



**AGENDA**

**CALGARY PLANNING COMMISSION**

**TO BE HELD 2018 MARCH 08 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 Planning Items**
6. **Consideration of Miscellaneous Items**
7. **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



## INDEX OF PLANNING ITEMS

**ITEM NO.: 5.01** David Mulholland

**COMMUNITY:** Mount Pleasant (Ward 7)

**FILE NUMBER:** LOC2017-0347/CPC2018-0249

**PROPOSED POLICY AMENDMENTS:** Amendments to the North Hill Area Redevelopment Plan

**PROPOSED REDESIGNATION:** From: Residential – Contextual One/Two Dwelling (R-C2) District  
To: Residential – Contextual Grade-Oriented Infill (R-CG) District

**MUNICIPAL ADDRESS:** 469 – 28 Avenue NW

**APPLICANT:** New Century Design

**OWNER:** Gurveen Kaur Biring  
Tony S Dhiwal

**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

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**ITEM NO.: 5.02** Tom Schlodder

**COMMUNITY:** Glendale (Ward 6)

**FILE NUMBER:** LOC2017-0210/CPC2018-0260

**PROPOSED REDESIGNATION:** From: Residential Contextual One Dwelling (R-C1) District  
To: Multi-Residential – Contextual Medium Profile (M-C2) District

**MUNICIPAL ADDRESS:** 4919, 4923, 4927, 4931 and 4935 - 17 Avenue SW

**APPLICANT:** Carlisle Group

**OWNER:** Rui Huan Lu  
Sing Wong  
Kathryn Leigh MacKenzie  
Collette Cote  
Rosaria G Marasco  
Salvatore Marasco

**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

**ITEM NO.: 5.03** Calvin Chan

**COMMUNITY:** Killarney / Glengarry (Ward 8)

**FILE NUMBER:** LOC2018-0010/CPC2018-0245

**PROPOSED POLICY AMENDMENTS:** Amendments to the Killarney / Glengarry Area  
Redevelopment Plan

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

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

**MUNICIPAL ADDRESS:** 2040 – 29 Street SW

**APPLICANT:** Civicworks Planning + Design

**OWNER:** Clara LeBlanc

**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

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**ITEM NO.: 5.04** Rayner D'Souza

**COMMUNITY:** Bankview (Ward 08)

**FILE NUMBER:** DP2017-1814/CPC2018-0244

**PROPOSED DEVELOPMENT:** New: Multi-Residential Development (1 building, 6 units)

**MUNICIPAL ADDRESS:** 2102 and 2108 - 17A Street SW

**APPLICANT:** Aldebaran Enterprises

**OWNER:** Kerry Goulard  
Ryan Goulard  
Kathryn Shaw

**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

**ITEM NO.: 5.05** Mona Ha  
(related to Item 5.06)

**COMMUNITY:** Seton (Ward 12)

**FILE NUMBER:** LOC2017-0047/CPC2018-0181

**PROPOSED CLOSURE:** 2.38 hectares ± (5.90 acres ±) of road adjacent to Main Street SE

**PROPOSED REDESIGNATION:** From: Special Purpose – Future Urban Development (S-FUD) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, and Undesignated Road Right-of-Way

To: Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, Commercial – Community 1 (C-C1) District, Special Purpose – School, Park and Community Reserve (S- SPR) District, and Special Purpose – City and Regional Infrastructure (S-CRI) District

**MUNICIPAL ADDRESS:** 19600,19651, 20606, 20607 – 46 Street SE, 20707 – 72 Street SE, 6599 Seton Drive SE

**APPLICANT:** Urban Systems

**OWNER:** South Seton GP Inc  
Carma Ltd

**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

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**ITEM NO.: 5.06** Mona Ha  
(related to Item 5.05)

**COMMUNITY:** Seton (Ward 12)

**FILE NUMBER:** LOC2017-0047(OP)/CPC2018-0182

**PROPOSED OUTLINE PLAN:** Subdivision of 248.63 hectares ± (614.37 acres ±)

**MUNICIPAL ADDRESS:** 19600,19651, 20606, 20607 – 46 Street SE, 20707 – 72 Street SE, 6599 Seton Drive SE

**APPLICANT:** Urban Systems

**OWNER:** South Seton GP Inc  
Carma Ltd

**ADMINISTRATION RECOMMENDATION:** **APPROVAL**

**ITEM NO.: 5.07** Stephanie Loria

**COMMUNITY:** Sunnyside (Ward 7)

**FILE NUMBER:** DP2017-3511/CPC2018-0247

**PROPOSED DEVELOPMENT:** New: Multi-Residential Development (1 building)

**MUNICIPAL ADDRESS:** 916, 918, 920, 922 and 926 – 2 Avenue NW

**APPLICANT:** Casola Koppe

**OWNER:** Beverly Kim Guthrie  
Jones Technical Services  
Carolyn E Stone

**ADMINISTRATION RECOMMENDATION: APPROVAL**

## MISCELLANEOUS ITEMS

**ITEM NO.: 6.01**

**PROPOSED:**

Review of the list of Applications to be Reviewed by  
Calgary Planning Commission

**RECOMMENDATION:**

**FOR INFORMATION ONLY**

A grayscale silhouette of a surveyor wearing a wide-brimmed hat and a jacket, standing next to a tripod-mounted surveying instrument. The surveyor is looking through the instrument's eyepiece. The instrument has a circular level and a vertical staff. The background is plain white.

**Calgary Planning Commission 2018 March 08**

**Item 5.01**





**Policy and Land Use Amendment in Mount Pleasant (Ward 7) at 469 – 28 Avenue NW,  
 LOC2017-0347**

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**EXECUTIVE SUMMARY**

This application was submitted by New Century Design on 2017 November 16 on behalf of the landowners Gurveen Kaur Biring and Tony S Dhaliwal. 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 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 3 dwelling units (an increase from the current maximum of 2 dwelling units); and
- the uses listed in the proposed R-CG designation.

An amendment to the Mount Pleasant and Tuxedo portion of the *North Hill 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 North Hill Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT** by bylaw the proposed redesignation of 0.05 hectares ± (0.12 acres ±) located at 469 – 28 Avenue NW (Plan 2617AG, Block 26, Lot 35) 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.

**Policy and Land Use Amendment in Mount Pleasant (Ward 7) at 469 - 28 Avenue NW, LOC2017-0347**

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**BACKGROUND**

The subject site is located in the community of Mount Pleasant south of 28 Avenue NW and east of 4 Street NW. The community of Mount Pleasant is subject to policies of the *North Hill Area Redevelopment Plan* (ARP) which provide direction in relation to future redevelopment of Capitol Hill, Tuxedo and Mount Pleasant.

Since the beginning of 2017 Council has approved three redesignation applications (Bylaws 288D2017, 366D2017 and 379D2017) along the east edge of the 4 Street NW between 17 Avenue and 29 Avenue NW. Minor amendments to the ARP were required to accommodate these approvals.

**Site Context**

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. The site is approximately 0.05 hectares in size with approximate dimensions of 14 by 36 metres. A rear lane exists to the south of the site. The property is currently developed with a one-storey single detached dwelling and a single-car garage accessed from the rear lane.

As identified in *Figure 1*, the community of Mount Pleasant has seen population growth over the last several years reaching its population peak in 2017.

*Figure 1: Community Peak Population*

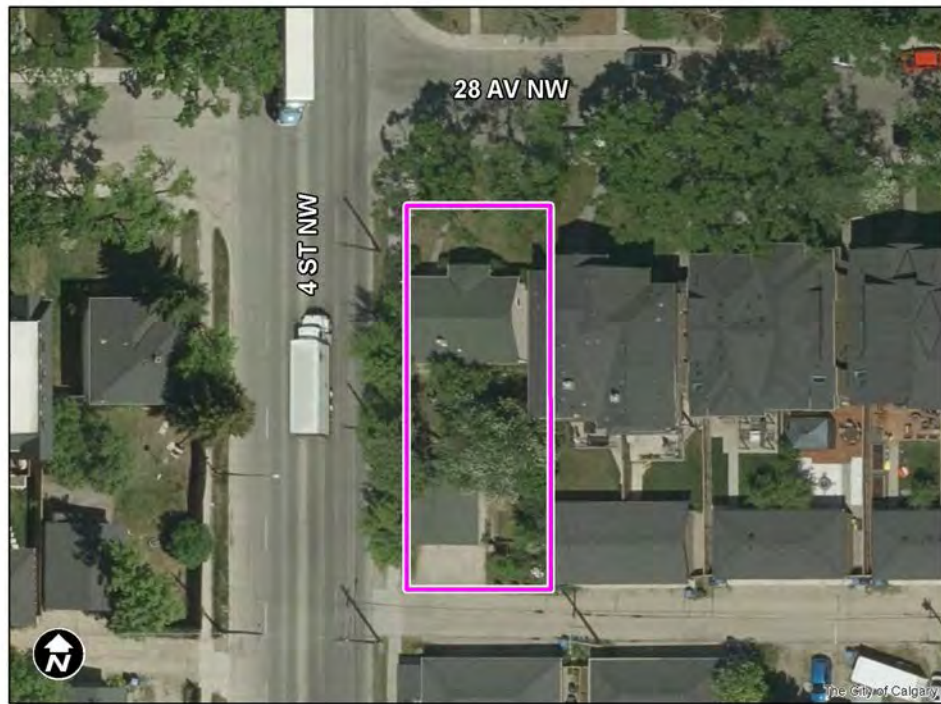
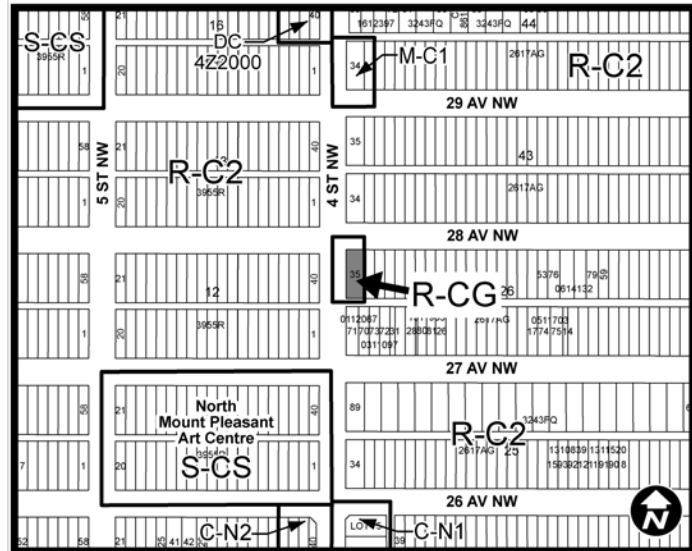
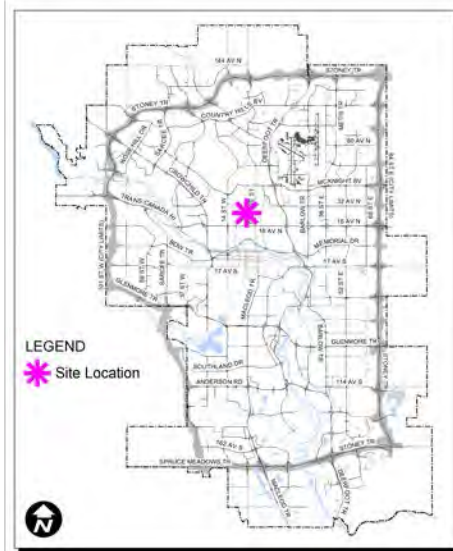
<b>Mount Pleasant</b>	
Peak Population Year	2017
Peak Population	5,811
2017 Current Population	5,811
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2017 Civic Census*

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

Policy and Land Use Amendment in Mount Pleasant (Ward 7) at 469 - 28 Avenue  
NW, LOC2017-0347

Location Maps



## Policy and Land Use Amendment in Mount Pleasant (Ward 7) at 469 - 28 Avenue NW, LOC2017-0347

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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. Though a minor amendment to the *North Hill Area Redevelopment Plan* is required, the proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment 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) 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 three (3) 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.

A development permit application (DP2017-5281) for redevelopment of this parcel was submitted on 2017 November 16 and is currently under review. The development permit proposes a two-storey, three-unit rowhouse building with three secondary suites. Site design and building placement must take into account a 2.134-metre road right-of-way setback on 4 Street NW along the west property line.

#### Infrastructure

##### *Transportation Networks*

The subject site is located approximately 150 metres from transit stops for several bus routes on 4 Street 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.

## Policy and Land Use Amendment in Mount Pleasant (Ward 7) at 469 - 28 Avenue NW, LOC2017-0347

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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 and the date of the Public Hearing will be advertised.

The Mount Pleasant Community Association was circulated and they replied advising they had no concerns regarding the proposed land use redesignation. For details please refer to Attachment 2.

Five letters from adjacent property owners were received during the circulation period. The letters were supportive of the redesignation but expressed concern around the potential built form of the development. These concerns include:

Parking related comments:

- o Lack of proposed parking stalls to accommodate the proposed suites.

Development related comments:

- o Overdevelopment of the lot, including building height;
- o Shadowing and the loss of privacy; and
- o Visual impact, including the number of waste and recycling bins required for each unit.

As the above noted comments do not necessarily pertain to this redesignation application, they can be most effectively addressed during the review of the development permit application.

### ***Engagement***

No public meetings were held by the applicant or Administration for 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.

**Policy and Land Use Amendment in Mount Pleasant (Ward 7) at 469 - 28 Avenue NW, LOC2017-0347**

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***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.

***North Hill Area Redevelopment Plan (Statutory – 2000)***

The subject site is located in the Low Density Residential area as identified on Map 2 of the *North Hill Area Redevelopment Plan* (ARP). The Low Density Residential area policies envision redevelopment in the form of detached, semi-detached, and duplex residential buildings consistent with the existing R-C2 District. These policies are intended to ensure continued stability in the community and encourage compatible infill development to support community renewal and vitality.

Although the proposed land use amendment is not in alignment with the current ARP policy, the proposal still meets the Goals and Objectives of the ARP. In order to accommodate the proposed application, a minor map amendment to the ARP is required (Attachment 2). This proposed amendment would identify the site as “Low Density Residential or Low Density Multi-Dwelling”.

The proposed amendments to the ARP are deemed appropriate given the intent and contextual nature of the proposed R-CG District.

***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 the majority of the location criteria such as being located on a corner and adjacent to a collector road. Further, the site has lane access and is located within 400 metres of a transit stop.

Planning & Development Report to  
Calgary Planning Commission  
2018 March 08

ISC: UNRESTRICTED  
CPC2018-0249  
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**Policy and Land Use Amendment in Mount Pleasant (Ward 7) at 469 - 28 Avenue NW, LOC2017-0347**

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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.

**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

The proposal conforms to the *North Hill Area Redevelopment Plan*, as amended, and 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 a corner site, is located within walking distance of several transit stops, and has direct lane access.

**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Amendment to the North Hill Area Redevelopment Plan
3. Mount Pleasant Community Association Letter

## **Applicant's Submission**

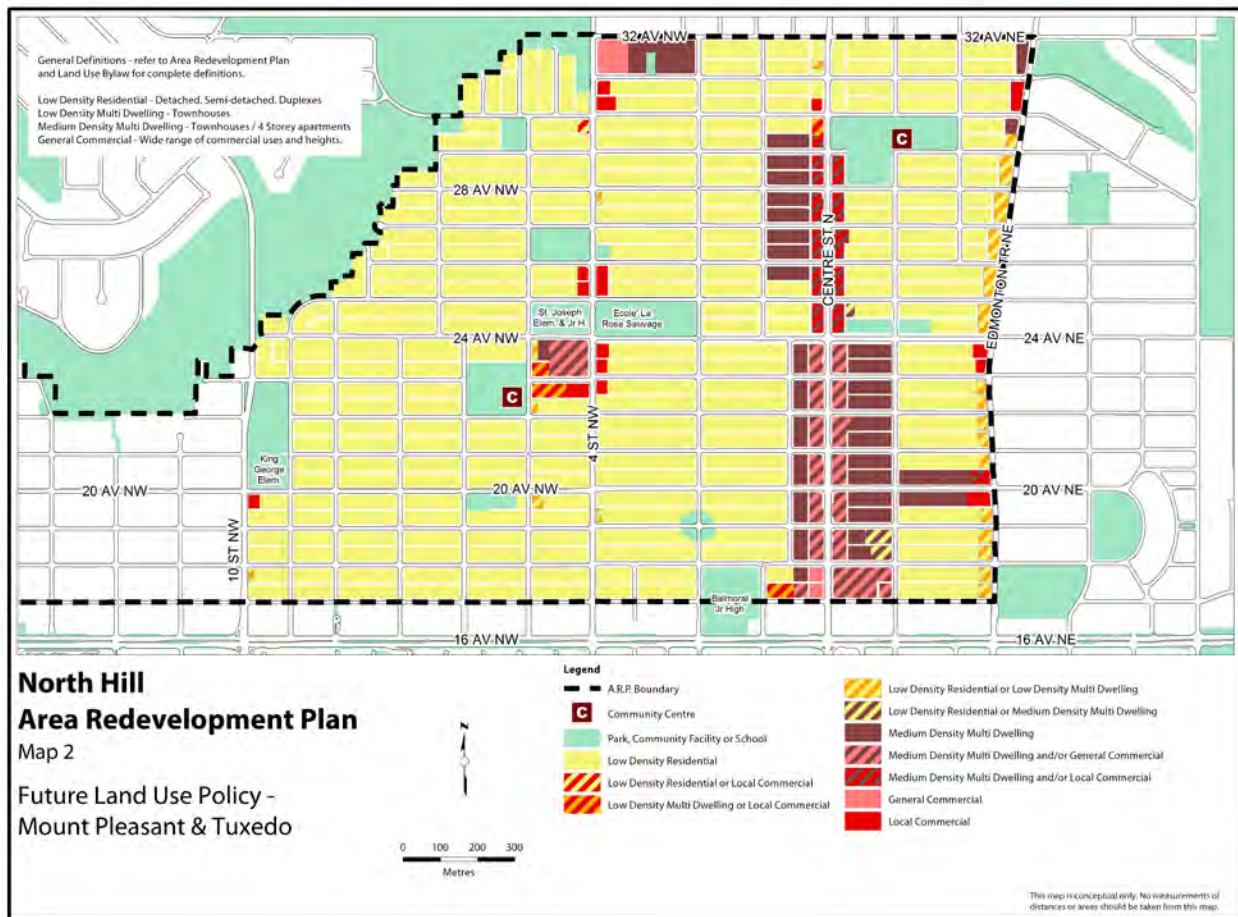
As we are applying for a Land Use Redesignation we want to outline the benefits to the property, residential block, community and City of Calgary should the application be approved. For the lot in question, turning it into an R-CG property will provide homes for newly married couples and small families that would otherwise not be able to afford a larger single family or semi-detached home in the area. For the 2800 block on 4<sup>th</sup> Street N.W. the nature of the rowhouse will provide a transitional development that serves as a buffer between the busy feeder street of 4<sup>th</sup> street and the quiet street that is 28<sup>th</sup> Avenue. With the Community's proximity to the nearby schools of St. Joseph, Ecole De La Rose Sauvage and James Fowler it can provide accommodation to families with children. It can also provide accommodation to staff of businesses along 4<sup>th</sup> Street and Centre Street. In doing so, the City of Calgary benefits greatly by the reduction in need for vehicle commuting.

These advantages are all reasons for the creation of the R-CG land use designation. Providing attractive street oriented low profile 3 and 4 unit buildings is smart in its use of resources. It increases population density in the inner city. School Boards save money by building fewer schools, using existing buildings that in the recent past were struggling to justify staying open. Corner lots throughout the City can be challenged to attract new development. Especially when adjacent to busy thoroughfares. Another opportunity is that with additional eyes on the street, it increases safety and reduces the chance for vandalism, crime and other things compared to a single home with little or no windows toward the street.



## Proposed Amendment to the North Hill Area Redevelopment Plan

- (a) Delete existing Map 2 entitled “Future Land Use Policy – Mount Pleasant & Tuxedo” and insert revised Map 2 entitled “Future Land Use Policy – Mount Pleasant & Tuxedo”, as follows.



## Mount Pleasant Community Association Letter

December 13, 2017

The Mount Pleasant Community Association (MPCA) does not have any concerns with this property (469 28th Avenue NW) be rezoned from RC-2 to RC-G. This is the type of higher density zoning we would like to see along 4th Street.

The proposed development permit (DP2017-5281) is for a 6 unit stacked townhome development with three parking spaces provided on the parcel. As the plans the MPCA Planning received are incomplete, we respectfully request that we are re-circulated a full set of plans when they are revised and the City receives them. We will be able to provide a more complete commentary at that time. Colour renderings also would be helpful.

The MPCA provides the following initial comments for the applicants and The City's consideration. Generally, the MPCA is supportive of townhomes along major thoroughfares, including 4th Street NW. However, the design of this project is bland and looks quite un-inspired. The building is flat roofed and intending to be modern in its design, without having any elements that make the building special or distinctive. While the MPCA appreciates the articulation of the units and the orientation of the roof-top balcony (protecting the privacy of adjacent neighbours) these are just elements, and doesn't necessarily produce good design outcomes that are street oriented and pedestrian friendly.

While parking reductions is something the MPCA may consider supporting, at this time, the design of the application doesn't merit this approach. If the design were improved significantly to incorporate the elements suggested below and alternative transportation storage provided (i.e. indoor bike storage) to support the parking relaxation rationale, the MPCA may consider providing their support. At this time, it seems the applicant is over-building the lot.

Further to echoing the comments shared with us by the Councillor, we would like to provide the following additional comments to help guide the applicant in creating a successful development in our community:

- Both the 28 Avenue and 4th Street elevations must address the public street(s).
- Entrances should be designed in such a manner so that they are clearly recognisable to the pedestrian. MPCA encourages each entrance (included the sunken dwelling units) be connected to the public sidewalk with their own walkway/entrance.
- Attached are examples of townhome projects that incorporate elements the MPCA is looking for. One of the examples incorporates sunken dwelling units and is an example of a better way to provide emphasis to an entrance to a lower level unit. Note the direct connection to the sidewalk and a gate facing the street.
- The 28 Avenue elevation should be redesigned in its entirety. Consider exploring adding an entrance to one of the lower units to the 28 Avenue elevation. Also consider patio/amenity space to make it more personable and welcoming.

### East Elevation

- Consider the privacy of adjacent neighbours and insure that the windows that look directly in the adjacent home be obscured in some way or be transom windows.

