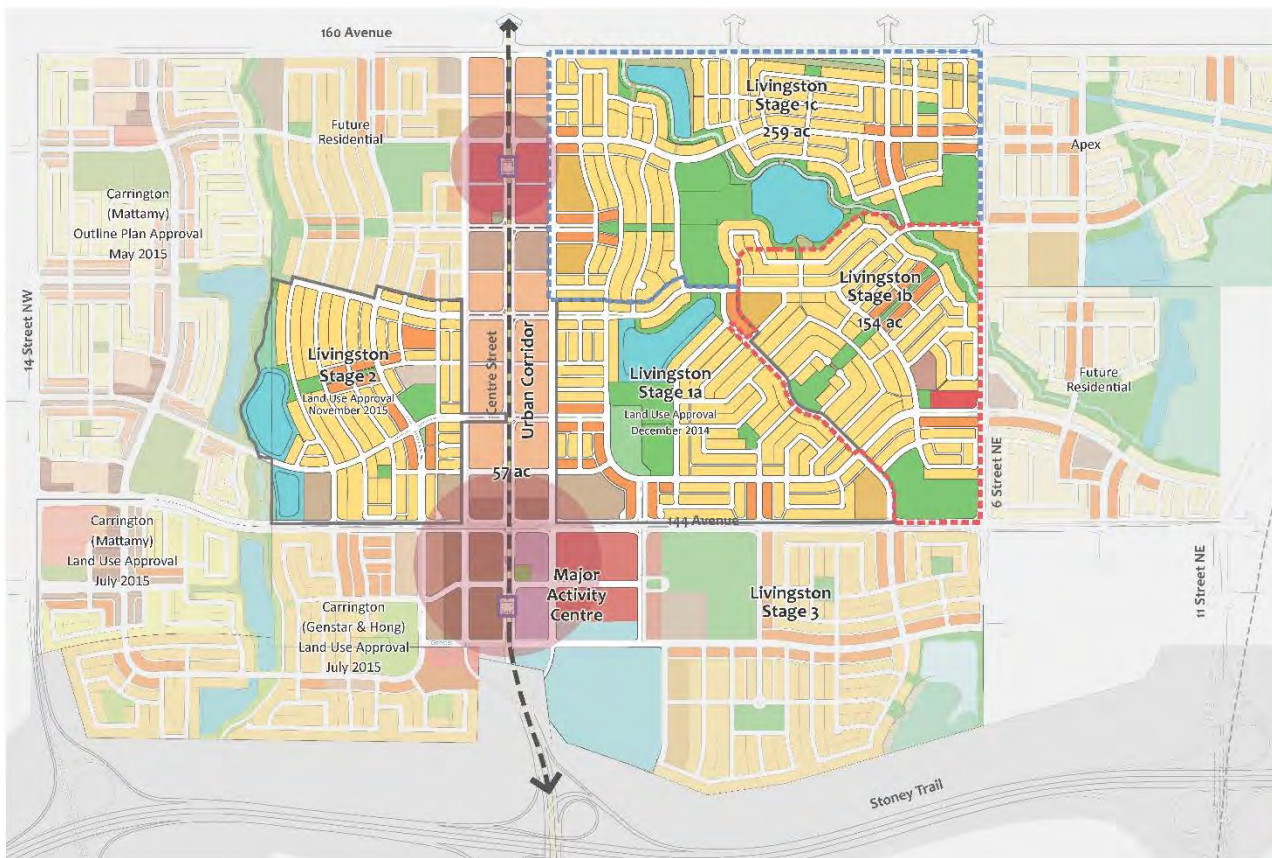
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APPENDIX IV
CONTEXT MAP