## Mount Pleasant Community Association Letter

### Garage/garbage/bike parking

- The garage could be moved to the west in order to create space on the east side of the garage for bike parking and garbage/recycling bins. Without this type of dedicated space the garbage bins are likely to be stored on the west end of the alley and spill out toward 4th Street.

Chris Best  
Mount Pleasant Community Association Board Director  
Planning, Transportation and Land Use (PTLU) Committee Chair



A grayscale silhouette of a surveyor wearing a wide-brimmed hat and a jacket, standing next to a tripod-mounted surveying instrument. The surveyor is looking through the instrument's eyepiece. The instrument has a circular level and a vertical staff. The background is plain white.

**Calgary Planning Commission 2018 March 08**

**Item 5.02**



## Land Use Amendment in Glendale (Ward 6) at multiple properties, LOC2017-0210

### EXECUTIVE SUMMARY

This application was submitted by Carlisle Group on 2017 July 24 on behalf of several landowners. This application proposes to change the designation of five residential properties from Residential – Contextual One Dwelling (R-C1) District to Multi Residential – Contextual Medium Profile (M-C2) District to allow for:

- multi-residential buildings (e.g. townhouses, fourplexes, apartment building);
- a maximum building height of 10 metres (where adjacent to a shared property line) to 16 metres (an increase from the R-C1 current maximum of 10 metres);
- a maximum building floor area of 8076 square metres (86,939 square feet), based on the building floor area ratio (FAR) of 2.5; and
- the uses listed in the Multi-Residential – Contextual Medium Profile (M-C2) District.

This proposal is aligned with the applicable policies of the *Municipal Development Plan (MDP)* and the *West LRT Land Use Study*, and meets many of the *Location Criteria for Multi-Residential Infill*.

#### ADMINISTRATION'S RECOMMENDATION:

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

1. **ADOPT**, by bylaw the proposed redesignation of 0.39 hectares  $\pm$  (0.96 acres  $\pm$ ) located at 4919, 4923, 4927, 4931 and 4935-17 Avenue SW (a portion of Plan 6182HM, Block 5, Lots 43 to 47) from Residential – Contextual One Dwelling (R-C1) District to Multi-Residential – Contextual Medium Profile (M-C2) 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 Glendale, south of 17 Avenue SW and west of Gateway Drive SW. A partially developed parcel designated Commercial – Neighbourhood (C-N2) District is located to the north of the subject site. The undeveloped portion of it is maintained by the Parks department as open space. Single detached dwellings exist to the east, west and south of the subject site.

The site's total area is approximately 0.32 hectares  $\pm$  (0.79 acres  $\pm$ ) in size, it is predominately flat and currently developed with five single detached dwellings.

**Land Use Amendment in Glendale (Ward 6) at multiple properties, LOC2017-0210**

As identified in *Figure 1*, the community of Glendale has experienced a population decline from its peak in 1969.

*Figure 1: Community Peak Population*

<b>Glendale</b>	
Peak Population Year	1969
Peak Population	3,950
2017 Current Population	2,768
Difference in Population (Number)	-1182
Difference in Population (Percent)	-30%

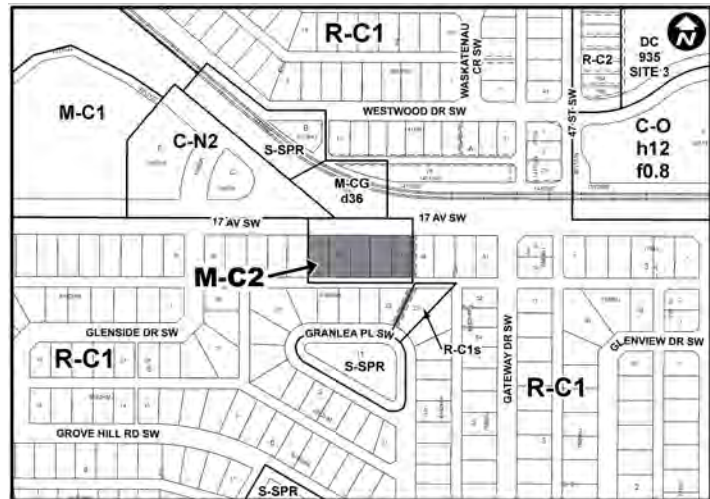
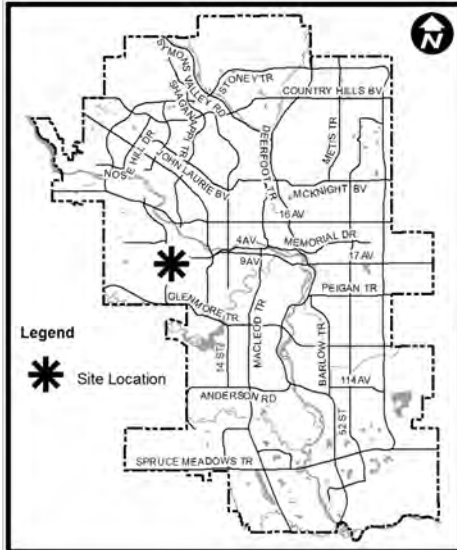
Source: *The City of Calgary 2017 Civic Census*

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



**Land Use Amendment in Glendale (Ward 6) at multiple properties, LOC2017-0210**

**Location Maps**



## **Land Use Amendment in Glendale (Ward 6) at multiple properties, LOC2017-0210**

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

On 2017 July 24, a land use amendment application was submitted that proposed to change the designation of five developed residential parcels (the “subject site”) to Multi-Residential – High Density Low Rise (M-H1) District. After review, Administration determined that there is no policy support for a land use change of this scale at this location.

Subsequently, Administration suggested that the Multi-Residential – Contextual Medium Profile (M-C2) District would be more appropriate for this location as the district is intended to be in close proximity, or adjacent to, low density residential development as well as transportation corridors. Further, Administration also strongly encouraged the applicant to undertake formal engagement with the surrounding residents and community and provide a “What We Heard” report to summarize feedback that was collected.

On 2017 November 10, the applicant responded by amending their application to propose the Multi-Residential – Contextual Medium Profile (M-C2) District. It is this revised application that has been recommended for approval.

### **Land Use**

The existing Residential One Two Dwelling (R-C1) District allows for a maximum of five dwelling units across the site. The proposed land use district is the Multi-Residential – Contextual Medium Profile (M-C2) District. This district does not limit density based on the number of dwelling units, but rather limits density through building form with a maximum floor area ratio of 2.5. The proposed district would allow for approximately 8,000 square metres of floor area to be developed under the 16 metre height limit. The site is considered appropriate for greater density considering its location along 17 Avenue SW.

### **Infrastructure**

#### **Transportation Networks**

The proposed commercial site is located within approximately 300 metres of the 45 Street Station along 17 Avenue SW. Transit service is available near the subject site on Glenside Drive and 17 Avenue SW. Vehicular access to the site will be determined at the development permit stage.

#### **Utilities and Servicing**

Water, sanitary and storm sewer mains are available to service the site and can accommodate the proposed land use without the need for off-site improvements at this time.

## **Land Use Amendment in Glendale (Ward 6) at multiple properties, LOC2017-0210**

### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant citizens 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 Glendale and Westgate Community Associations were circulated as part of standard procedure. Both communities expressed objections to the proposed applications as outlined in their letters (Attachments 2 and 3)

Administration received 58 letters of objection, four letters of support and one letter that neither objected nor supported the revised application were received by the report submission date.

Reasons stated for opposition are summarized as follows:

- Change to existing community character;
- Impact of a five storey building on adjacent single detached dwellings;
- Impacts of increased parking and traffic within the community; and
- Development prior to an area redevelopment plan is premature, allows for "ad hoc" development decisions.

Reasons stated for support are summarized as follows:

- Close proximity to 45 Street Station;
- Adjacent to 17 Avenue SW;
- General support for increased "diversity" within the community; and
- General support for increased density within the inner-city.

Administration considered the relevant planning issues specific to the proposed redesignation: Administration's recommendation is based on existing development policies and provincial legislation and cannot include subjective issues such as community character; Potential issues regarding increased traffic generated by a new development will be reviewed and addressed accordingly at the future development permit stage; The M-C2 Land Use District includes rules to ensure an appropriate height transition for development adjacent low density residential areas.

At the future development permit stage, the Development Authority will work with the applicant to ensure that the building demonstrates a compatible transition to the existing single detached dwellings on either side of the site, as well as across the lane. An acceptable transition will ensure that the adjacent building is within proportion to the height of the existing single detached houses on the east and west sides of the site. In addition, an acceptable transition will provide a stepping back of the building height along the south side of the site so as to provide an appropriate transition of scale with the existing homes on the other side of the lane.

## **Land Use Amendment in Glendale (Ward 6) at multiple properties, LOC2017-0210**

### ***Engagement***

From 2017 August 23 to September 6, an online survey was facilitated by Administration, seeking early public feedback regarding the following topics. These topics were identified based on a summary of circulation feedback that had been received:

- how a building could integrate with the surrounding community context;
- how street parking is currently used in the area and how additional cars may affect available parking areas;
- the existing flow of vehicles along 17 Ave SW, community roadways and lanes;
- how an increase from two to six storeys would impact daily life;
- how residents walk around the area currently and what should be considered to ensure safe use for pedestrians; and
- the current pathway system and any impacts to neighbourhood pathways surrounding the application site.

From this list of topics, citizens were asked to select three topics most important to them, and provide a description of why for each. Citizens were also asked to provide any additional specific issues or concerns they had regarding the application.

Citizens believed the location and height of the application were not appropriate for the surrounding community and would prefer a two-to-three-storey development instead of a five to six storey (maximum allowable height of 16 metres) development. They were also concerned about potential increases to traffic and street parking, indicating that street parking is already an issue close to 17 Avenue SW due to increased parking and residential parking restrictions resulting from the West LRT. Citizens felt that these issues, combined with the increased cut-through and alley traffic, would create a safety hazard for motorists, pedestrians and children in Glendale.

On 2018 February 09, a developer-led open house was held at the Killarney Community Hall. The purpose of this open house was to provide an update to residents on the progress of the application and provide an opportunity to ask questions of both the applicant and Administration. Feedback collected from this open house was summarized in a What We Heard Report drafted by the applicant (Attachment 4).

Citizens believed that multi-residential development within Glendale was inappropriate and were concerned that development on this site would create a precedence for further four-to-six-storey development within Glendale in the future. While there were some citizens who were more open to multi-residential infill located along 17 Avenue SW, they would prefer building heights of three-storeys or less. Citizens were also concerned about increased traffic within the lane, both from the new residents and cut-through traffic, as well as further on-street parking shortages. Citizens are concerned that multi-residential development would negatively impact their property values.

## **Land Use Amendment in Glendale (Ward 6) at multiple properties, LOC2017-0210**

### **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 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, this land use proposal is consistent with MDP policies regarding respecting and enhancing neighborhood character, general developed residential areas and established areas land use.

There is no statutory local area plan that applies to this location.

#### ***West LRT Land Use Study (Non-statutory – 2009)***

The subject site is identified as ‘Medium Density – Stacked Townhouses/Low Rise (4-6 storeys)’ on Map 4: Density Areas in the *West LRT Land Use Study*. The subject site is not located within a Planning Priority Area as identified on Map 6 and therefore a land use amendment application for any site outside of these areas must meet the test of being a more desirable land use district that provides a better form of development in the long term.

The proposed land use district aligns with the Medium Density area policies as it would allow for a “Low Rise” building with a maximum height of 15 metres (or 5 storeys). As well, the proposed land use district meets the test for applications outside of Planning Priority Areas as it allows for moderate intensification given that the site is located within close proximity to the 45 Street LRT Station. Further, the proposed land use includes building form rules to ensure an appropriate transition between adjacent existing low-density residential areas.

#### ***Transit Orientated Development Guidelines (Non-statutory – 2005)***

The subject site is within a 600-metre radius of the 45 Street Station and is considered part of a station planning area. This land use proposal is consistent with guidelines on Transit Supportive Land Uses, optimizing density around stations, minimizing the impacts of density and ensuring the built form complements the local context.

The guidelines within this policy were incorporated into the *West LRT Land Use Study*.

#### ***Location Criteria for Multi-Residential Infill (Non-statutory – 2014)***

The subject parcel meets approximately half of the guideline criteria for consideration of multi-residential infill. 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.

### **Land Use Amendment in Glendale (Ward 6) at multiple properties, LOC2017-0210**

The site satisfies multiple criteria including being located 125 metres from the Route 2 bus stops, placing it well within the 400 metre ideal radius of the bus network. Similarly, the site is 225 metres from the 45 Street LRT Station, placing it well within the 600 metre ideal radius of the primary transit network.

The majority of the site faces the 17 Avenue SW arterial road, is adjacent to an existing open space and has direct lane access.

The site does not satisfy other criteria, namely it is located midblock, is not adjacent to planned or existing multi-residential, non-residential development, corridor or activity centre.

#### **Social, Environmental, Economic (External)**

The recommended land use amendment will provide for a moderate increase in residential density, allowing for a more efficient use of existing public infrastructure. In addition, this proposal would encourage an increase in socio-economic diversity within the area by providing a variety of housing types and forms. 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 compatible with applicable policies identified in the *Municipal Development Plan*, the *West LRT Land Use Study*, the *Transit Orientated Design Policy Guidelines* and the *Location Criteria for Multi-Residential Infill*. The proposal provides for a moderate increase in residential density within a form that respects the existing low-density residential development. The site is within close proximity to the 45 Street LRT Station and fronts onto 17 Avenue SW.

#### **ATTACHMENT(S)**

1. Applicant's Submission
2. Glendale Community Association Letter
3. Westgate Community Association Letter
4. Applicant's *Open House Summary Report* from the Developer-Led Open House (February 9, 2018)

## Applicant's Submission

**Applicants Name:** The Carlisle Group

Attn: Jim Mackey

**Applicants Address:** #230, 2891 Sunridge Way NE  
Calgary, AB T1Y 7K7

**Applicants Contact Information:**

Telephone: (403) 571-8431

Cell: (403) 651-2604

Email: [jm@carlislegroup.ca](mailto:jm@carlislegroup.ca)

### Description of Proposal

- 5 lots - 4919, 4923, 4927, 4931, 4935 17 Ave SW approximately 0.323ha
- To rezone the site to M-C2 Multi-Residential – Contextual Medium Profile. No changes to the listed uses within M-C2 are being proposed.
- M-C2 has an FAR of 2.5 which will allow for a maximum of 86999sqft.
- Using the allowable M-C2 building envelope we estimate that 85451sqft is what we can achieve.
- Using the estimated areas, we anticipate a maximum of 92 units made up with:
  - 1st Floor 20 units
  - 2nd Floor 22 units
  - 3rd Floor 22 units
  - 4th Floor 18 units
  - 5th Floor 10 units
- We have not started the DP design but parking will be a major factor in the final unit count as will the unit mix and suite designs. As we address the specific needs of The City and the neighboring community a range of 85 to 92 units should be achievable.
- We are not seeking any density or height modifiers to the M-C2 zoning.
- The West LRT Land Use Study has identified this site as “Medium Density- Stacked Townhouse / Low Rise (4-6 story’s)”.
- The site is within 50 meters of the exiting 45th Street LRT Station.
- The site is on the north edge of the community so shadows cast by the new development will fall on 17th Avenue SW. Using a maximum of 16m height there will be no time in the year where the shadows impact the north side of the existing sound fence along the LRT tracks. There will be some impact to the side yard and front yard on the first lots on the west and east side of the project in the morning and late afternoon. The step backs in the M-C2 zoning will minimize this impact and we can better detail this on the DP application.
- The rear lane to the south has a well-established canopy of trees and each of the adjacent properties has a rear garage which provides screening of their views to the north.
- There are 4 lanes of 17ave, the LRT right of way and the back lane separating the site from the residential properties to the north.

## Applicant's Submission

This location meets several the criteria detailed in PUD2016-0405 for Multi-Residential Infill.

- **Location Criteria #1:** While the site is not located on the corner parcel there is sufficient area on both the east and west sides to allow for future development of similar scale.
- **Location Criteria #2 & #3:** The site has both bus and LRT stops within 200 meters.
- **Location Criteria #4:** The site fronts on to 17th Avenue SW providing a collector or higher standard roadway on one frontage.
- **Location Criteria #5:** The West LRT Land Use Study has highlighted this section of 17th Avenue SW for potential increase in density with townhomes or 4-6 story apartments. While a formal plan on the section of 17 Avenue is not yet in place we see this as logical step in completing the West LRT Corridor.
- **Location Criteria #6:** There is a portion of the site across from the public open space formed by the fork on 17 Avenue SW.
- **Location Criteria #7:** There is no current planning for a corridor-or activity center on this section of 17 Avenue SW, but we do see that this will be a logical extension of the work currently in progress along 17 Avenue SW to the east of this site.
- **Location Criteria #8:** The site has direct lane access.

We request the support of the City of Calgary Administration, Calgary Planning Commission and Calgary City Council on the rezoning of this site. We believe it aligns with the City's vision and policies for development along the City's LRT corridors and increasing density adjacent to the LRT stations. The sites location is on the North edge of the community and fronting 17 Avenue SW, which will lessen the influence on the existing properties.



## Glendale Community Association Letter

December 6, 2017

The Glendale/Glendale Meadows Community Association would like to express its opposition, again in the strongest possible terms, to the application for rezoning five adjacent properties on 17<sup>th</sup> Avenue S.W., this time to MC-2 zoning for development in our community.

This revised rezoning application remains a drastic change from existing RC-1 zoning and would alter the fabric of Glendale/Glendale Meadows forever. As a Board, we welcome renewal and revitalization of this area in a measured and appropriate manner. However, a five-storey development in our single-family community is completely out of character and context. Simple math shows that the impact of turning five bungalows in a single-family neighbourhood into 90-100 units is mind-boggling. The ramifications would be swift.

It would not be long before the owners of every bungalow left in the widening shadow of megaplex development would opt to put their homes up for sale, inspiring carbon copy proposals along the length and breadth of 17<sup>th</sup> Avenue SW. Just the prospect of this happening has already caused one of our community neighbours and board volunteers to sell her home and move up to Strathcona.

On this development alone, the issues that would arise in terms of parking, traffic access, safety and infringement upon neighbours are incalculable. And these would really be just the beginning of massive change to our neighbourhood..

As the first major redevelopment proposed for Glendale, this would set the course for future similar projects along 17<sup>th</sup> Avenue S.W. It is not an exaggeration to say it would be an unmitigated disaster for every resident of our 1,100-home community who chose this neighbourhood because of its beautiful characteristics among the fabric that makes Calgary such a great city. Yet for any resident forced to live directly beside such a development, it would be catastrophic. Simple privacy for residents who have lived here for decades would evaporate overnight. Neighbouring property values would plummet.

With this development site located on a one-way street, westbound traffic flow from 17<sup>th</sup> Avenue S.W. would create an obvious road hazard with a significant increase in left turns across two lanes of traffic to access the development. A similar scenario would take place at Gateway Drive and other streets within Glendale as new residents seek the best shortcut home. The gravel alley traffic would also increase exponentially, assuming parking for 100 units is somehow available onsite – virtually impossible unless parking is buried multiple levels below grade.

According to the City's rules for this type of multi-family infill development, (PUD-2016-0405) we believe this proposal fails to meet five of eight conditions set out by the City.

1. The parcel is **NOT** on a corner lot.
2. The parcel is **NOT** on a collector or highway standard roadway on at least one frontage.
3. The parcel is **NOT** adjacent to existing or planned non-residential development or multi-dwelling development.

### Glendale Community Association Letter

4. The parcel is **NOT** adjacent to or across from existing or planned open space or park space or community centre.
5. The parcel is **NOT** along or in close proximity to a corridor or activity centre.

Glendale and neighbouring communities were deeply involved in consultations regarding Transit Oriented Development around the West LRT, particularly as it related to the 45<sup>th</sup> Street and Westbrook Stations. We believe there are several issues raised in this application in the West LRT context, including the lack of an Area Development Plan, and Glendale being down the priority list for Transit Oriented Development.

We also believe this proposal is in direct conflict with the City's Developed Areas Guidebook, which outlines acceptable transition in housing style and heights. This Guidebook does not envision five-storey apartment blocks being built beside single-family bungalows. We trust City Planning staff will thoroughly review these City documents in assessing this application.

Currently, Glendale and similar communities provide an oasis within the city for people looking for an affordable one-lot, one-home neighbourhood. Dozens of other communities in Calgary are zoned appropriately for this type of megaplex proposal. Developers should be encouraged to seek out land with appropriate zoning. Removing RC-1 lots from Calgary is an avenue to a cookie-cutter city, a model that would force those in our neighbourhood to move to rural properties or suburban communities such as Cochrane, Airdrie and Okotoks for a similar lifestyle. Frankly, none of us want that.

No matter who is proposing this magnitude of development, the Board representing the residents of Glendale and Glendale Meadows will voice strong and unequivocal opposition. But this developer is not promising any type of accommodation that would blend with our community. At a recent meeting with the Board, the president of the development company described their operation as "the Wal-Mart of developers," erecting as many units as possible in as short a time as possible to sell off cheaply and make quick profit.

We can guarantee that nobody in our community purchased a stake in that kind of community. As a board, we support thoughtful, tasteful renewal and redevelopment, particularly on the perimeter of our neighbourhood. This is evidenced by our support for the Main Streets project along 37<sup>th</sup> Street S.W. It is not our community's responsibility to come up with a proposal that the developer would find acceptable. It is the developer's responsibility to work with the community to consult and propose solutions that will work for all. No such conversations or consultations have happened so far — only the single meeting last summer where the developers basically said, "This is who we are, this is what we do. Take it or leave it." This revised proposal seems to be an attempt to wear down the community one proposal at a time, when eventually our residents throw up their hands in frustration. We will not give in to these tactics.

The Board and residents of Glendale/Glendale Meadows have deep emotional, social and financial investments in this community, some dating back more than 60 years. We believe it is the best place to live in Calgary. Tearing at this neighbourhood layer by layer

**Glendale Community Association Letter**

is in no one's interest, but that is what's at stake should this revised rezoning application be approved.

The residents of Glendale and Glendale Meadows are very much open to seeing our neighbourhood revitalized and our board has been, and will be, part of the process that helps renewal. Should you wish to discuss this issue further, any and all of our board will be happy to engage in discussions at the City's request. If the intention were to move this proposal further down the line, we would insist upon a full and public presentation open to all members of our community to voice their opinion.

Sincerely,  
Chris Welner, Vice-President

## Westgate Community Association Letter

December 1, 2017

### Response to Revised Rezoning Application: File Number LOC2017-0210

#### **The Westgate Community Association strongly opposes the proposed rezoning and subsequent development.**

The Westgate community shares the 45<sup>th</sup> Street LRT station with the communities of Glendale and Glendale Meadows and Rosscarrock. It has been clear since the planning for the West LRT commenced there would be redevelopment to increase the density in the immediate area of the LRT Stations. We are not opposed to redevelopment to take advantage of the transit infrastructure but we are opposed to redevelopment that is done in the absence of detailed area planning and opportunities for public involvement. This rezoning of the 5 properties and development is being proposed with a total lack of detailed and proper planning necessary to ensure any redevelopment achieves the optimal development and is well integrated with the existing communities and infrastructure.

#### **1. The Lack of a Detailed Plan to Guide the TOD Development around the 45<sup>th</sup> Street Station**

The Westgate community was very involved with the planning for the West LRT. Throughout the process it was **made clear** to participants that any Transit Oriented Development would not occur until more detailed planning in the form of Area Redevelopment Plans (ARP). The following information taken from the West LRT Study clearly confirms this expectation and identifies the 45<sup>th</sup> Street Station as the lowest priority for both an ARP and redevelopment.

##### **From West LRT Study 2009**

The planning priority areas are shown on Map 6 and are intended to be completed in sequence, as opposed to concurrently. The areas include:

1. Westbrook Village Area Redevelopment Plan  
(ARP) – Phase 1 and the Sunalta Area Redevelopment Plan
2. Westbrook ARP – Phase 2
3. 17th Avenue Corridor
4. 26th Street Station Area and 45th Street Station Area.

### **Westgate Community Association Letter**

It is our view **no** rezoning and redevelopment should occur until the proper and thorough a local area plan with meaningful community public involvement is completed. The question of TOD development that was discussed in the West LRT study was highly conceptual and secondary to the planning for the LRT Line. Using the West LRT Study report as the basis for any high density redevelopment of an area around the 45<sup>th</sup> Street LRT Station is both poor planning and management and contradicts the commitment to directly affected communities to conduct proper area planning.

## **2. The Risks of Piecemeal Rezoning**

There are a number of risks to allowing a piecemeal rezoning and subsequent redevelopment.

- a. This will result in a haphazard pattern of development through an unplanned ad hoc mix of different housing types. Having a five story condo or apartment building with small one story single family homes on either side is not effective. There will be a visual patchwork and inconsistent mix of different housing types resulting in poor integration with the surrounding community. There is concern this will result in a junky street scape and a lack of structural continuity.
- b. There is no way of knowing if the current infrastructure, constructed mainly in the late 1950's ad 1960's, is capable of handling increased density. Simply allowing the first developer to acquire residential properties and add a significant increase in density could compromise the existing utilities and negatively affect the existing community. There is also the possibility upgrades to the utilities could be required. Approving piecemeal and ad hoc zoning applications also creates the potential for Calgary taxpayers to end up subsidizing private developers.

There has been a lot of public discussion and debate regarding taxpayer subsidization of housing developers in Calgary over the past few years. While most of the attention has focused on new subdivision development, there is also the potential for tax dollars having to be to be spent in order to make redevelopment possible. In the absence of a plan that identifies major upgrades required for the entire 45<sup>th</sup> Street TOD area to water, sewer, electricity, etc and the costs to do so, there is no potential to estimate a reasonable cost to be paid by developers. Calgary taxpayers could end up covering all the costs and effectively subsidize developers. Allowing zoning on a first come first serve basis is not going to result in a fair distribution of costs to both developers and property owners.

- c. Piecemeal rezoning has the potential to reduce the potential for the optimal redevelopment to increase density around the 45<sup>th</sup> Street LRT station. There is no assurance the first rezoning proposal is the optimum use of the properties in question. Or whether this will limit future redevelopment of the adjoining properties.
- d. Piecemeal rezoning does not create a level playing field for all property owners and potential developers. It does not allow for orderly redevelopment and puts the profit motive of a single developer to supersede the interests of an entire

**Westgate Community Association Letter**

community. A much better approach is to undertake a proper planning exercise and rezone the entire TOD at the same time.

**3. The Proposed Rezoning and Redevelopment is also Inconsistent with The City of Calgary Municipal Development Plan and Associated Guidebooks released in August of 2017.**

3.5.1 General – Developed Residential Area Policies The following policies apply to all Developed Residential Areas and are general in nature. Policies that are unique to the Inner City Area and the Established Area follow after this section.  
Land use policies

- a. Recognize the predominantly low density, residential nature of Developed Residential Areas and support retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighborhood.
- b. Redevelopment within predominantly multi-family areas should be compatible with the established pattern of development and will consider the following elements:
  - i. Appropriate transitions between adjacent areas;

The proposed rezoning and redevelopment is not consistent the direction to moderate intensification in a form and nature that respects the scale and character of the neighborhood. Having a 5 story apartment building that increases the density of the redevelopment over 10 times that of the adjacent properties is not in a form that respects the scale and character of the existing neighborhood.

This proposed redevelopment also does not provide an appropriate transition to the adjacent communities. A 3 story redevelopment would be a substantially more appropriate transition to the Glendale Meadows community. There would be a significant reduction in the effects of increased traffic, noise and the shading of adjacent properties compared to a 5story building. A five story building would substantially reduce the privacy of adjacent properties and the size of the 5 lots would limit the options to provide appropriate privacy screening.

**3. The proposed rezoning and redevelopment is also inconsistent with direction detailed in the Developed Areas Guidebook Municipal Development Plan: Volume 2, Part 3**

**Developed Areas Guidebook**

**1.0 Introduction**

**Westgate Community Association Letter**  
**Building a sustainable, connected city of great neighbourhoods**

**Calgary is a young, dynamic and growing city and its neighborhoods are often changing. They are more diverse with different housing preferences and needs. These needs, combined with an evolving and fluctuating economy, demands for new infrastructure and services and changing climate all pose challenges to our city.**

**We will meet the challenges we face today and in the future as Calgarians have always done and embrace building a stronger, resilient and sustainable city.**

**Growth and change in our communities is crucial as they support the economy, allow resources and infrastructure to be used efficiently, and create culturally diverse, vibrant and complete neighbourhoods.**

**Together, the Developed Areas Guidebook (Guidebook) and Local Area Plans provide the core policies for future development and community building within the Developed Areas (see Map 1: Location of the Developed Areas).**

The above highlighted section makes it clear that a local area plan will provide the core policies for rezoning and redevelopment within Developed Areas, including the Glendale Meadows and Westgate communities. If this direction is to be respected, it is inappropriate to proceed with the current rezoning and redevelopment proposal until an Area Plan has been completed. This proposal is ad hoc development at its worst. Effective TOD development should be based on a plan that lays out an orderly development that both increases density and also respects the existing community.

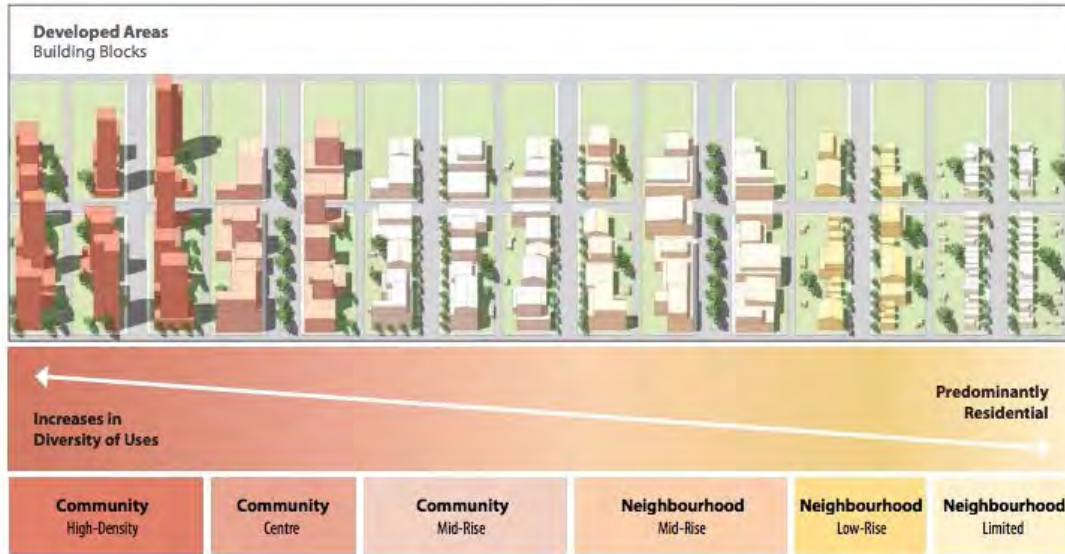
**4. Not Consistent with 2.0 Community Framework**  
**The Developed Areas Guidebook**

The following illustrations are from the Developed Areas Guidebook. It is clear having 5 story high buildings next to one story houses is not expected, yet this is exactly what is being proposed.

## Westgate Community Association Letter

Figure 2-2 | Community Framework Application Developed Areas

A number of selected building blocks identify and reinforce an urban hierarchy within the community. The building blocks enable a sense of continuity throughout communities with smooth, imperceptible and consistent transitions between land use areas. These areas share common attributes reflecting each unique area in the community based on building types and forms, intensity, urban design and community vision.





## Westgate Community Association Letter



### 5. Detailed Questions

In the absence of a detailed plan there are numerous questions and concerns about the potential impacts on the surrounding properties and the Glendale Meadows community. There are concerns about the feasibility and practicality of a 5 story residential building at this location.

- The configuration of 17<sup>th</sup> Avenue in front of the 5 properties proposed for rezoning presents limitations for site access and egress.
  - How is all the vehicular traffic going to access the development? Is the gravel laneway going to be the main access? How many vehicles a day will travel up and down the alley? Will the laneway be overburdened?
  - The main portion of the busy 4 lane 17<sup>th</sup> Avenue is on a curve with no opportunity for any access from westbound traffic on 17<sup>th</sup> Avenue.
  - There is a short one way section of a side road for east bound vehicular to merge onto 17<sup>th</sup> Avenue.
- There are limited opportunities for on street parking.
- There are concerns about the traffic impacts of adding an unknown number of units. There are existing challenges for vehicles trying to access the NW corner of Glendale Meadows. Traffic problems will be created on Gateway Drive.
- There is no indication or means to assess if the existing water, sewer, electricity and natural gas are capable of handling the additional units of housing.

Submitted By:

Pat Guillemaud  
Civic Affairs Director  
Westgate Community Association

## Applicant's Open House Summary Report from the Developer-Led Open House

### Glendale Land Use Application

LOC2017-0210

February 9, 2018 Open House Summary Report

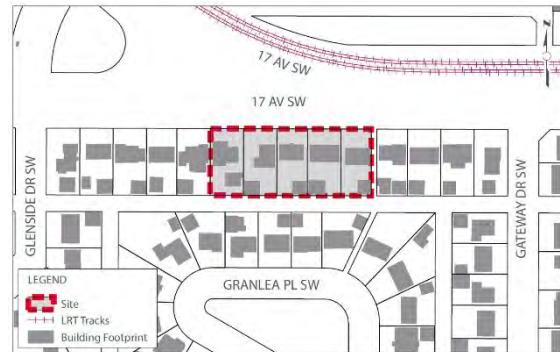


CARLISLE GROUP  
eye on quality ... focus on value

#### The Application

In July 2017, Carlisle Group applied to redesignate (rezone) 4919-4935 17<sup>th</sup> Avenue SW in the community of Glendale. The application sought to change the designation from R-C1 to M-H1, to allow for a multi-residential building with commercial storefronts at-grade. The proposed designation would have accommodated a building with a maximum height of 18 metres (6 storeys). In September, The City of Calgary provided the applicant with DTR1 comments on the application, including a request for further community engagement.

In November 2017, the Application was revised to reduce the redesignation to M-C2, a 37.5% reduction in size (Gross Floor Area, GFA), reduced height by 1.6 storeys (5 storeys, with 40% coverage on the 5<sup>th</sup> floor) and changing the building to entirely residential.



#### Phase 2 Engagement

In response to the request for additional community engagement, Carlisle Group hired a community engagement consultant, Dobbin Consulting, to conduct an open house. The consultant and Applicant met with the City to obtain advice regarding information distribution and engagement expectations. The Carlisle Group decided to proceed with the mail-out of a flyer to all 980 homes in Glendale and public open house on February 9<sup>th</sup> at Killarney Community Hall.

Approximately 120 people attended the open house and provided feedback on the land-use resignation and feedback for use in building design for the Development Permit stage of application. Key issues: Building Height; Community Context; Parking Access; and Traffic Impact on Alley. Further items were identified: Safety & Privacy Impacts; Land Value Impact; and Policy Confusion.

The open house was conducted in a walk-through layout with City staff (3), Developer (3 reps) and Engagement Consultant (1) in attendance. Three City panels were presented and six panels from the Developer represented: the Application Process & Engagement Timeline; Changes Summary; Site & M-C2 Bylaw information; Feedback Opportunities; and, a panel for Feedback (attendees self-recorded their comments on post-it notes, summarized and documented herein). The developer's panels displayed are shown attached to this report.

## Applicant’s Open House Summary Report from the Developer-Led Open House

### What We Heard

Attendee feedback focused on resisting any development in the area above the existing R-C1 zoning (at 8.6-10M in height). However, significant additional feedback was collected that can be used to identify and address contextual, safety and community integration issues at the DP stage. Comment counts:

- 40 - “No” to this Development
- 16 - Height Concern
- 23 - Traffic & Parking
- 16 - DP Ideas
- 9 - General Comments
- 5 - Community Integration
- 3 - Land Value Impact
- 2 - Safety & Privacy Concerns
- 1 - Policy Concerns



### Summary of Comments

The following table provides a summary of the key issues from the open house attendees. This feedback is aligned with, and in addition to, the previous feedback documented in the City’s Stakeholder Report Back, September 2017.

<b>No to this Development</b>	Many attendees felt that any redevelopment in Glendale was inappropriate for their R-C1 area. Some residents agreed that development on 17 <sup>th</sup> Avenue was appropriate but felt that 4-6 storeys was too high, and increasing density would negatively impact the character of the community. The “precedence” of a 4-6 storey redevelopment was of concern.
<b>Height Concerns</b>	A portion of attendees approved redevelopment on this site and along 17 <sup>th</sup> Avenue but felt that 3 storey townhomes would be more appropriate.
<b>Traffic &amp; Parking</b>	The impact of an additional 90 units (with approximately 90 additional cars) would have a large negative impact on the parking in the area as well as traffic in the laneway. Cut-through traffic from 17 <sup>th</sup> Avenue is already of concern.
<b>Community Integration</b>	The importance of at-grade interfaces and opportunities for community connections (and community building) was of concern to neighbours and the greater community.
<b>Land Value Impact</b>	Several homeowners felt the redevelopment would reduce the value of their homes due to overlooking/privacy and the change in character of the neighbourhood.

## Applicant's Open House Summary Report from the Developer-Led Open House

<b>Safety &amp; Privacy Concerns</b>	Adjacent neighbours are concerned about privacy in their back yards due to the height of the building and rear balcony proximity to the lane.
<b>Policy Concerns</b>	A note was made that the introduction paragraph for the 2009 West LTR Study indicates that 'significant change in use or density' will be discouraged in the area. Within the same study, the parcel is indicated to be appropriate for 4-6storeys.
<b>DP Ideas</b>	Many ideas for building integration, pedestrian interface and community integration were given including street-oriented design, UDRP review request, all-underground parking, parkade access off 17 <sup>th</sup> Avenue and rear step-backs for the building.
<b>General Comments</b>	Some comments included concerns about the design of the invitational flyer circulated, distribution of the flyer and location of the open house outside the community. Questions about unit count, value and size were voiced by several attendees.

*A selection of verbatim comments from each of these categories are attached to this report.*

### Developer Response

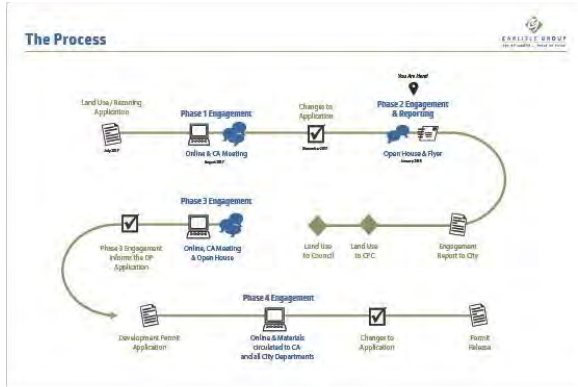
Carlisle Group was pleased with the turn-out and opportunity to engage with community members and to collect further feedback on the Application and ideas for the Development Permit design. We noted that Policy knowledge was not high among attendees, with many not realizing the City's intention to direct density to transportation corridors like 17<sup>th</sup> Avenue and near CTrain stations with TOD policies. Where possible we discussed these policies and how they impact land assembly targeting and redevelopment with attendees, providing access to the West LRT Study and M-C2 bylaw content. Further, many attendees did not understand the separate process of land redesignation separate from development permit application, so they sought to have access to the building information that is not yet available. Hosts provided timeline and process information in response to these inquiries.

It remains the intention of the Applicant that M-C2 is appropriate zoning for this land in response to City policies including: the West LRT Study 2009 (identifying 17<sup>th</sup> Avenue for 4-6 storey development); TOD guidelines due to the proximity to the CTrain station; and Main Streets program guidelines.

As with 'first projects' in many historically single-family areas, residents are very concerned about how the first new building will impact their community, safety, traffic and privacy. Due to previous feedback from the City's online engagement survey and the file manager, the Applicant has reduced the height, density and zoning from M-H1 to M-C2, utilizing a zoning that has consistently been used in similar R-C1 situations to soften the contextual impact of the building through set-backs and step-backs.

Applicant's Open House Summary Report from the Developer-Led Open House

Developer's Open House Panels



**What We Heard & What We Changed**

M-B1 Application	Concerns by Theme	Changes by Theme	M-C2 Application
<ul style="list-style-type: none"> <li>18M (18m) Max Height with Step-backs</li> <li>4.0 FAR (4.0) Max Floor Area</li> <li>135 Units (135) Max Units per lot</li> <li>216+ (216+) Max Residential Units</li> <li>Commercial &amp; Residential Uses</li> </ul>	<ul style="list-style-type: none"> <li><b>Height: Street View &amp; Massing</b></li> <li><b>Massing</b></li> <li><b>Density</b></li> <li><b>Parking</b></li> <li><b>Commercial Use Requests</b></li> </ul>	<ul style="list-style-type: none"> <li><b>Reduced Height, Improved Massing</b></li> <li><b>Reduced Density</b></li> <li><b>Commercial Use Request</b></li> </ul>	<ul style="list-style-type: none"> <li>16M (16m) Max Height with 45% Coverage on Top Floor with 45% Step-backs</li> <li>2.5 FAR (2.5) Max Floor Area</li> <li>90+ Units (90+) Max Units per lot</li> <li>144+ (144+) Max Residential Units</li> <li>Commercial Residential Use Only</li> </ul>

**Site & M-C2 Bylaw Information**

The infographic includes a site map, a 3D architectural rendering of the proposed building, and a list of key bylaw requirements for the M-C2 zone.

- Height:** Building heights controlled by the land-use. The Applicant has reduced the height from 18m (M-B1) to 16m with 45% top floor coverage (M-C2).
- Density:** Density is controlled by land-use zoning. The change to M-C2 reduces the density by 37.0% overall.
- Parking:** Parking requirements are set by the City of Calgary. This project will comply with the 1:1 parking requirement plus 10% visitor parking.
- Massing:** Building mass, set-backs, step-backs and shape are controlled by land-use rules. The M-C2 land-use is more restrictive than the original M-B1 proposed.
- Uses:** The Use of area in a building is controlled by zoning. M-C2 zoning is primarily residential (preventing the commercial component allowed in M-B1).

**Feedback Opportunities**

**Concerns on Land Use - Phase 2 Engagement (Today)**

- Height:** Building heights controlled by the land-use. The Applicant has reduced the height from 18m (M-B1) to 16m with 45% top floor coverage (M-C2).
- Density:** Density is controlled by land-use zoning. The change to M-C2 reduces the density by 37.0% overall.
- Parking:** Parking requirements are set by the City of Calgary. This project will comply with the 1:1 parking requirement plus 10% visitor parking.
- Massing:** Building mass, set-backs, step-backs and shape are controlled by land-use rules. The M-C2 land-use is more restrictive than the original M-B1 proposed.
- Uses:** The Use of area in a building is controlled by zoning. M-C2 zoning is primarily residential (preventing the commercial component allowed in M-B1).

**Discussions for Development Permit - Phase 3 Engagement**

- Design & Articulation:** At the Development Permit stage, drawings are provided for review and feedback on the building facade.
- Safety & Lighting:** Safety and lighting are discussed in the Development Permit stage allowing review by the City and CA.
- Landscaping & Pedestrian Realm:** Landscaping & the pedestrian realm are strongly controlled by City policies & guidelines and reviewed at the Development Permit stage.
- Building Features & Interiors:** Entrances, balconies, privacy screens, outdoor interfaces, etc. reviewed at the Development Permit stage by City Departments and available for public feedback.

**Samples for Discussion**

This panel provides architectural samples and information about the developer, Carville Group.