Brookfield
Residential



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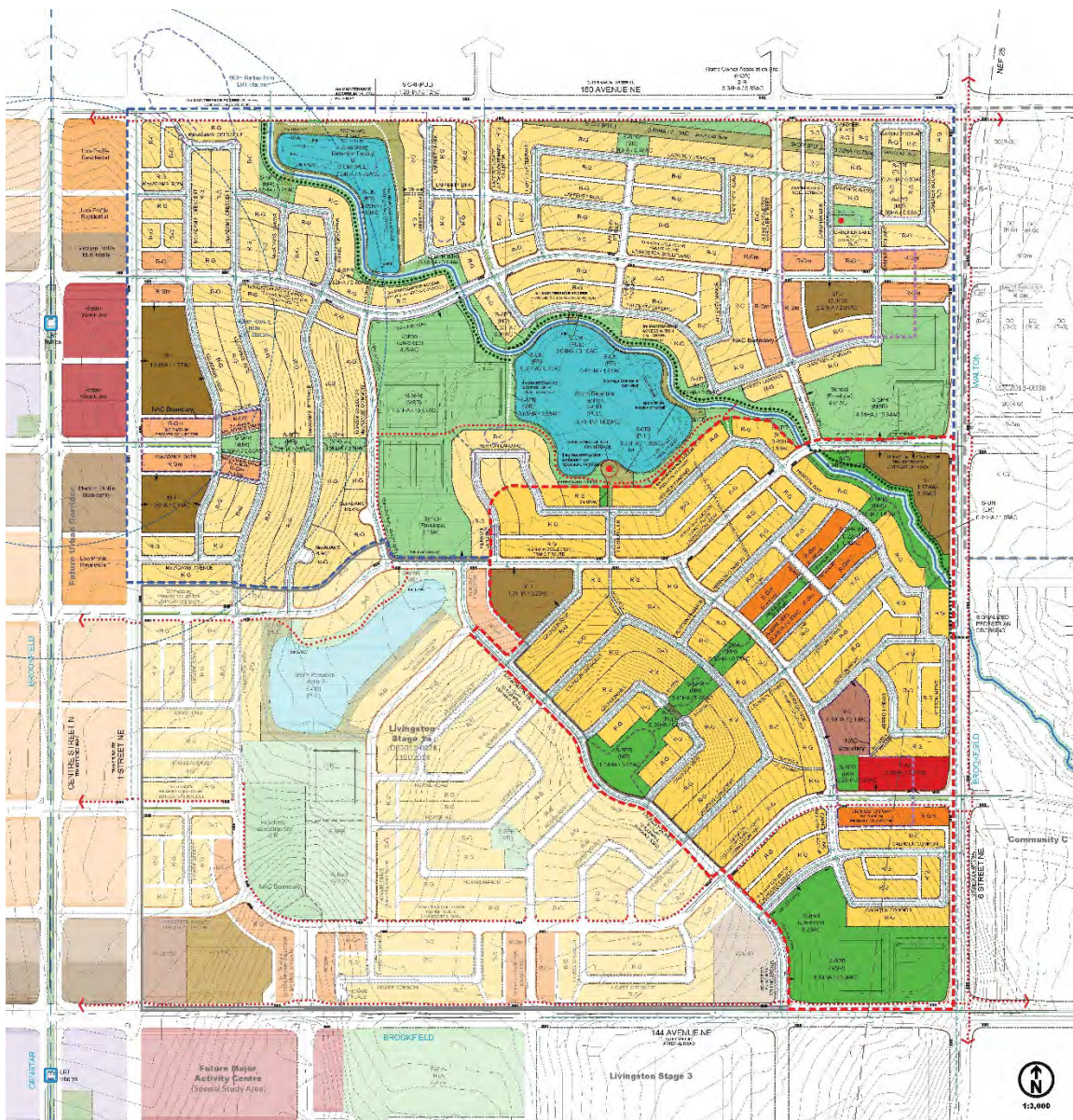
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APPENDIX V