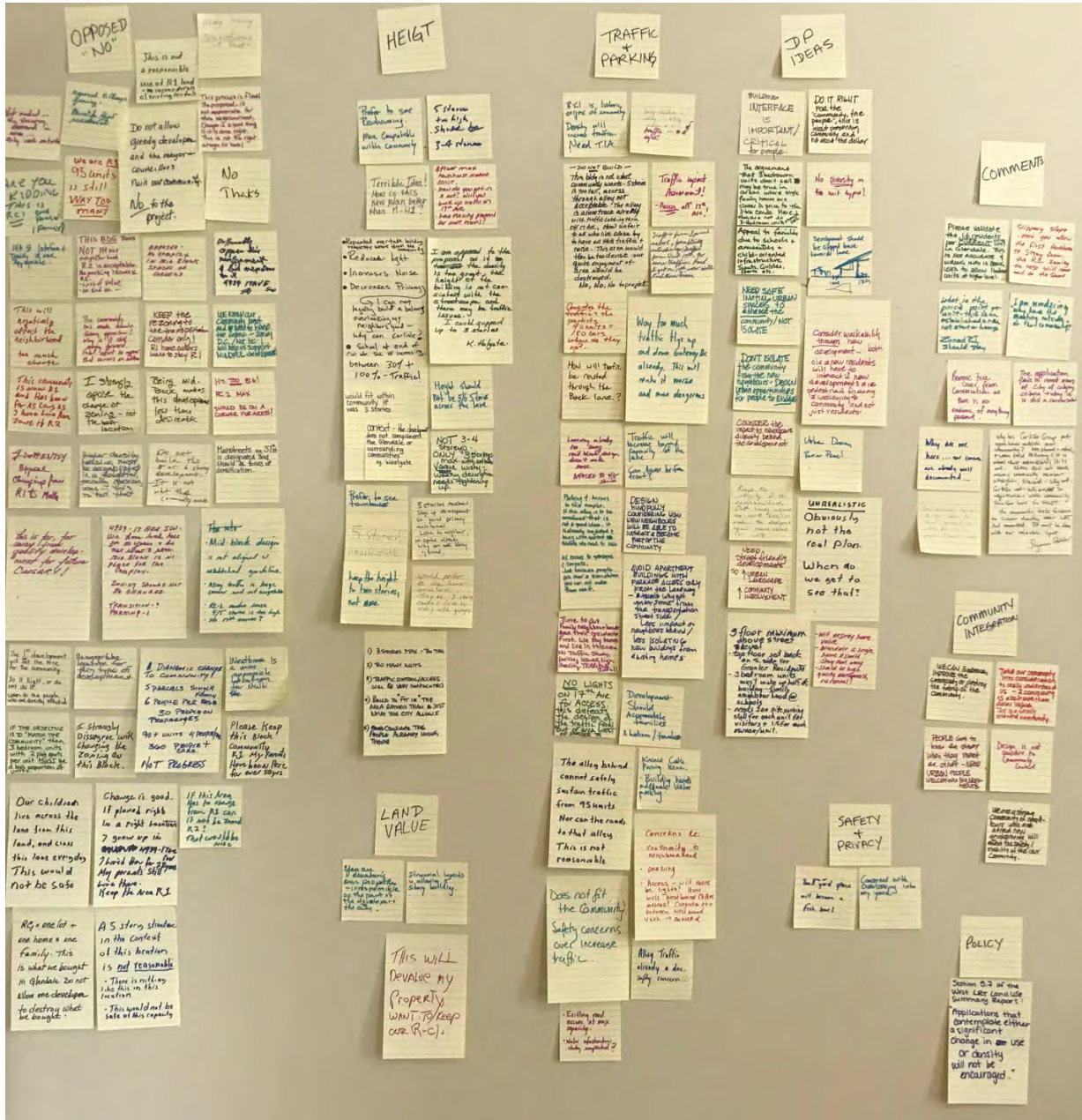
- Architectural Samples:** Includes renderings for 'Townhome Collection', 'Townhome 2-Storey', 'Townhome 3-Storey', and 'Townhome 4-Storey'.
- About the Developer: Carville Group**
  - Our Culture:** Carville Group is a multi-disciplinary team of professionals with a focus on creating high-quality, sustainable, and community-oriented residential developments.
  - Our Values:** Integrity, Innovation, Collaboration, and Sustainability.
  - Our Focus:** Residential development, with a focus on creating high-quality, sustainable, and community-oriented residential developments.

**Please Provide Your Feedback**

The panel features a large, stylized speech bubble graphic, indicating the section for public input.

# Applicant's Open House Summary Report from the Developer-Led Open House

## Open House Attendee's Comments by Category



**Applicant’s Open House Summary Report from the Developer-Led Open House**

**Sample Comments by Category**

<b>No to Development</b>	<p>“No Thanks”</p> <p>“We are R-1, 95 units is way too many”</p> <p>“This community is R1 and has been for as long as I have lived here. Zone it R2.”</p>	<p>“We know our community best and need to keep the fabric – zoning DC/not M-C2 will help us support mindful development”</p> <p>“5 storey structure in this location is not reasonable”</p>	<p>“This is not responsible use of R1 land – inconsiderate of existing residents”</p> <p>“Unacceptable location for this type of development”</p>	<p>“Being mid-block makes this development less desirable”</p> <p>“Our children live across the lane from this land and cross this lane every day. This would not be safe.”</p>
<b>Height Concerns</b>	<p>“Prefer to see row housing. More compatible with community.”</p> <p>“Terrible idea! How is this new plan better than M-H1?”</p> <p>“5 storeys unacceptable”</p>	<p>“Would fit within community if it was 3 storeys.”</p> <p>“Repeated over-tall building requests wears down the community. Reduces light. Decreases privacy.”</p>	<p>“I am opposed to the proposal as the density is too great, the heights of the building is not consistent with the streetscape and there maybe traffic issues. I could support up to 3 storeys.”</p>	<p>“Prefer to see townhouses”</p> <p>“3 stories max – too tall, too many units, traffic control/access will be very complicated, build to “fit in” the area rather than just what the city allows, consider the people already living there”</p>
<b>Traffic &amp; Parking</b>	<p>“Traffic impact assessment! Access off 17<sup>th</sup> Ave!”</p> <p>“No lights on 17<sup>th</sup> Ave for access. This defeats the design of the traffic flow in/out of the area west of Sarcee Tr”</p>	<p>“...access through alley not acceptable. The alley is a race track already with traffic cutting thru off 17 Ave.”</p> <p>“Building needs adequate visitor parking.”</p>	<p>“Consider the traffic and parking 90 units = 150 cars where do they go?”</p> <p>“Alley traffic is already a documented safety concern”</p>	<p>“Traffic will increase beyond capacity of the lane Can access be from front?”</p> <p>“The alley behind cannot safely sustain traffic from 95 units nor can the roads to that alley not reasonable”</p>
<b>Community Integration</b>	<p>“People got to know each other when they meet each other – need urban people welcoming environments”</p>	<p>“We are a strong community of neighbours who are afraid new developments will affect the safety/ stability of our community.”</p>	<p>“Take our community into consideration to really understand us – a community is about more than dollar value. This is a family-oriented community.”</p>	<p>“We can embrace, improve the community or destroy the fabric of the community”</p>

<b>Land Value Impact</b>	“You are devaluing our properties – irresponsible on the part of the developer and City”	“Financial impacts in allowing 5 storey buildings”	“This will devalue my property want to keep our R-C1”	
<b>Safety &amp; Privacy Concerns</b>	“Back yard space will become a fishbowl”	“Concerned with overlooking my yard”		
<b>Policy Concerns</b>	“Section 5.7 of the West LRT Land Use Summary report (states) “Applications that contemplate either a significant change in use or density will not be encouraged”			
<b>DP Ideas</b>	<p>“Building interface is important/critical for people”</p> <p>“Development should accommodate families – 3 bedroom/ townhomes”</p>	<p>“Diversity in unit types”</p> <p>“Should go to the Urban Design Review Panel”</p> <p>“Should be high-quality development, no rental units”</p>	<p>“Development should be stepped back towards lane”</p> <p>“Keep the integrity of the neighbourhood. Our houses adjacent are worth \$600,000, make the development equal resale value for units.”</p>	<p>“Design mindfully considering how new neighbours will be able to interact and become part of the community”</p> <p>“3 bedroom units should make up half the building – family friendly neighbourhood.”</p>
<b>General Comments</b>	“Slippery slope – once you allow the first developer to stray from the R1 zoning the rest will come and do the same”	<p>“I am wondering why have the meeting outside of the community”</p> <p>“Why are we here... Our concerns are already well documented”</p>	“Please validate the 1.6 residents per current living unit in Glendale. This is not accurate and wrong info is being used to allow 1 bedroom units at higher level”	“This application fails to meet many of City of Calgary criteria – why is it still a conversation?”



A grayscale silhouette of a surveyor wearing a wide-brimmed hat and a jacket, standing next to a tripod-mounted surveying instrument. The surveyor is looking through the instrument's eyepiece. The instrument has a circular level and a vertical staff. The text "Calgary Planning Commission 2018 March 08" is overlaid on the image.

**Calgary Planning Commission 2018 March 08**

**Item 5.03**



## Policy and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2040 – 29 Street SW (LOC2018-0010)

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### EXECUTIVE SUMMARY

This application was submitted by Civicworks Planning & Design on 2018 January 11 on behalf of the landowner, Clara Leblanc. 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 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 four dwelling units (an increase from the current maximum of two dwelling units); and
- the uses listed in the proposed R-CG designation.

The proposed R-CG District is a residential designation intended to accommodate grade-oriented development in the form of rowhouse buildings, duplex dwelling, semi-detached dwellings and cottage housing clusters.

A minor map amendment to the *Killarney/Glengarry Area Redevelopment Plan (ARP)* is required to accommodate the proposed land use redesignation. The proposal is in conformance with the ARP as amended and 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 Killarney/Glengarry 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 ± (0.14 acres ±) located at 2040 – 29 Street SW (Plan 5661O, Block 9, 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.

## Policy and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2040 - 29 Street SW (LOC2018-0010)

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### BACKGROUND

#### Site Context

The subject parcel is located in the community of Killarney/Glengarry, on the northeast corner of 29 Street SW and 21 Avenue SW. Surrounding development consists of low-density residential in the form of single detached dwellings and medium-density residential in the form of multi-residential development. The subject parcel is approximately 250 metres south of the Killarney Aquatic and Recreation Centre and is directly across the street from an open space.

The site is 0.06 hectares (0.14 acres) in size with approximate dimensions of 15 metres by 38 metres. The site is currently developed with a single detached dwelling and a single-vehicle rear detached garage that is accessed from the lane.

As identified in *Figure 1*, the community of Killarney/Glengarry reached its peak population in 2015 with 7,677 residents. The current population for the community is 7,423, a decline of 256 residents from peak population.

*Figure 1: Community Peak Population*

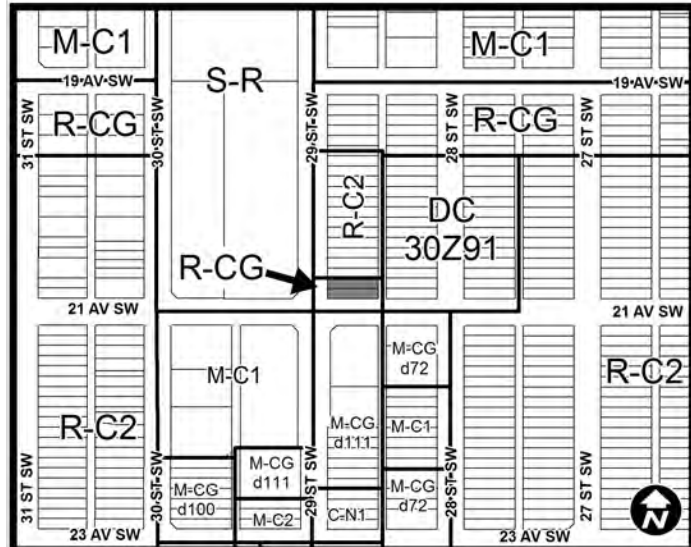
<b>Killarney / Glengarry</b>	
Peak Population Year	2,015
Peak Population	7,677
2017 Current Population	7,423
Difference in Population (Number)	- 256
Difference in Population (Percent)	-3.3%

*Source: The City of Calgary 2017 Civic Census.*

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

Policy and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2040 - 29  
Street SW (LOC2018-0010)

Location Maps



## Policy and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2040 - 29 Street SW (LOC2018-0010)

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### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal represents a modest density increase of inner-city parcels of land and allows for development that will be compatible with the low-density residential character of the existing neighbourhood. This proposal requires a minor ARP amendment but is in conformance with applicable higher-level policies as discussed in the Strategic Alignment section of this report.

A development permit application (DP2018-0422) for redevelopment of the subject parcel was submitted on 2018 January 31. The application proposes a four unit rowhouse development and is currently under review.

#### Land Use

The subject property is currently designated under the Residential – Contextual One/Two Dwelling (R-C2) District which is intended to accommodate residential development in the form of duplex, semi-detached and single detached dwellings in developed areas of the city. The district allows for a maximum of two dwelling units and a maximum building height of 10 metres.

The proposed Residential – Grade-Oriented Infill (R-CG) District is a low density residential designation that is primarily for two to three storey (11 metres maximum) rowhouse developments where the façade of each dwelling unit must directly face a public street. At the maximum permitted density of 75 units per hectare, this site could accommodate up to four dwelling units.

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.

#### Infrastructure

##### *Transportation Networks*

The parcel is located within 550 metres of Westbrook Station and approximately 300 metres from bus service along 17 Avenue SW. Route 2 offers service to the Downtown Core and to both Westbrook and Shaganappi Stations.

##### *Utilities and Servicing*

Water connection, sanitary and storm sewer mains are available to service the subject site. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at the development permit stage. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

## Policy and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2040 - 29 Street SW (LOC2018-0010)

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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 and the date of the Public Hearing will be advertised.

The Killarney/Glengarry Community Association was circulated on this application. The Association responded with a letter of support for the redesignation on 2018 February 08. (Attachment 2).

Administration also received two letters of opposition to the proposed redesignation. Reasons stated for opposition are summarized as follows:

- concerns that allowing rowhouses would reduce the mix of housing by eliminating single detached dwellings; and
- concerns over the allowable building height of 11 metres.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposed redesignation to be appropriate. The proposal conforms to relevant policies of the *Municipal Development Plan* for moderate intensification of developed areas and encourages broader range of housing types.

### **Engagement**

The applicant, Civicworks Planning + Design, engaged surrounding neighbours and adjacent property owners via hand delivered postcards. The postcards outlined the proposed land use redesignation and referenced a corresponding project website. In addition to the postcards, the applicant placed signage on-site that outlined the proposed land use change and encouraged interested community members to submit feedback.

No public meetings were held by the applicant or Administration in association with 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.

## **Policy and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2040 - 29 Street SW (LOC2018-0010)**

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### ***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.

### ***Killarney/Glengarry Area Redevelopment Plan (Statutory – 1985)***

The subject site is within the Conservation/Infill area on Map 2 of the *Killarney/Glengarry Area Redevelopment Plan* (ARP). The Conservation/Infill area is intended for low-density developments in the form of single detached, semi-detached, duplex and structures containing no more than two units. 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 Townhousing (Attachment 3).

The proposed amendment to the ARP is deemed appropriate given the intent and contextual nature of the proposed R-CG District.

### ***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 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 proposed land use aligns with the majority of the criteria. The site is a corner parcel across the street from an open space area and multi-residential development. The parcel is within 300 metres of the Primary Transit Network and approximately 550 metres from Westbrook Station. Moderate intensification in this location has a minimal impact on adjacent properties, and is therefore considered appropriate.

### **Social, Environmental, Economic (External)**

The proposed 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.



**Policy and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2040 - 29  
Street SW (LOC2018-0010)**

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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 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 inner-city parcels of land 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. Killarney/Glengarry Community Association Comments
3. Proposed Amendment to the Killarney/Glengarry Area Redevelopment Plan

## Applicant Submission



1000 1119 Elbow Drive SW  
Calgary, Alberta T2P 1E1

P. 403.911.4222  
F. 403.911.4222

16 JANUARY 2019

City of Calgary  
Planning and Building  
800 MacLeod Trail SW  
Calgary AB T2P 2M5

**RE:** Land Use Redesignation from R-C2 to R-CG: 2040 - 29 Street SW | Lots 21 & 22, Block 9, Plan 56610

The subject parcel is located in the community of Killarney / Glengarry and consists of 0.0583ha of privately owned land. RND5QR Inc. has retained CivicWorks Planning + Design Inc. to undertake a land use redesignation process to facilitate the construction a four-unit Rowhouse Building with front doors facing 29 Street and 21 Avenue SW. 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. A supporting Minor ARP Amendment to the Killarney / Glengarry ARP will also be required. The site's current R-C2 (Residential – Contextual One / Two Dwelling) District allows for duplex, single and semi-detached dwellings and limits this parcel to two households regardless of configuration.

Like R-C2, the R-CG District is a Low Density Residential District intended to facilitate grade-oriented development. 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 designs that are 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 21 Avenue and 29 Street SW 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 21 Avenue and 29 Street SW.

**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 ~330m from 17 Avenue SW, 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 ~330m from two transit stops (Route 2 & 69B), along the 17 Avenue SW Primary Transit Network corridor. These corridors provide communities with daily reliable public transit service, with a frequency of every 10 minutes or less, 15 hours a day, 7 days a week.

**Adjacent To An Existing Open Space, Park or Community Amenity:** The subject site allows future residents direct and easy access to a variety of community resources. The site is directly adjacent to a large community open space that features a playground, sports fields and basketball court. The community open space is integrated with the Killarney Aquatic & Recreation Centre – a short walk (~250m) from the subject site.

Applicant Submission



**Adjacent To Existing Multi-Residential Development:** The subject site is directly adjacent to a number of multi-residential and multi-unit developments that ranges in both scale and density. The proposed land use redesignation and development vision provide an excellent fit into the overall fabric of the diverse surrounding neighbourhood context.

**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:**

- FIND NEW INNER-CITY LIVING OPTIONS**  
The inner-city is exciting. The vibrant energy, ideas, and amenities we see, are hard to replicate elsewhere. We want to help you discover the opportunities that exist in the inner-city living options. We are looking for more diverse housing options that fit in with the existing residential fabric and provide a mix of housing options.
- HAVE MORE CHOICES FOR GETTING AROUND**  
Our new housing options are designed to be close to transit, shopping, and other amenities. We want to make it easier for you to get around the city and enjoy the benefits of living in the inner-city.
- FIT WHERE YOU LIVE**  
We understand that you have a lot to say about the changes we are proposing. We want to make sure that you have a voice in the process. We are looking for your input and feedback to help us make the best decisions for the city and its residents.

Want to know more or let us know what you think?  
Visit [www.engageRNDSQR.com](http://www.engageRNDSQR.com)

## Applicant Submission



Project Website | [www.engageRND5QR.com](http://www.engageRND5QR.com)

To ensure that all stakeholders have consistent and easy access to information about future RND5QR projects, the project team has developed and launched a website portal for projects that are in the planning and approvals process. The *engageRND5QR* website portal includes:

- Information about RND5QR 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 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 RNDSQL'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 2040-29 Street SW to give more Calgarians an opportunity to:**

- FIND NEW INNER-CITY LIVING OPTIONS**  
The inner city is our focus. This is where we connect, where we work, and where we play. It's full of amazing talent and we want to bring the out community by giving more Calgarians the opportunity to live within inner-city living goals. For inner-city folks looking for solutions, different areas like 20 Street SW offer the most promise... not just in terms of transit, but everything we do, we think about it in terms of having good experiences and working with the community where we live. This is a shared vision for what we would like to see.
- HAVE MORE CHOICES FOR GETTING AROUND**  
Over the last 20 years, transit has been adapted to the needs of vehicles. However, from cars to transit, the need to get around is always present. As the way we live (work, play, destinations) and what we do (how, how often) changes today, we want to explore ideas for how to adapt the needs of those who continue. We choose to build in walkable neighbourhoods with great transit options, car sharing services and cycling amenities to give more Calgarians the choice to get around as they want to get around (walking, cycling, transit, car share and not necessarily).
- FIT WHERE YOU LIVE**  
Fit where you live is a goal of living better. We want to get more out of our lives and for folks that need a mix of living and working. It means moving beyond the traditional idea of a house - a place where you sleep, eat, work, and play. At RNDSQL, we know our community is diverse and we're creating spaces where people can live (and work).

We also want to see people who need to get out of the center for groceries, a quick coffee, or an afternoon meal. We know the quality of life is important to our community. We also value equity, transparency, and inclusion in our work.

Want to know more or let us know what you think?  
Visit [www.engageRNDSQL.com](http://www.engageRNDSQL.com)

**fit where you live.**

The inner city is our domain. This is where we connect, where we work, and where we play. It's full of amazing talent and we want to help give our community by sharing it with you.

We craft inspired, affordable modern spaces for people who want to spend less time commuting and more time living. We believe you should live where you live and we're confident that the data that makes each project unique.

**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 403 887 4434 or [boris@civicworks.ca](mailto:boris@civicworks.ca).

Sincerely,

Boris Karn, Planner  
B.HSc., M.Plan.



## Killarney / Glengarry Community Association Comment

8 February, 2018

File Manager  
LOC2018-0010  
City of Calgary  
P.O. Box 2100 Station M  
Calgary, Alberta  
T2P 2M5  
Attn: Calvin C. Chan

Dear City Council,

I am writing on behalf of the Killarney Glengarry Community Association (KGCA) regarding LOC2018-0010, an application under review for land use re-designation for 2040 29 Street SW from RC2 to RCG.

On January 15<sup>th</sup> 2018, the KGCA received an e-mail and information package advising of the proposed site re-designation. The information package provided the project details, rationale for the proposed zoning re-designation, and outlined the engagement efforts that Civicworks Planning + Design intended to take to identify and mitigate stakeholders' concerns. The KGCA is pleased to see the project proponent be proactive in engagement with the community.

After review of project materials and the proponent's website we would like to provide this letter in support of rezoning. Given the following characteristics of the property:

- Location along a major collector road (29<sup>th</sup> street) through the neighborhood.
- Occupation of a corner lot, allowing for street frontage of all potential units with garage access on the back lane.
- Close proximity to existing multi-family developments that are currently zoned M-C1 and M-CG.
- Close proximity to park space and the Killarney Aquatic & Recreation Centre.

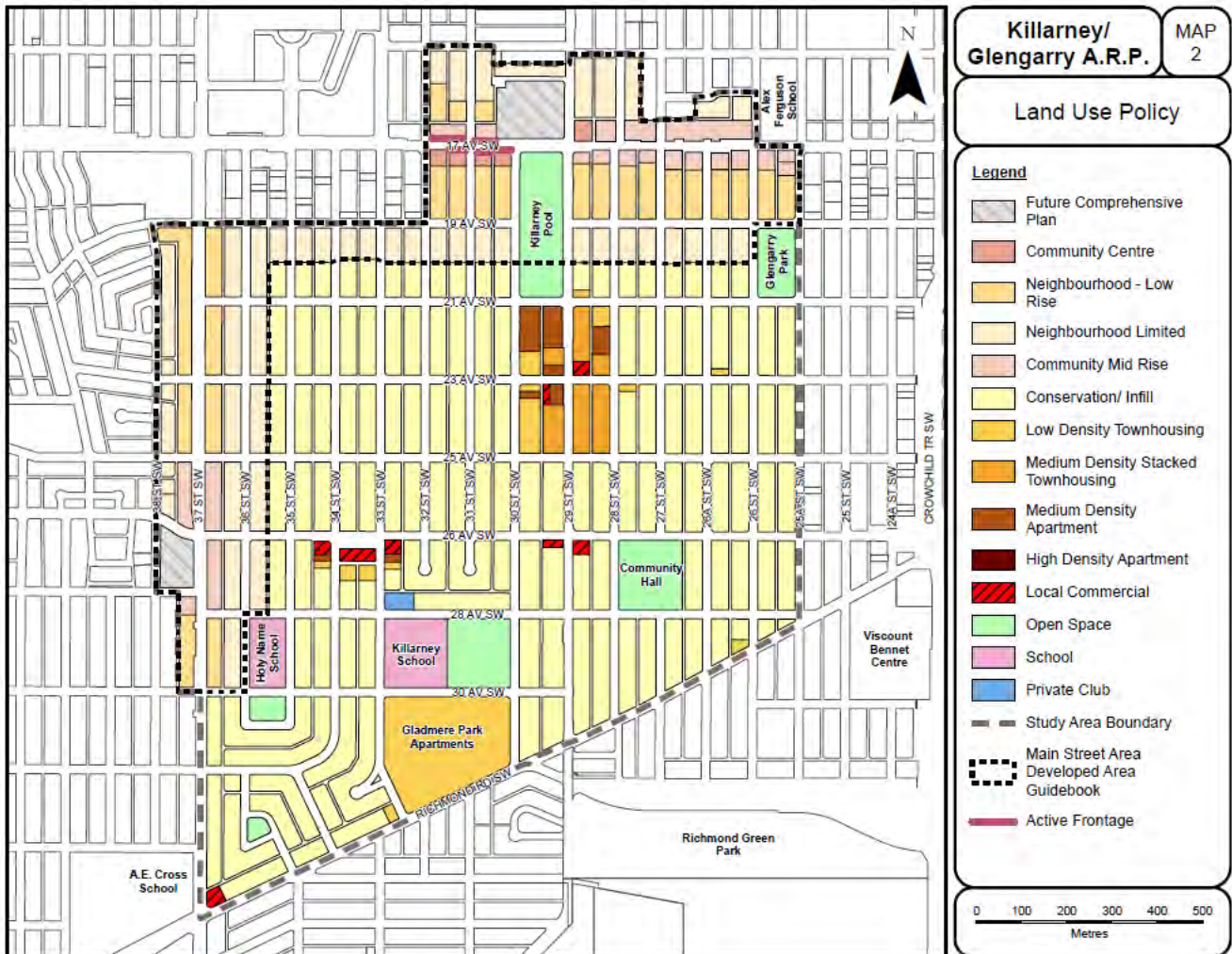
We believe that this site is suitable for RC-G housing.

The proponent's engagement strategy which included hand delivered post cards to approximately 100 surrounding area neighbours, coupled with additional signage on the property, both leading to a project specific website is appropriate given the scope and scale of their proposal. We hope that Civicworks will outline in their submission the volume and types of comments, both positive and negative, that they received and how they intend to attempt to mitigate any concerns residents may have with this project.

While KGCA is not opposed to increased density in the community, we are sensitive to ensuring RCG developments are contextual and appropriate in scale. We recommend that, if the land use re-designation is approved, when reaching the development permit stage the developer continues engagement efforts with both residents and the KGCA Development Committee to ensure the character and context of the build are suitable.

**Proposed Amendment to the Killarney/Glengarry 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:







A grayscale silhouette of a surveyor wearing a wide-brimmed hat and a jacket, standing next to a tripod-mounted surveying instrument. The surveyor is looking through the instrument's eyepiece. The instrument has a circular level at the top and a vertical staff. The surveyor's legs are visible, and they appear to be wearing gaiters or tall boots.

**Calgary Planning Commission 2018 March 08**

**Item 5.04**



## Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)

### EXECUTIVE SUMMARY

This application was submitted by Aldebaran Enterprises on 2017 May 03 on behalf of the landowner Ryan Goulard. This application proposes:

- a six-unit multi-residential rowhouse development with individual attached garages and amenity spaces;
- a height of 13.53 metres; and
- a mixture of two- and three-bedroom units to accommodate a variety of household sizes.

The proposed development is consistent with City policies including those of the *Municipal Development Plan (MDP)* and *Bankview Area Redevelopment Plan (ARP)*. It aligns with the intent of the Multi-Residential – Contextual Grade-Oriented (M-CGd60) District and Administration supports several relaxations based on site constraints and the goal to provide family-oriented units in the inner city.

### ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed development permit application of a New: Multi-Residential Development (1 building, 6 units) at 2102 and 2108 - 17A Street SW (Plan 3076AB, Block 8, Lots 2 to 5), with conditions.

### PREVIOUS COUNCIL DIRECTION / POLICY

On 2017 November 20, Council adopted several recommendations from Calgary Planning Commission, one of which directed Administration to bring the development permit for this project to Calgary Planning Commission for a decision.

At the same meeting, City Council adopted Bylaws 62P2017 and 352D2017 which amended the ARP and redesignated the subject site to M-CGd60.

### BACKGROUND

#### Site Context

The subject site is comprised of two parcels located mid-block on 17A Street SW in the southwest community of Bankview. North of the site is a small public park (Nimmons Park) which includes a playground. The streetscape of 17A Street SW is a mix of housing styles ranging from single detached dwellings to apartment buildings. Located to the east are two multi-residential apartment buildings. Located across the street to the west are single detached dwellings. Located to the south is an existing two-storey single detached dwelling and a newer semi-detached infill development which is located one house down from the subject site.

**Planning & Development Report to  
Calgary Planning Commission**  
2018 March 08

**ISC: UNRESTRICTED  
CPC2018-0244  
Page 2 of 11**

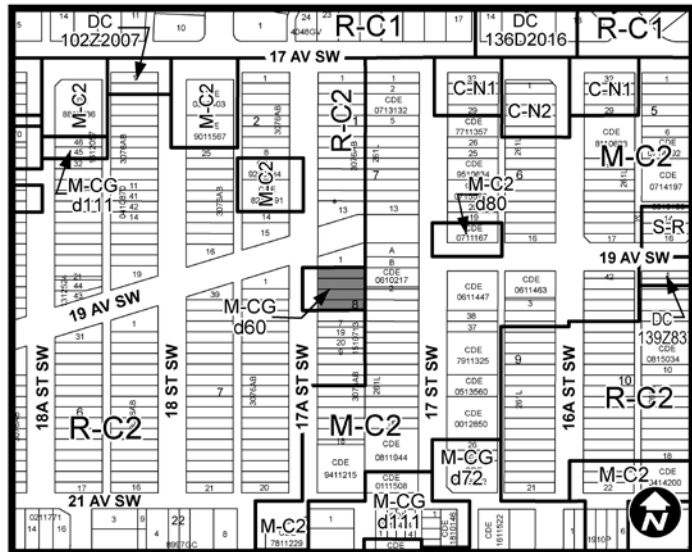
**Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

Existing development on the site consists of two single detached post-war bungalows and a common detached garage nearing the end of their life cycles. The site is challenged by steep grades, lack of a rear lane, existing retaining walls and a number of mature trees.

The total area of the site is 0.10 hectares (0.25 acres). The subject site is currently designated as Multi-Residential – Contextual Grade-Oriented (M-CGd60) District with a density modifier of 60 units per hectare, allowing the site to accommodate up to six (6) units.

**Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

**Location Maps**



## **Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

#### **Application Review**

The applicant requested a pre-application enquiry (PE2016-01516) with Administration on 2016 December 06 to discuss a potential development. Administration was supportive in principle of the proposal but recommended seeking Multi-Residential – Contextual Grade-Oriented (M-CG) District rather than the initial proposal of Multi-Residential – Contextual Medium Profile (M-C2) District. The applicant was also encouraged to seek a minimal number of relaxations and to reduce the number of front driveways and curb cuts as much as possible.

At the time of formal submission for the development permit (DP2017-1814), the applicant was able to address the consolidation of the driveways to the best of their capability, reducing the number of driveways from six to three.

The development permit design was reviewed by the City Wide Urban Design team with the following comments provided to the applicant:

- The proposed development creates an uncomfortable pedestrian environment characterized by a street frontage of continuous garage doors, visitor parking stalls, sparse landscaping and inaccessible staircases along 17A Street SW.
- The proposed height has the potential to cast shadows onto the adjacent park.
- The proposed building design does not create a good park interface with the blank wall facing to the park.

In order to address the comments, the City Wide Urban Design team suggested that the applicant:

- Provide underground or sunken parking to reduce the large grade separation between the public sidewalk and the second-level living spaces while lowering down the building height in general.
- Incorporate more soft landscaping elements in the building setback area if the grade separation is greater than 0.9 metres; or
- Reconfigure the site design to provide parking access from the rear of the building which would require driveway access to the rear of the building along the edge of the park. As a result of the reconfiguration, one residential unit may be lost.

The suggestions provided would help address the building's street presence, interface with the adjacent park and the front attached garages. Multiple discussions were conducted between the Urban Design team and applicant to explore various options of reconfiguring the design. In addition to the options provided by Urban Design, the applicant explored a drive under design to access the rear of the building for either detached garages or rear attached garages. The options were met with challenges, including topography, retention of existing mature trees, cost, or existing barriers such as the Enmax power line.

### **Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

Once the land use was approved, the resubmission was able to address some of the comments through the following changes:

- The front attached garages have been sunk partially below grade and the garage doors are also revised to have glass inserts within them to soften the front elevation.
- Stepback is implemented to the northwest corner of the building adjacent to the park to reduce the shadows cast on the park and to provide additional articulation for the north and west elevation.
- Addition of high quality materials on the north elevation and replacement of the existing wood fence with a wrought iron fence to increase the quality and permeability of the interface to the park.
- Soft landscaping is provided between the entrances and the front property line. Furthermore, 13 new trees are proposed to be planted in addition to the 9 existing trees that will be retained.

In addition, several issues raised by CPAG were addressed with the need for only a few minor relaxations as noted in the Strategic Alignment section of this report. The applicant was not able to reconfigure the design further due to site conditions and provided rationale as to why they are limited to the proposed design.

#### **Site and Building Design**

The final design proposes a six-unit rowhouse facing the public street (17A Street SW) with single-vehicle front attached garages that are in a drive-under configuration. The building is of varied height with the highest point in the middle of the structure, minimizing the impact of shadows cast on the adjacent parcels and neighbouring Nimmons Park. The main entrances are located above grade to provide front porches and to give a sense of separation from the front driveways and attached garages. Overall, the site retains a number of mature trees with additional trees and shrubs proposed in excess of the total numbers required by the Land Use Bylaw.

The north elevation proposes a rooftop terrace and façade articulation to provide surveillance and to improve the interface with Nimmons Park. Regrading on the north side of the site is minimized so as to match existing grades where possible and minimize the need for retaining walls. The applicant proposes to install a wrought iron fence to increase permeability and quality at the north property line.

The rear portion of the site is compromised by an Enmax power line and the required utility setback. Due to this, limited opportunities exist to develop the rear portion of the site. This has provided an opportunity to create private amenity spaces at the rear for each unit and to retain existing mature trees.

In order to respect the contextual regulations of the district, the two units closest to the south property line are lower in height to match the neighbouring single detached dwelling. The current wood retaining wall is also proposed to be replaced with a new retaining wall at the south property line.

## **Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

### **Infrastructure**

#### ***Transportation Networks***

The subject site is approximately 120 metres from a bus stop served by route 6 on 17A Street SW providing service to the downtown core. Additionally, a primary transit network is located 230 metres from the site serviced by bus routes 2, 6 and 698.

The subject lots do not have a rear lane therefore access to the site will be provided from 17A Street SW.

Parking along 17A Street SW is not considered as a restricted parking zone and offers on-street parking in addition to parking within the proposed development.

#### ***Site Access and Parking***

Vehicle access to the site is provided through a paired driveway configuration resulting in three driveways accessing 17A Street SW. Through the review process, a reduced driveway throat width of 4.0 metres was negotiated. Parking for each unit is provided through a single-vehicle front attached garage.

The applicant has provided visitor parking for each unit on the driveways, due to the setback of the building and the need to reduce on-street parking. Due to the tandem nature of this design, the visitor stalls are not counted towards meeting Land Use Bylaw regulations, resulting in a visitor parking relaxation.

#### ***Utilities and Servicing***

Water, sanitary, and storm sewer mains are available and can accommodate the proposed development of the subject site. A development site servicing plan will be required prior to release of this development permit.

### **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 decision made by Calgary Planning Commission will be advertised for 21 days 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 of the entire permit, the decision to grant a relaxation, or any of the conditions placed on an approval.

The Bankview Community Association reviewed the initial submission and provided comments for the related land use redesignation and development permit through a letter. The letter submitted was in response to both the land use and development permit application. The Association expressed concerns on potential shadows on the park, removal of mature trees, street frontage and driveway interface.



### **Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

Some public comments were received about the development permit through the related land use redesignation application. These include the following concerns: lack of public engagement, shadows on the park and removal of mature trees.

Post land use approval, amended plans for the development permit were emailed to the Bankview Community Association on 2018 January 16. No additional comments were received.

The applicant has managed to address comments through the amended submission particularly:

- The initial six-driveway concept was consolidated to three driveways with an exposed aggregate concrete surface. The applicant has also sunken the attached garages and provided additional trees between the driveways. The front driveway design was not amended due to the topographical conditions and the lack of a rear lane.
- Majority of mature trees at the rear of the parcels will be retained plus the applicant is proposing additional trees in the city boulevard.
- Articulation of the building façade with a mix of higher end materials have been added to the north elevation adjacent to the park to make the elevation more attractive. Due to building code limiting distance requirements, additional windows cannot be provided.
- The maximum building height is now lower due to the sinking of the first floor partially below grade which improves on the amount of shadow cast on the park. Sun shadow studies show that there is minimal impact to the adjacent park and surrounding development. In addition the reduction in height has also resulted in fewer risers to the entrance of some of the units.
- The top floor of the unit closest to the park has also been amended to provide a stepback to reduce the massing for the north-west corner.
- A reconfiguration of the site to provide underground parking was not achievable due to increased financial costs.

### ***Engagement***

No public meetings were held by the applicant or Administration.

## **Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

### **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 of the city according to Map 1: Urban Structure of the *Municipal Development Plan (MDP)*. Inner City areas are comprised of residential communities developed prior to the 1950s that have undergone redevelopment in recent years. The proposed development is in alignment with city-wide MDP policies related to housing affordability and choice, growth and change in low-density neighbourhoods, respecting neighbourhood character and contextually-sensitive infill and redevelopment. The proposal is also aligned with Inner City policies related to density in predominantly multi-residential areas, integration of parking and at-grade front door access.

#### ***Bankview Area Redevelopment Plan (Statutory – 1981)***

The *Bankview Area Redevelopment Plan (ARP)* identifies the subject site as being in the Medium Low Density policy area. The intent within the Medium Low Density area is to encourage redevelopment using a variety of housing types which provide immediate access to grade or landscaped area and which may provide an option for family accommodation.

In order to ensure the retention of an attractive streetscape, the ARP encourages the planting of trees and shrubs to screen parking areas from view along the street. In addition, the Approving Authority should encourage the retention of existing mature trees on site, particularly when located in front yards.

#### ***Land Use Bylaw 1P2007***

The Multi-Residential – Contextual Grade-Oriented (M-CGd60) District accommodates a wide range of low- to medium-density residential uses and some supportive discretionary uses. Modifiers on the land use district limit the subject site to a maximum of six units. The proposed development meets the rules of the land use district, with minor supportable relaxations described below:

<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
585 Building Height and Cross Section	(1) The maximum building height is 12 metres	The building heights as measured: NORTH 13.53 (+1.53) metres. EAST 12.61 (+0.61) metres.

**Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

		<p><b>Relaxation granted. Building is over height at one corner due to topography. Alternative was to keep existing grade which would reduce the height but would require retaining walls, creating an unfavourable interface with the adjacent park.</b></p>
	<p>(2) The maximum building height on a parcel that shares a property line with another parcel that has no buildings or that has a building with a height greater than 6.0 metres above grade at that shared property line, and where the other parcel is designated with a low density residential district or M-CG (a) is 8.0 metres measured from grade at the shared property line; and (b) increases proportionately to a max. of 12.0 metres measured from grade at a distance of 4.0 metres from the shared property line.</p>	<p>When doing this check on the rear elevation both the NORTH and the SOUTH sides of the building cut well into this chamfer.</p> <p><b>Relaxation granted due to topographical conditions.</b></p>
	<p>(4) The maximum area of a horizontal cross section through a building at 10.5 metres above average grade must not be greater than 40.0 % of the maximum area of a horizontal cross section through the building between average grade and 9.0 metres.</p>	<p>The maximum area between grade and 9 metres was measured on the second floor plan at 456.25 square metres. The area as measured at 10.5 metres above average grade through the lofts was measured at 234.81 (+52.31) square metres.</p> <p><b>Relaxation granted due to topographical conditions. Development proposes greater liveable floor area for units located in the middle to allow for three bedroom in order to accommodate larger families.</b></p>
<p>551 Specific Rules for Landscaped Areas</p>	<p>(2) A minimum of 40 per cent of the area of a parcel must be landscaped area. Calculations determine this area to be 409.65 square metres.</p>	<p>Landscaped area as measured grass (220.33), mulch (77.76) and hard (88.52) for a total of 388.61 (-21.04). This area does not include the driveways or garbage storage location areas.</p> <p><b>Relaxation Granted. Applicant has provided a landscaped are of 38%. Parcel is laneless which requires front driveways to accommodate parking.</b></p>

**Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

558 Visitor Parking Stalls	(2) (c) Requires 0.15 Visitor Parking Stalls per Unit.	Calculations determine that 1 Visitor Parking Stalls is required.  <b>Relaxation granted. 6 Visitor stalls provided on driveway but not counted due to Land Use Bylaw regulations.</b>
588 Garbage	(2) A garbage container enclosure: (a) must not be located between a building and a public street.	The proposed garbage containers location is under the front steps, which may be out of sight, but technically.  <b>Relaxation granted. Enclosed garbage area is out of sight under the stairs.</b>

**Social, Environmental, Economic (External)**

The recommended development permit provides a range of dwelling sizes that can accommodate the housing needs of different age groups, lifestyles and demographics. No environmental issues were identified through the proposed application and no environmental site assessment was required.

**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 permit does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

**Risk Assessment**

There are no significant risks identified for the submitted application.

**REASON(S) FOR RECOMMENDATION(S):**

The proposed development meets the intent of City policies. Specifically, the proposal is consistent with the overarching policies of the *Municipal Development Plan* and conforms to the intent and direction of the *Bankview Area Redevelopment Plan*. The proposed development includes a modest densification of the subject site that offers a variety of unit sizes. The subject site is in close proximity to a Main Street with transit and a variety of amenities in walking distance. The proposed development meets the intent of the Land Use Bylaw, with supportable relaxations.

**Planning & Development Report to  
Calgary Planning Commission**  
2018 March 08

**ISC: UNRESTRICTED  
CPC2018-0244  
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**Development Permit in Bankview (Ward 08) on 17A Street SW (DP2017-1814)**