OUTLINE PLAN



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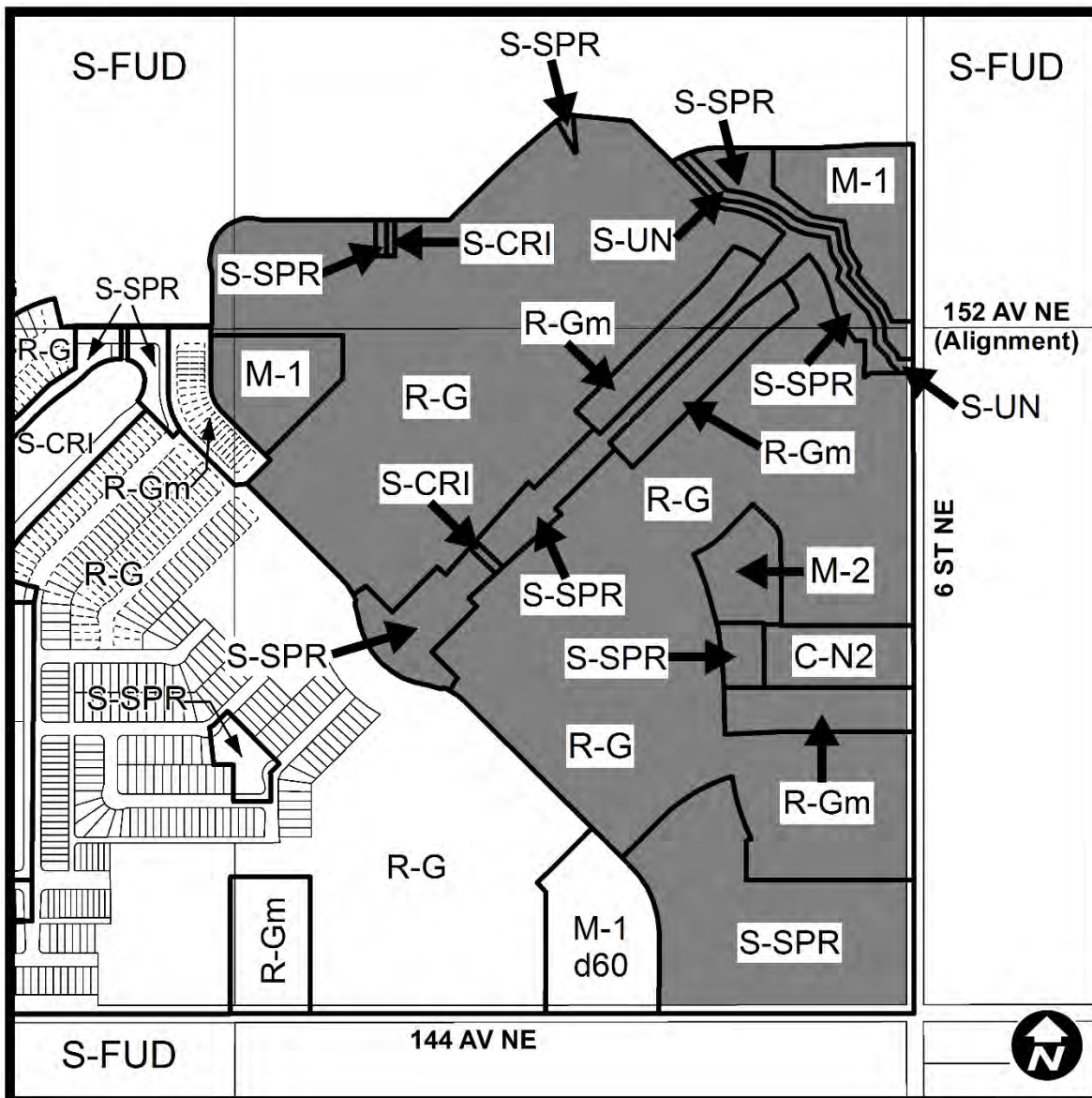
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APPENDIX VI

PROPOSED LAND USE DISTRICT MAP



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APPENDIX VII

OUTLINE PLAN WITH RISK ASSESSMENT SETBACKS