**ATTACHMENT(S)**

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







**TRISTAR DESIGN GROUP**

2100 4, 2108 17 A ST SW  
CALGARY, ALBERTA  
T2M 3K7

**EXISTING SITE SURVEY**

PROJECT: 1500000  
DATE: 10/1/11  
DRAWN BY: JAC  
CHECKED BY: JAC

**DP2**

**DEVELOPMENT PERMIT**

DATE: 10/1/11  
PROJECT: 1500000  
SUBJECT: 1500000  
DRAWN BY: JAC  
CHECKED BY: JAC

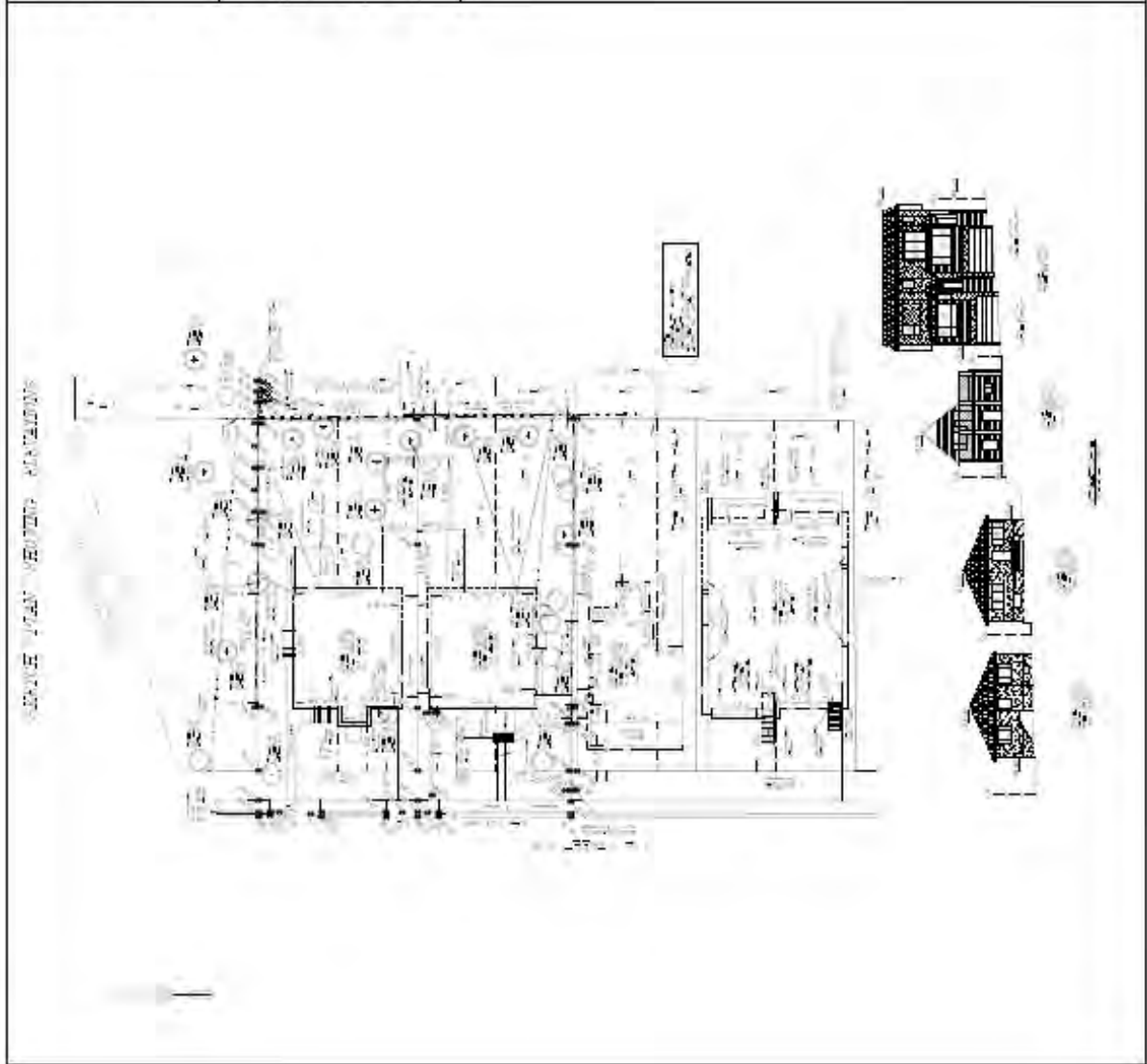
**ALDEBARAN HOMES**

2100 4, 2108 17 A ST SW  
CALGARY, ALBERTA  
T2M 3K7

**EXISTING SITE SURVEY**

PROJECT: 1500000  
DATE: 10/1/11  
DRAWN BY: JAC  
CHECKED BY: JAC

**DP2**









**Prisco design group**

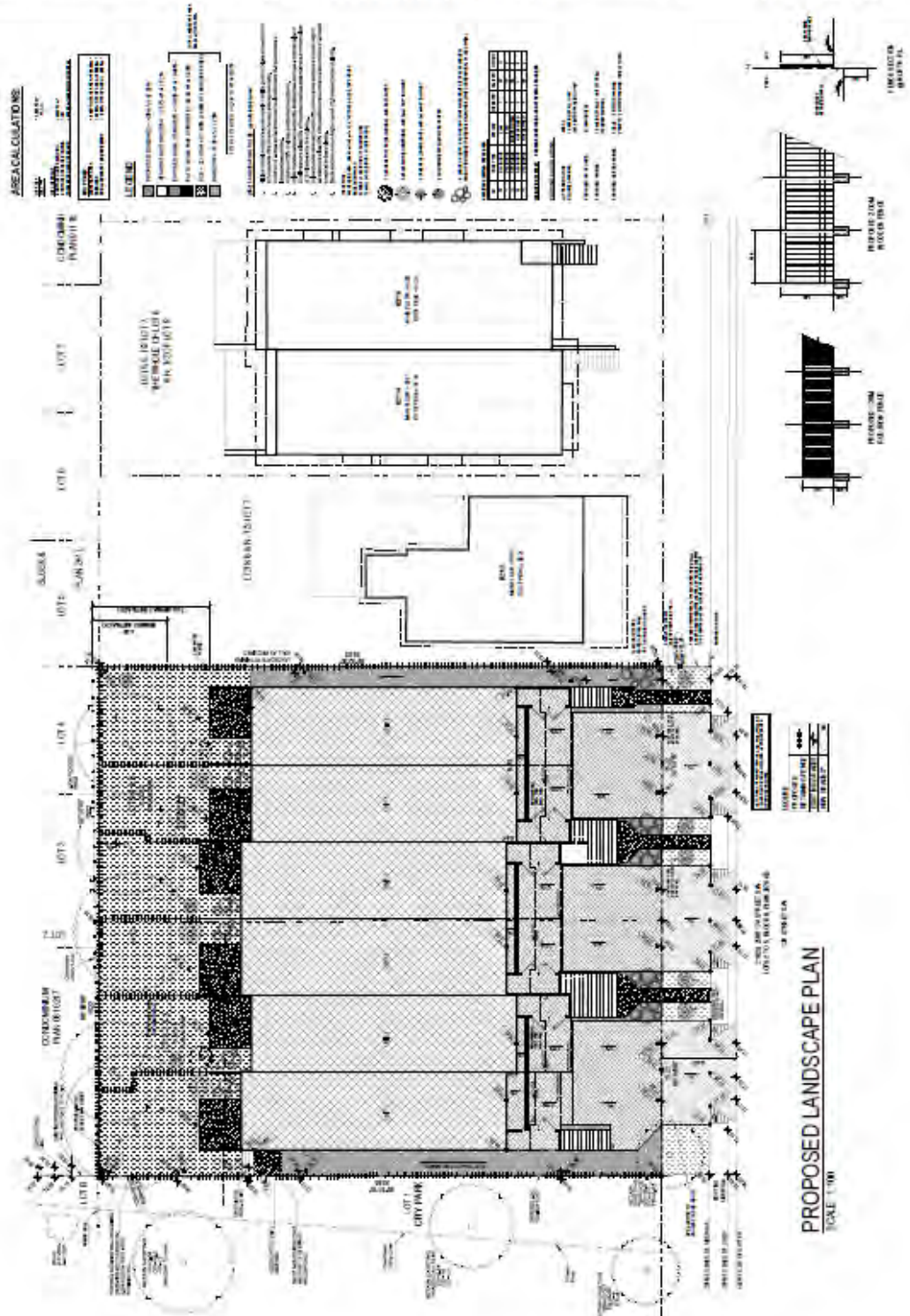
1000 - 10th Street SW  
Calgary, Alberta T2P 1C1  
Tel: 403.243.8888  
www.priscodesign.com

**DEVELOPMENT PERMIT**

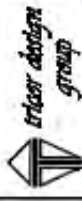
PROJECT NO: 2018-001  
CLIENT: ALDEBARAN HOMES  
DATE: FEB. 2018  
DRAWN BY: [Name]  
CHECKED BY: [Name]

**ALDEBARAN HOMES**

2002 & 2004 17th AVE SW  
CALGARY, ALBERTA  
LOT 5, 210 S. BLOCK 8  
PLAN 3069AB







2010 17th Avenue SW, Suite 100  
 Calgary, Alberta T2M 2K8  
 Tel: 403.243.8888  
 Fax: 403.243.8889  
 www.incor.ca

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**DEVELOPMENT PERMIT**

PROJECT #	2002-2100-17-AS1-SW
DATE	JAN 2018
DRAWN BY	AG
CHECKED BY	
PROJECT NAME	ALDEBARAN HOMES
ADDRESS	2102 & 2108 17th Ave SW, Calgary, Alberta
OWNER	
DESIGNER	
DATE	
SCALE	
PROJECT TYPE	
PERMITS	
1. EXISTING DEVELOPMENT	CONVERT
2. EXISTING DEVELOPMENT	CONVERT
3. EXISTING DEVELOPMENT	CONVERT
4. EXISTING DEVELOPMENT	CONVERT
5. EXISTING DEVELOPMENT	CONVERT
6. EXISTING DEVELOPMENT	CONVERT
7. EXISTING DEVELOPMENT	CONVERT
8. EXISTING DEVELOPMENT	CONVERT
9. EXISTING DEVELOPMENT	CONVERT
10. EXISTING DEVELOPMENT	CONVERT

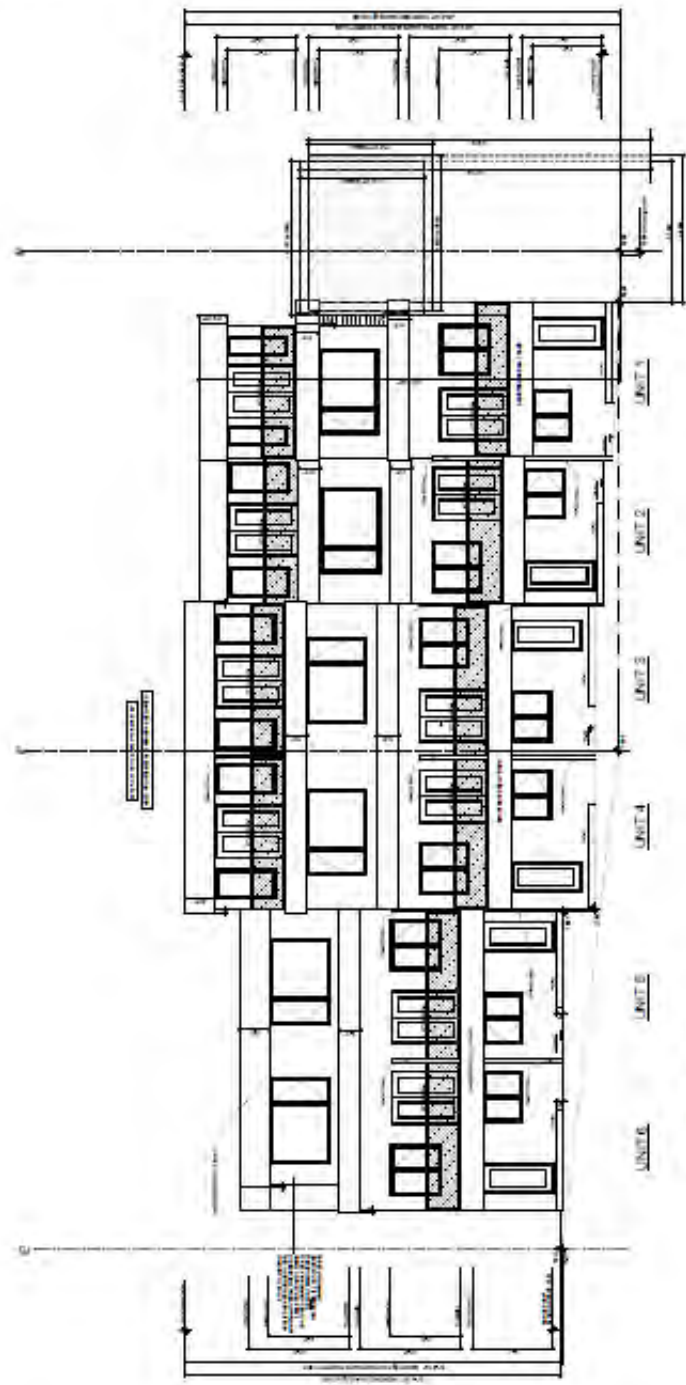
**ALDEBARAN HOMES**

2102 & 2108 17th Ave SW  
 CALGARY, ALBERTA  
 LOTS 2 TO 5, BLOCK R,  
 PLAN 3076 AS

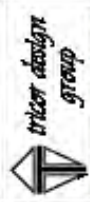
**REAR ELEVATION**

PROJECT #	2002-2100-17-AS1-SW
DATE	JAN 2018
DRAWN BY	AG
CHECKED BY	

**DP7**



PROPOSED REAR ELEVATION  
 2102 & 2108 17th Ave SW  
 LOTS 2 TO 5, BLOCK R, PLAN 3076 AS



**TRICON DESIGN GROUP**  
 ARCHITECTS  
 1000 17th Avenue SW, Suite 100  
 Calgary, Alberta T2M 4K6  
 Tel: (403) 243-1111  
 Fax: (403) 243-1112  
 www.tricondesigngroup.com

**DEVELOPMENT PERMIT**

PROJECT NO.	2018-001
DEVELOPMENT PERMIT NO.	2018-001
OWNER	ALDEBARAN HOMES
1. PROJECT ADDRESS	2902 & 2100 17th Avenue SW
2. PROJECT DESCRIPTION	CONSTRUCTION OF 10 UNITS OF RESIDENTIAL DEVELOPMENT
3. PROJECT LOCATION	2902 & 2100 17th Avenue SW
4. PROJECT AREA	10,000 sq. ft.
5. PROJECT VALUE	\$1,000,000
6. PROJECT START DATE	2018-01-01
7. PROJECT END DATE	2018-12-31
8. PROJECT STATUS	IN PROGRESS
9. PROJECT PHASE	DEVELOPMENT PERMIT
10. PROJECT TYPE	RESIDENTIAL
11. PROJECT CATEGORY	CONDOMINIUM
12. PROJECT SUB-CATEGORY	CONDOMINIUM
13. PROJECT SUB-SUB-CATEGORY	CONDOMINIUM
14. PROJECT SUB-SUB-SUB-CATEGORY	CONDOMINIUM
15. PROJECT SUB-SUB-SUB-SUB-CATEGORY	CONDOMINIUM
16. PROJECT SUB-SUB-SUB-SUB-SUB-CATEGORY	CONDOMINIUM
17. PROJECT SUB-SUB-SUB-SUB-SUB-SUB-CATEGORY	CONDOMINIUM
18. PROJECT SUB-SUB-SUB-SUB-SUB-SUB-SUB-CATEGORY	CONDOMINIUM
19. PROJECT SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB-CATEGORY	CONDOMINIUM
20. PROJECT SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB-SUB-CATEGORY	CONDOMINIUM

**ALDEBARAN HOMES**

2902 & 2100 17th Avenue SW  
 CALGARY, ALBERTA  
 LOTS 2 TO 5, BLOCK 8,  
 PLAN 3076 AS

**RIGHT / LEFT ELEVATION**

PROJECT NO.	2018-001
DATE	JAN 2018
DRAWN BY	JG
CHECKED BY	JG
SCALE	1:100

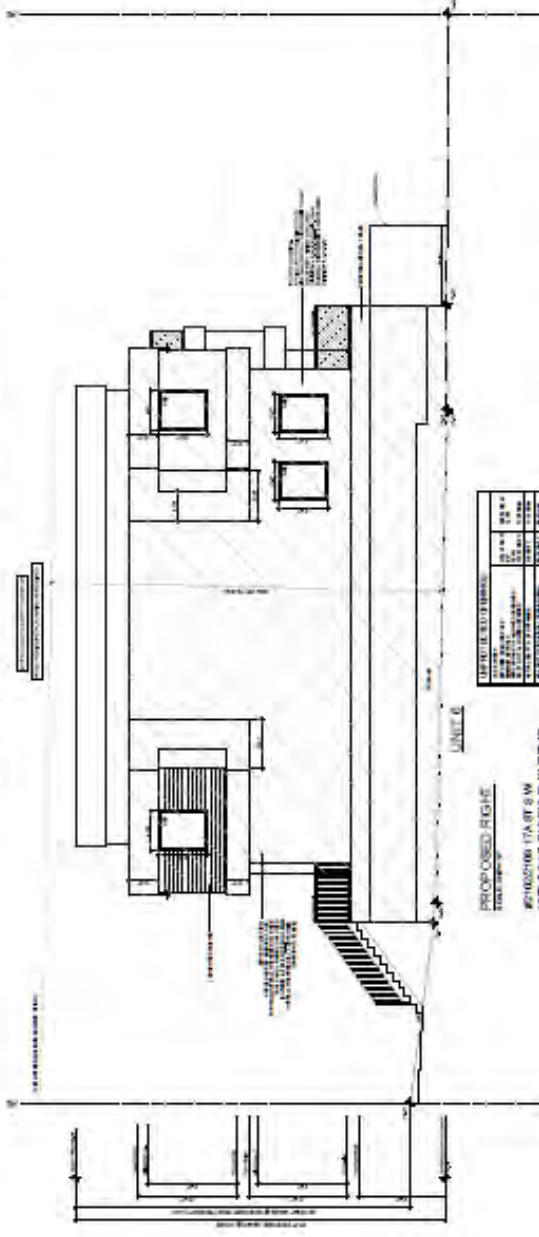
**DP8**



**UNIT ELEVATIONS**

Unit	Color	Material
1	White	Stucco
2	Grey	Stucco
3	White	Stucco
4	Grey	Stucco
5	White	Stucco
6	Grey	Stucco
7	White	Stucco
8	Grey	Stucco
9	White	Stucco
10	Grey	Stucco

**PROPOSED LEFT ELEVATION**  
 2902 & 2100 17th Avenue SW  
 LOTS 2 TO 5, BLOCK 8, PLAN 3076 AS  
 1:100 (SEE SCALE)



**UNIT ELEVATIONS**

Unit	Color	Material
1	White	Stucco
2	Grey	Stucco
3	White	Stucco
4	Grey	Stucco
5	White	Stucco
6	Grey	Stucco
7	White	Stucco
8	Grey	Stucco
9	White	Stucco
10	Grey	Stucco

**PROPOSED RIGHT ELEVATION**  
 2902 & 2100 17th Avenue SW  
 LOTS 2 TO 5, BLOCK 8, PLAN 3076 AS  
 1:100 (SEE SCALE)



**Incar design group**

**DEVELOPMENT PERMIT**

ALL WORKS REFERENCED TO COMPLY TO THE NATIONAL BUILDING CODE OF CANADA (NBC) AND THE NATIONAL FIRE CODE OF CANADA (NFCC) AND ANY OTHER APPLICABLE REGULATIONS.

THE INFORMATION ON THIS PERMIT IS THE PROPERTY OF INCAR DESIGN GROUP. IT IS TO BE USED ONLY FOR THE PROJECT AND LOT SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, REPRODUCED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF INCAR DESIGN GROUP.

INCORPORATE ALL COMMENTS AND REVISIONS FROM THE MUNICIPAL ENGINEER AND THE MUNICIPAL INSPECTOR. THE MUNICIPAL ENGINEER AND THE MUNICIPAL INSPECTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION ON THIS PERMIT. INCAR DESIGN GROUP SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION ON THIS PERMIT.

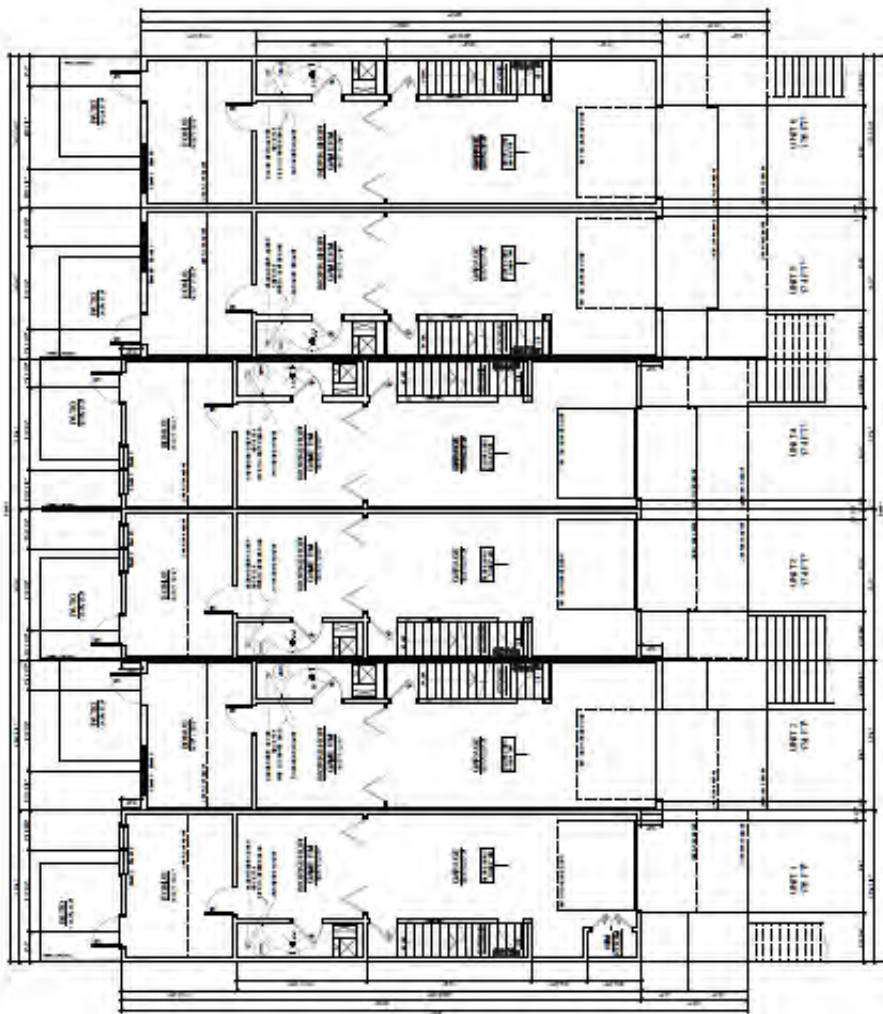
INCORPORATE ALL COMMENTS AND REVISIONS FROM THE MUNICIPAL ENGINEER AND THE MUNICIPAL INSPECTOR. THE MUNICIPAL ENGINEER AND THE MUNICIPAL INSPECTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION ON THIS PERMIT. INCAR DESIGN GROUP SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION ON THIS PERMIT.

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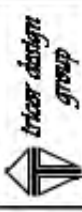
**ALDEBARAN HOMES**

2102 & 2108 17<sup>th</sup> A ST SW  
CALGARY, ALBERTA  
LOTS 2 TO 5, BLOCK 8,  
PLAN 3076 AB

PROJECT #	2102
DATE	JAN 15/16
DESIGNED BY	AD
DATE	
SCALE	



PROPOSED GARAGE FLOOR PLAN  
DATE: 15/01/2016



TRISTAR DESIGN GROUP  
 2102 S. 2100 ST. S.W.  
 CALGARY, ALBERTA T2C 1V8  
 TEL: (403) 243-1111  
 WWW.TRISTARDESIGN.COM

THE APPLICANT HEREBY REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IN THIS APPLICATION IS TRUE AND CORRECT TO THE BEST OF HIS/HER KNOWLEDGE AND BELIEF. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS COMPLETE AND ACCURATE AND THAT THE APPLICANT IS NOT PROVIDING ANY FALSE OR MISLEADING INFORMATION TO THE CITY OF CALGARY. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE CONTRACTS, AGREEMENTS OR OBLIGATIONS. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE PATENT, TRADEMARK OR COPYRIGHT RIGHTS. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE CONFIDENTIALITY OBLIGATIONS. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE DATA PROTECTION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ACCESSIBILITY LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ENVIRONMENTAL LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE OCCUPATIONAL SAFETY AND HEALTH LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE CONSUMER PROTECTION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE FINANCIAL SERVICES LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE LABOR LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE EMPLOYMENT LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE EQUAL OPPORTUNITY LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-DISCRIMINATION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-HARASSMENT LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-RETALIATION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-BOYCOTT LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-CORRUPTION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-BRIBERY LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-TRAFFIC IN HUMAN BEINGS LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-SLAVERY LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-TRAFFICKING LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-PEOPLE SMUGGLING LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-PROSTITUTION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-GAMING LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ALCOHOL LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-TOBACCO LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-WEAPONS LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-EXPLOSIVES LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-RADIATION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-NUCLEAR LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-SPACE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-AEROSPACE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ROCKET LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-MISSILE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-DRONE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-UNMANNED AERIAL VEHICLE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ROBOTICS LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-AUTONOMOUS VEHICLE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ARTIFICIAL INTELLIGENCE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-BIOMETRICS LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-GENETICS LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-CLONING LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-STEM CELL RESEARCH LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ORGAN DONATION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-CELL AND TISSUE DONATION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL TESTING LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL WELFARE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL ABUSE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL EXPLOITATION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL TRAFFICKING LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL SMUGGLING LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL ABUSE AND NEGLECT LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL WELFARE AND CARE LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL PROTECTION LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL RIGHTS LAWS, REGULATIONS OR ORDINANCES. THE APPLICANT ALSO REPRESENTS AND WARRANTS THAT THE INFORMATION PROVIDED IS NOT IN VIOLATION OF ANY APPLICABLE ANTI-ANIMAL INTEREST LAWS, REGULATIONS OR ORDINANCES. 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**DEVELOPMENT PERMIT**

DATE OF PERMIT	2023.01.10
PROJECT #	2102 S. 2100 ST. S.W.
DEVELOPMENT PERMIT	RESIDENTIAL
PROFESSIONAL	ARCHITECTURE
PERMIT #	2102 S. 2100 ST. S.W.
1. PROJECT TITLE	ALDEBARAN HOMES
2. DEVELOPMENT TYPE	RESIDENTIAL
3. NUMBER OF UNITS	10
4. NUMBER OF STOREYS	3
5. NUMBER OF PARKING SPACES	10
6. NUMBER OF TRUCK SPACES	0
7. NUMBER OF TRUCK SPACES	0
8. NUMBER OF TRUCK SPACES	0
9. NUMBER OF TRUCK SPACES	0
10. NUMBER OF TRUCK SPACES	0
11. NUMBER OF TRUCK SPACES	0
12. NUMBER OF TRUCK SPACES	0
13. NUMBER OF TRUCK SPACES	0
14. NUMBER OF TRUCK SPACES	0
15. NUMBER OF TRUCK SPACES	0
16. NUMBER OF TRUCK SPACES	0
17. NUMBER OF TRUCK SPACES	0
18. NUMBER OF TRUCK SPACES	0
19. NUMBER OF TRUCK SPACES	0
20. NUMBER OF TRUCK SPACES	0

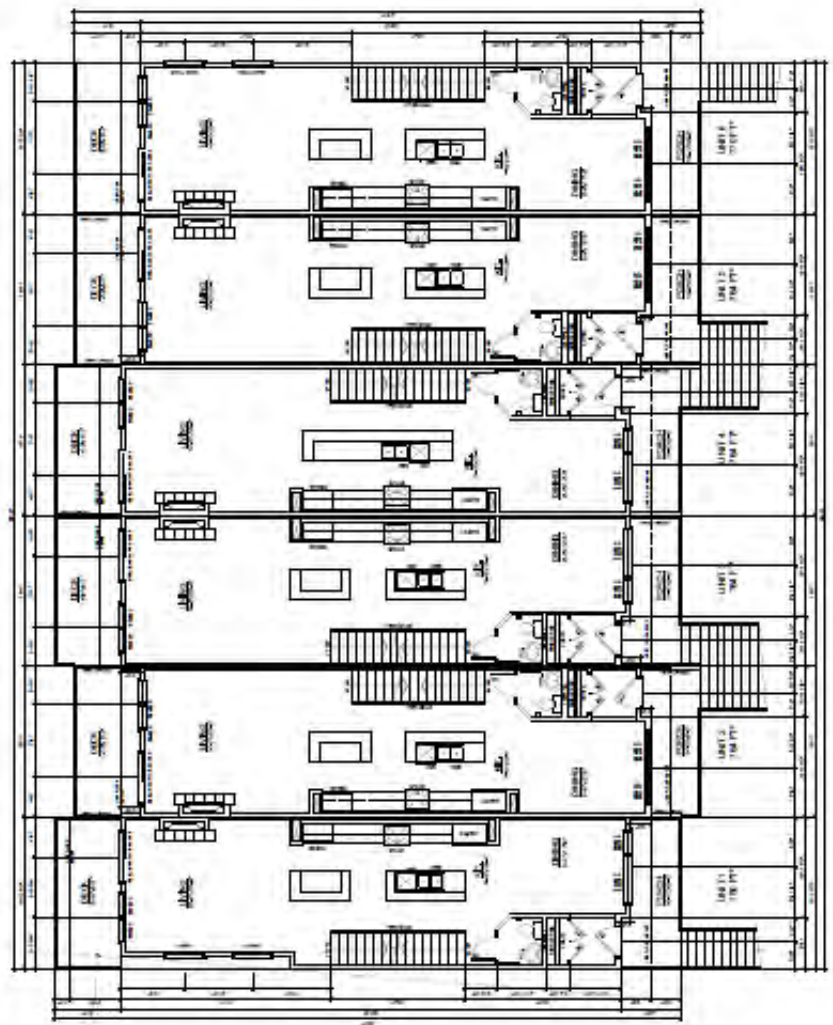
**ALDEBARAN HOMES**

2102 S. 2100 ST. S.W.  
 CALGARY, ALBERTA  
 LOTS 2 TO 5, BLOCK B,  
 PLAN 3076 AS

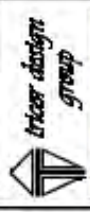
**MAIN FLOOR PLAN**

PROJECT #	2102 S. 2100 ST. S.W.
DATE	JAN 10, 2023
TEAM	AJ
SCALE	1/8" = 1'-0"

**DP10**



PROPOSED MAIN FLOOR PLAN



PROJECT NO: 2011-001  
 DATE: 01/11/11  
 DRAWN BY: J. BROWN  
 CHECKED BY: M. BROWN  
 PROJECT: ALDEBARAN HOMES

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**DEVELOPMENT PERMIT**

PROJECT NO:	DATE ISSUED:
PROJECT NAME:	ISSUED BY:
DEVELOPER:	APPLICANT:
ADDRESS:	DATE RECEIVED:
PROJECT TYPE:	STATUS:
PROJECT VALUE:	PROJECT VALUE:
PROJECT AREA:	PROJECT AREA:
PROJECT PERMITS:	PROJECT PERMITS:
PROJECT COMMENTS:	PROJECT COMMENTS:
PROJECT NOTES:	PROJECT NOTES:
PROJECT CONTACT:	PROJECT CONTACT:
PROJECT PHONE:	PROJECT PHONE:
PROJECT FAX:	PROJECT FAX:
PROJECT EMAIL:	PROJECT EMAIL:
PROJECT WEBSITE:	PROJECT WEBSITE:
PROJECT SOCIAL MEDIA:	PROJECT SOCIAL MEDIA:
PROJECT OTHER:	PROJECT OTHER:

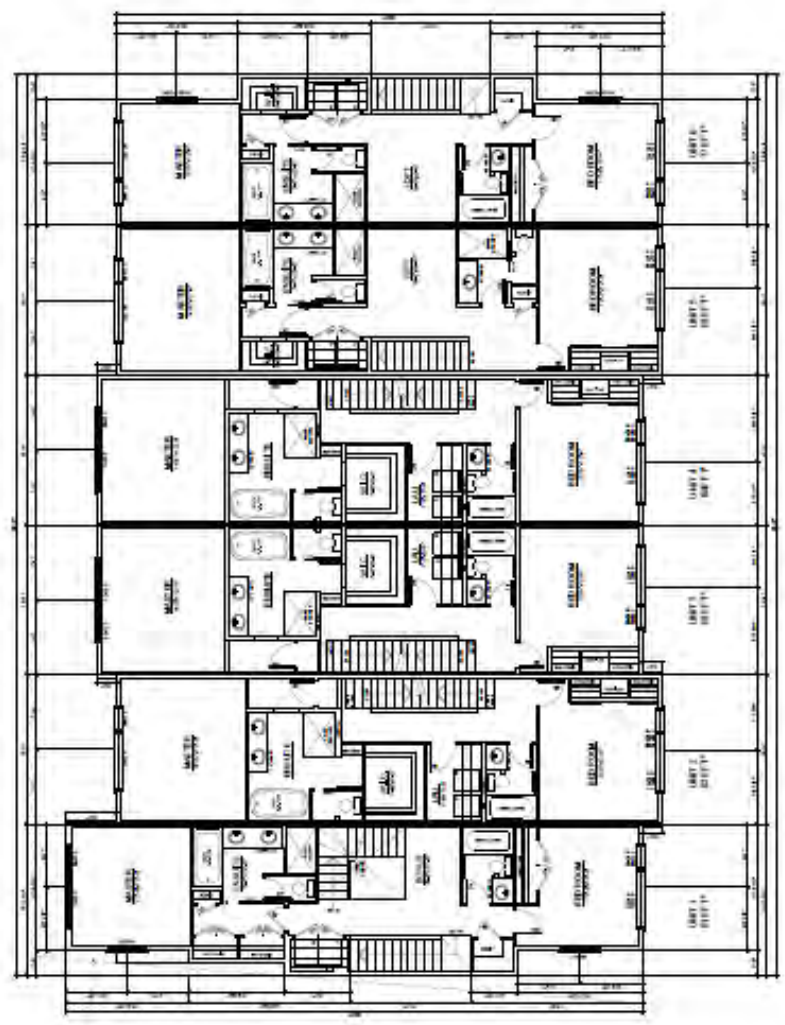
**ALDEBARAN HOMES**

2102 & 2108 17<sup>th</sup> ST SW  
 CALGARY, ALBERTA  
 LOTS 2 TO 5, BLOCK 8  
 PLAN 3176 AS

**SECOND FLOOR PLAN**

PROJECT #	FOUR
DATE	JAN 11
ISSUED BY	AG
PROJECT NAME	ALDEBARAN HOMES

**DP11**



PROPOSED UPPER FLOOR PLAN  
 FIRST SHEET





**Tricer design group**

**DEVELOPMENT PERMIT**

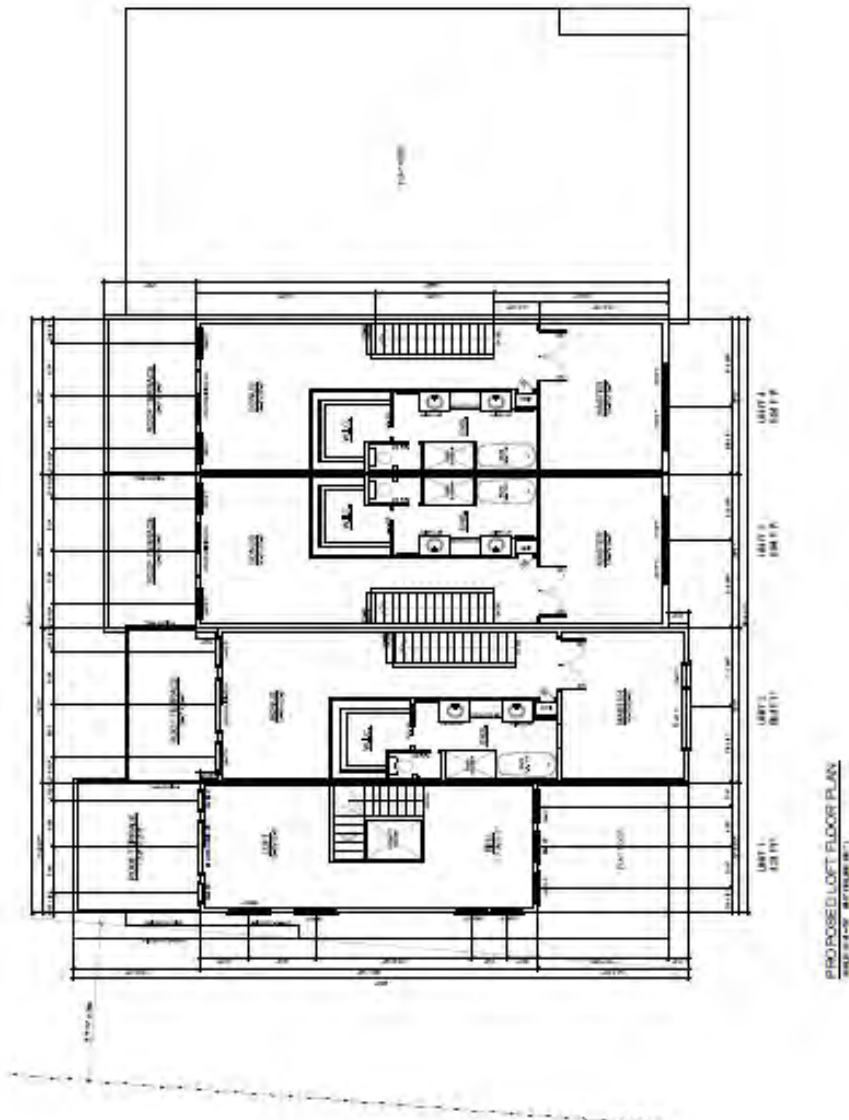
2102 & 2108 17 A ST SW  
CALGARY, ALBERTA  
LOTS 2 TO 6, BLOCK 8  
PLAN 3070 AB

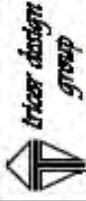
**ALDEBARAN HOMES**

**LOFT FLOOR PLAN**

PROJECT: 15082  
DATE: JAN. 2018  
DRAWN BY: A.C.

**DP12**





1100 - 10th Street SW  
 Calgary, Alberta T2P 1C1  
 Tel: 403.243.1100  
 Fax: 403.243.1101  
 www.tricerdesign.com

THE ENGINEER'S RESPONSIBILITY IS TO DESIGN AND CHECK THE FOUNDATION FOR THE PROPOSED DEVELOPMENT IN ACCORDANCE WITH THE REQUIREMENTS OF THE ALBERTA BUILDING CODE (ABC) AND THE NATIONAL BUILDING CODE (NBC). THE ENGINEER'S DESIGN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND THE ARCHITECT. THE ENGINEER'S DESIGN IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT AND THE ARCHITECT. THE ENGINEER'S DESIGN IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT AND THE ARCHITECT. THE ENGINEER'S DESIGN IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT AND THE ARCHITECT.

**DEVELOPMENT PERMIT**

PROJECT NO.	DATE ISSUED
ISSUED BY	SCALE
DESIGNED BY	CLIENT
DATE OF PERMIT	ADDRESS
PERMIT NO.	DATE OF PERMIT
1. FOUNDATION	CLIENT
2. EXTERIOR FINISH	CLIENT
3. INTERIOR FINISH	CLIENT
4. MECHANICAL	CLIENT
5. ELECTRICAL	CLIENT
6. PLUMBING	CLIENT
7. HEATING	CLIENT
8. AIR CONDITIONING	CLIENT
9. OTHER	CLIENT
10. OTHER	CLIENT
11. OTHER	CLIENT

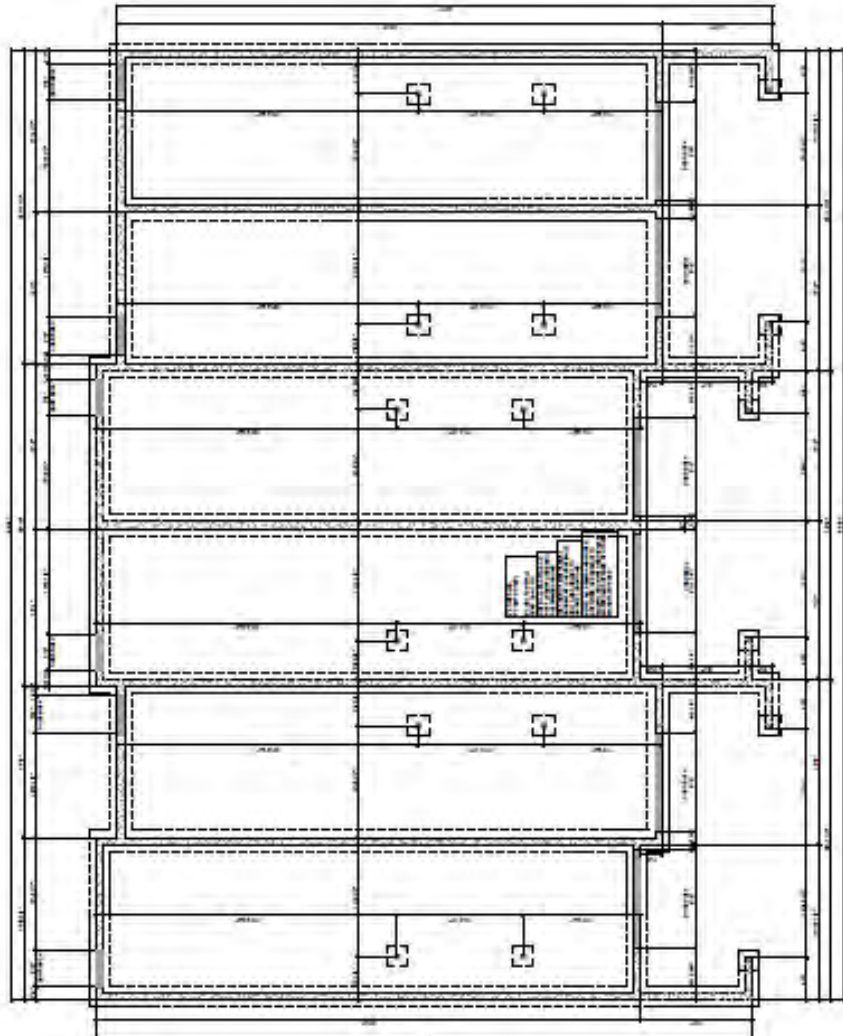
**ALDEBARAN HOMES**

2102 & 2108 17<sup>th</sup> AVE SW  
 CALGARY, ALBERTA  
 LOTS 2 TO 5, BLOCK 11  
 PLAN 3076 AB

**FOUNDATIONS FLOOR PLAN**

PROJECT #	E-070
DATE	JAN 2018
ISSUED BY	ISC

**DP13**

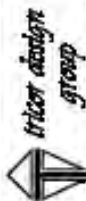


ALL DIMENSIONS ARE IN METERS  
 UNLESS OTHERWISE SPECIFIED  
 FOUNDATION FOOTINGS TO BE CONCRETE  
 WITH REINFORCING BARS  
 ALL FOUNDATION WALLS TO BE CONCRETE  
 WITH REINFORCING BARS  
 ALL FOUNDATION WALLS TO BE CONCRETE  
 WITH REINFORCING BARS

PROPOSED FOUNDATION LAYOUT







TRICON DESIGN GROUP  
 10000 174th St SW, Unit 100  
 Calgary, Alberta T2C 0A6  
 Tel: 403.243.1111  
 Fax: 403.243.1112  
 www.tricondesigngroup.com

THIS DEVELOPMENT PERMIT IS VALID FOR THE  
 PROJECT AND THE BUILDING PERMIT IS  
 VALID FOR THE BUILDING PERMIT. THE  
 DEVELOPER SHALL BE RESPONSIBLE FOR  
 OBTAINING ALL NECESSARY PERMITS AND  
 APPROVALS FROM THE CITY OF CALGARY AND  
 THE PROVINCE OF ALBERTA. THE DEVELOPER  
 SHALL BE RESPONSIBLE FOR OBTAINING ALL  
 NECESSARY PERMITS AND APPROVALS FROM  
 THE CITY OF CALGARY AND THE PROVINCE OF  
 ALBERTA. THE DEVELOPER SHALL BE  
 RESPONSIBLE FOR OBTAINING ALL NECESSARY  
 PERMITS AND APPROVALS FROM THE CITY OF  
 CALGARY AND THE PROVINCE OF ALBERTA.

THE DEVELOPER SHALL BE RESPONSIBLE FOR  
 OBTAINING ALL NECESSARY PERMITS AND  
 APPROVALS FROM THE CITY OF CALGARY AND  
 THE PROVINCE OF ALBERTA. THE DEVELOPER  
 SHALL BE RESPONSIBLE FOR OBTAINING ALL  
 NECESSARY PERMITS AND APPROVALS FROM  
 THE CITY OF CALGARY AND THE PROVINCE OF  
 ALBERTA. THE DEVELOPER SHALL BE  
 RESPONSIBLE FOR OBTAINING ALL NECESSARY  
 PERMITS AND APPROVALS FROM THE CITY OF  
 CALGARY AND THE PROVINCE OF ALBERTA.

**DEVELOPMENT PERMIT**

PROJECT NO:	10000174
DATE OF PERMIT:	03/20/17
DEVELOPER:	ALDEBARAN HOMES
PROJECT NAME:	ALDEBARAN HOMES
PROJECT ADDRESS:	2102 & 2108 ST ASTER
PROJECT TYPE:	RESIDENTIAL
PROJECT DESCRIPTION:	CONVERSION OF EXISTING BUILDING INTO 16 UNITS OF RESIDENTIAL HOUSING
PROJECT AREA:	0.15 ACRES
PROJECT VALUE:	\$1,500,000
PROJECT STATUS:	PERMITTING
PROJECT PHASE:	PERMITTING
PROJECT TYPE:	RESIDENTIAL
PROJECT DESCRIPTION:	CONVERSION OF EXISTING BUILDING INTO 16 UNITS OF RESIDENTIAL HOUSING
PROJECT AREA:	0.15 ACRES
PROJECT VALUE:	\$1,500,000
PROJECT STATUS:	PERMITTING
PROJECT PHASE:	PERMITTING

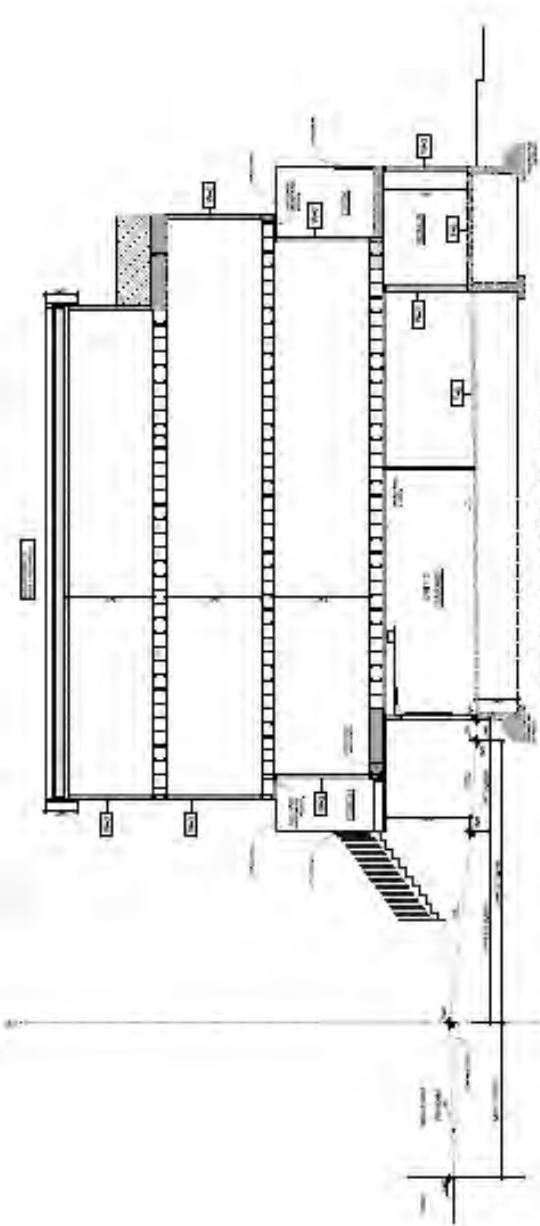
**ALDEBARAN HOMES**

2102 & 2108 ST ASTER  
 CALGARY, ALBERTA  
 LOTS 2 TO 4, BLOCK 4  
 PLAN 3076 AS

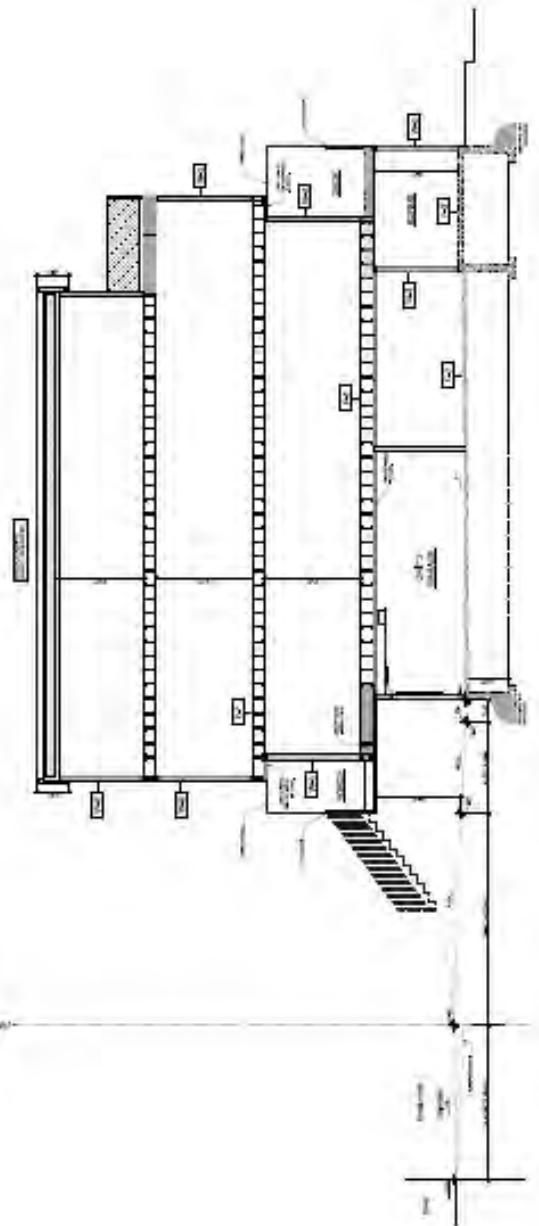
**BUILDING SECTIONS**

PROJECT #	10000174
DATE	JAN 2016
DRAWN BY	AL
APPROVED BY	

**DP16**



PROPOSED SECTION @ UNIT 2 DRIVEWAY  
 SECTION 174 ST SW,  
 LOTS 100-40, BLOCK 4 PLAN 3076 AS



PROPOSED SECTION @ UNIT 3 DRIVEWAY  
 SECTION 174 ST SW,  
 LOTS 100-40, BLOCK 4 PLAN 3076 AS



PRICEER DESIGN GROUP  
1100 17th St SW, Suite 100  
Calgary, Alberta T2M 4K6  
Phone: (403) 243-1111  
Fax: (403) 243-1112  
www.priceerdesign.com

**DEVELOPMENT PERMIT**

DATE: 2018-01-15

PROJECT: ALDEBARAN HOMES

CLIENT: PRICEER DESIGN GROUP

ADDRESS: 2102 & 2108 ST A ST SW, CALGARY, ALBERTA

LOT: 2102 & 2108 ST A ST SW, CALGARY, ALBERTA

PLAN: 3078 AB

**ALDEBARAN HOMES**

2102 & 2108 ST A ST SW  
CALGARY, ALBERTA  
LOTS 2 TO 5, BLOCK R  
PLAN 3078 AB

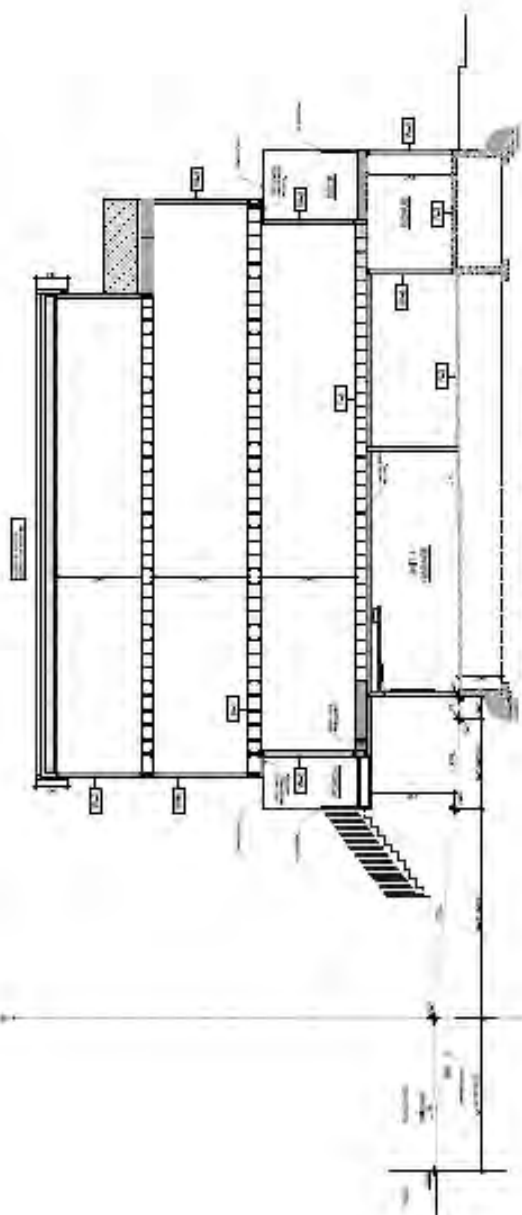
**BUILDING SECTIONS**

PROJECT # : E-016

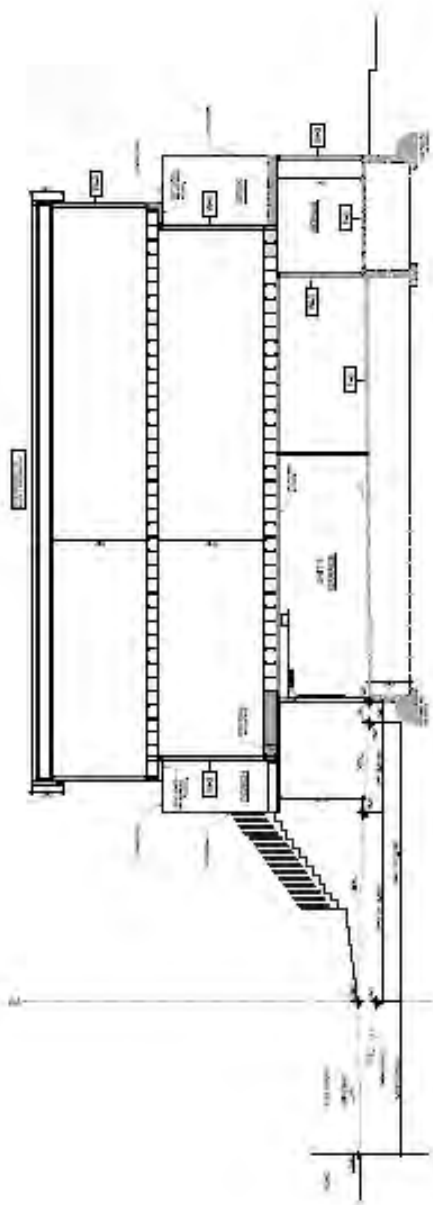
DATE : JAN 2018

DRAWN BY : AG

**DP17**



PROPOSED SECTION @ UNIT 4 DRIVEWAY  
 2102/2108 ST A ST SW  
 (2102-2108) BLOCK R PLAN 3078 AB



PROPOSED SECTION @ UNIT 4 DRIVEWAY  
 2102/2108 ST A ST SW  
 (2102-2108) BLOCK R PLAN 3078 AB



ORION DESIGN GROUP  
 2102 & 2108 17<sup>th</sup> ST SW  
 CALGARY, ALBERTA T2C 1S4  
 TEL: 403.243.1474 FAX: 403.243.1488  
 WWW.ORIONDESIGNGROUP.COM

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**DEVELOPMENT PERMIT**

NO.	DESCRIPTION	DATE	BY
1	PRELIMINARY	05/20/17	SC/SPK
2	DEVELOPMENT PERMIT	05/20/17	SC/SPK
3	REVISIONS	05/20/17	SC/SPK
4	REVISIONS	05/20/17	SC/SPK
5	REVISIONS	05/20/17	SC/SPK
6	REVISIONS	05/20/17	SC/SPK
7	REVISIONS	05/20/17	SC/SPK
8	REVISIONS	05/20/17	SC/SPK
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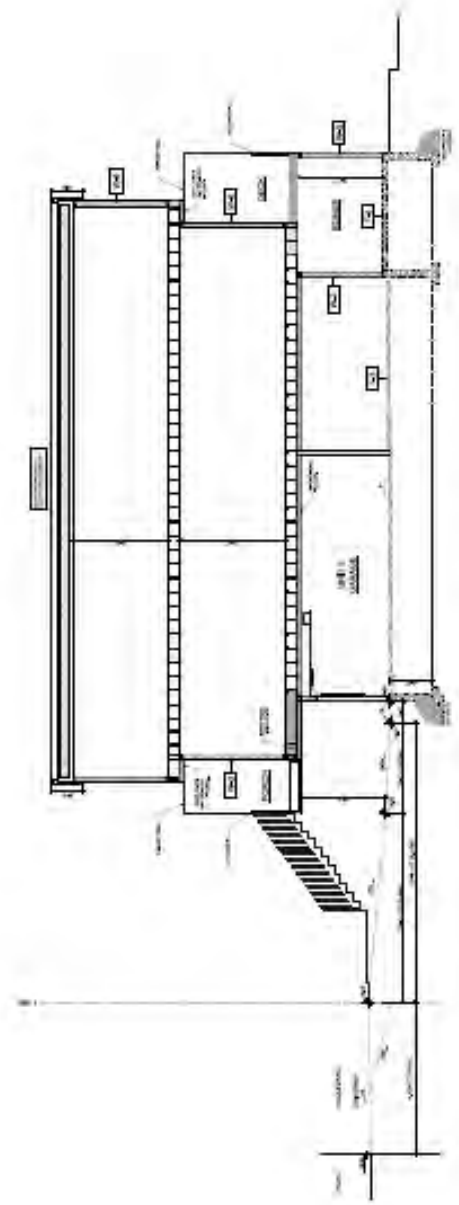
**ALDEBARAN HOMES**

2102 & 2108 17<sup>th</sup> ST SW  
 CALGARY, ALBERTA  
 LOTS 2 TO 4, BLOCK B,  
 PLAN 0076 AB

**BUILDING SECTIONS**

PROJECT #	R-030
DATE	JUN 2016
BY / DRAWN BY	AS
SCALE	AS SHOWN

**DP18**



PROPOSED SECTION B-LIMIT 8 DRIVEWAY  
 SCALE: 1/8" = 1'-0"  
 2102 & 2108 17<sup>th</sup> ST SW  
 LOTS 2 TO 4, BLOCK B, PLAN 0076 AB

**tristar design group**

2102 & 2100 17<sup>th</sup> AVE SW  
CALGARY, ALBERTA  
T2C 1S5K  
PHONE: 403.243.8888  
FAX: 403.243.8889  
WWW.TRISTARDESIGN.COM

**DEVELOPMENT PERMIT**

PROJECT: ALDEBARAN HOMES  
DATE: 14-07-20  
DRAWN BY: JAS  
CHECKED BY: JAS

**ALDEBARAN HOMES**

2102 & 2100 17<sup>th</sup> AVE SW  
CALGARY, ALBERTA  
LOTS 2 TO 5, BLOCK 8,  
PLAN 3076 AB

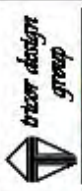
**SHADOW STUDY**

PROJECT: ALDEBARAN HOMES  
DATE: 14-07-20  
DRAWN BY: JAS  
CHECKED BY: JAS

**DP19**







**DEVELOPMENT PERMIT**

1. BOARD OF CITY ENGINEERS AND ARCHITECTS  
 2. CITY ENGINEER  
 3. CITY ARCHITECT

FOR ALL CITY ENGINEER AND ARCHITECTS: THIS PERMIT IS VALID FOR THE PERIOD OF 12 MONTHS FROM THE DATE OF ISSUANCE. IF THE PERMIT IS NOT USED WITHIN THIS PERIOD, IT WILL BE CONSIDERED VOID.

THIS PERMIT IS VALID FOR THE PERIOD OF 12 MONTHS FROM THE DATE OF ISSUANCE. IF THE PERMIT IS NOT USED WITHIN THIS PERIOD, IT WILL BE CONSIDERED VOID.

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FOR ALL CITY ENGINEER AND ARCHITECTS: THIS PERMIT IS VALID FOR THE PERIOD OF 12 MONTHS FROM THE DATE OF ISSUANCE. IF THE PERMIT IS NOT USED WITHIN THIS PERIOD, IT WILL BE CONSIDERED VOID.

FOR ALL CITY ENGINEER AND ARCHITECTS: THIS PERMIT IS VALID FOR THE PERIOD OF 12 MONTHS FROM THE DATE OF ISSUANCE. IF THE PERMIT IS NOT USED WITHIN THIS PERIOD, IT WILL BE CONSIDERED VOID.

NO.	DESCRIPTION	DATE
1	ISSUED PERMIT	15/07/20
2	REVISED PERMIT	15/07/20
3	REVISED PERMIT	15/07/20
4	REVISED PERMIT	15/07/20
5	REVISED PERMIT	15/07/20
6	REVISED PERMIT	15/07/20
7	REVISED PERMIT	15/07/20
8	REVISED PERMIT	15/07/20
9	REVISED PERMIT	15/07/20
10	REVISED PERMIT	15/07/20
11	REVISED PERMIT	15/07/20

**ALDEBARAN HOMES**

2902 & 2908 74 A ST SW  
 CALGARY, ALBERTA  
 LOTS 2 TO 5 BLOCK 8,  
 PLAN 3078 AB

**SHADOW STUDY**

FILE # 14-07-20  
 DATE: JUN. 2018  
 DRAWN BY: JAC

**DP20**

JUNE 20

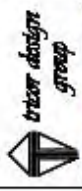


10:00AM 11:00AM 12:00PM 1:00PM 2:00PM 3:00PM 4:00PM



10:00AM 11:00AM 12:00PM 1:00PM 2:00PM 3:00PM 4:00PM





1. GENERAL INFORMATION  
 2. PROJECT LOCATION  
 3. PROJECT DESCRIPTION  
 4. PROJECT OWNER  
 5. PROJECT CONTACT INFORMATION  
 6. PROJECT HISTORY  
 7. PROJECT STATUS  
 8. PROJECT DATES  
 9. PROJECT COSTS  
 10. PROJECT RISK ASSESSMENT  
 11. PROJECT BENEFITS  
 12. PROJECT CHALLENGES  
 13. PROJECT SOLUTIONS  
 14. PROJECT CONCLUSIONS  
 15. PROJECT RECOMMENDATIONS

**DEVELOPMENT PERMIT**

1. PROJECT LOCATION  
 2. PROJECT DESCRIPTION  
 3. PROJECT OWNER  
 4. PROJECT CONTACT INFORMATION  
 5. PROJECT HISTORY  
 6. PROJECT STATUS  
 7. PROJECT DATES  
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 10. PROJECT BENEFITS  
 11. PROJECT CHALLENGES  
 12. PROJECT SOLUTIONS  
 13. PROJECT CONCLUSIONS  
 14. PROJECT RECOMMENDATIONS

**ALDEBARAN HOMES**

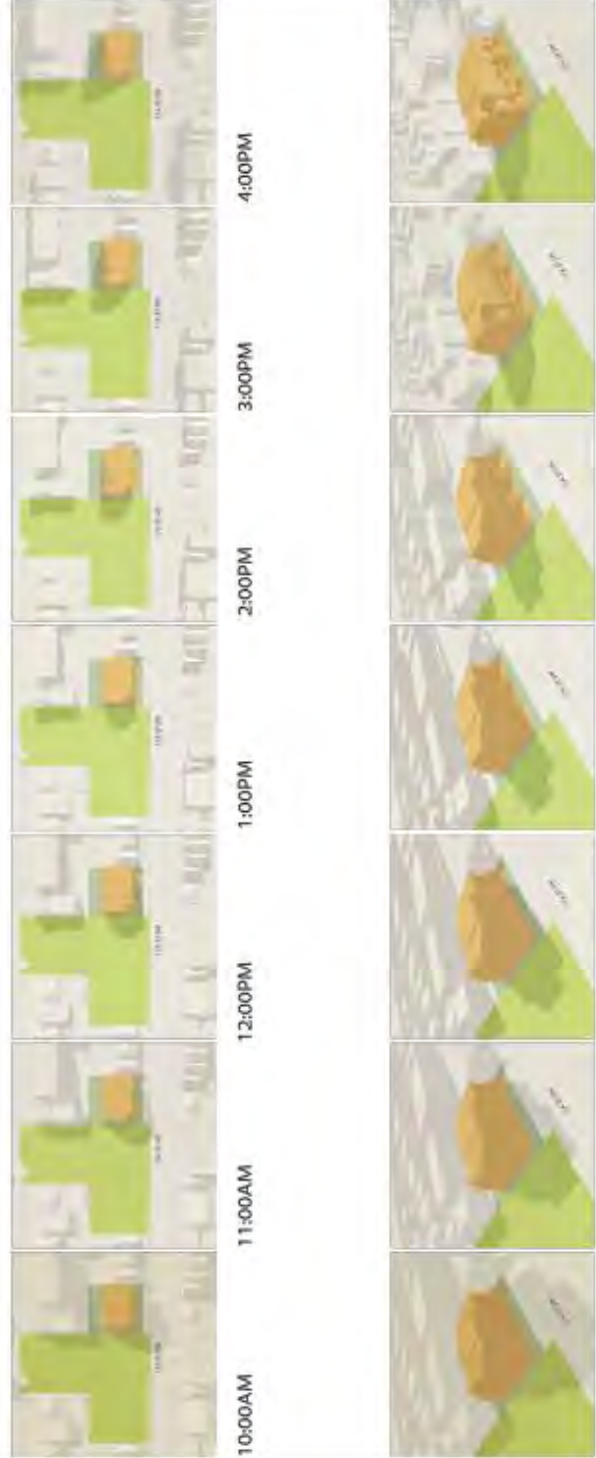
2402 42 000 STA ST SW  
 CALGARY, ALBERTA  
 LOTS 2 TO 5, BLOCK 8,  
 PLAN 300N AB

**SHADOW STUDY**

PROJECT # 14202  
 DATE 2018  
 DRAWN BY J. BAY  
 APPROVED BY

**DP20**

SEPTEMBER 21



## 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:**

No comments.

#### **Development Engineering:**

1. 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.
2. Submit three (3) sets of the Development Site Servicing Plan details to the Development Servicing, Urban Development, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact [developmentservicing2@calgary.ca](mailto: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](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/carls/DSSP-CARL.pdf>

3. **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](mailto:offsitelevy@calgary.ca).

#### **Transportation:**

4. 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 new driveway crossings on 17A ST SW
  - b. Closure and removal of existing driveway crossings on 17A ST SW
  - c. Construction of a moonwalk adjacent to the site.
5. 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 17A ST SW (if required).
6. A mutual Access Easement Agreement will be required to be registered on all affected titles prior to release of a permit or endorsement of subdivision.

**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. 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.
11. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system as identified on the approved plans.

**Development Engineering:**

12. 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.

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.

13. **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).

**Note: The retaining wall referenced under this condition is located on the city road right of way. For all walls over 1.2m in height located onsite, the engineer stamped design can be submitted at BP stage.**

14. 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).
15. 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.
16. 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.
17. **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](mailto:offsitelevy@calgary.ca)
18. 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 of Recyclable Materials and Waste" or the current Waste and Recycling Bylaw, the development may not be eligible to receive collection service from The City of Calgary.

**Note that city collection is applicable from single residential developments to 4-unit multi-residential developments only. An option is to arrange with Waste and Recycling for city pickup prior to occupancy of the unit. For further information, contact the Waste & Recycling Services Specialist at 403-268-8445.**

**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 **shoring**, tie-backs, piles, surface improvements, lay-bys, utility work, 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. 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.

**Parks:**

22. There shall be no construction access through the adjacent park lands.
23. **Prior to construction**, the temporary construction fencing along the northerly property line adjacent to the park is to be inspected and approved by the Parks Development Inspector at 403-620-3216 or at 403-268-5204.
24. 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 403-620-3216 or at 403-268-5204 for an inspection.

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 remediation must be approved by the Parks Development Inspector. Contact the Development Inspector 403-620-3216 or at 403-268-5204 for an inspection.

25. Any landscape rehabilitation on public parks 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.
26. The applicant is responsible for the maintaining the integrity of the park irrigation system during all required work to the system and must employ the services of a certified commercial irrigation consultant listed on the City of Calgary pre-qualified contractor directory. This includes, but is not limited to, preventative protection, restoration, deactivation and reactivation, installation of a new system, and installation and repair of parts of the current irrigation system.
27. A 1.2 m high fence shall remain on the property line along all shared boundaries with adjacent park.
28. Public trees located on the park and boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to any construction activities, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
29. 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](http://www.calgary.ca), call 311 or email [tree.protection@calgary.ca](mailto:tree.protection@calgary.ca) for more information.
30. 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.
31. In order to ensure the integrity of existing public trees and roots, construction access is only permitted outside the drip line of public boulevard tree to remain.
32. In order to ensure the integrity of existing public tree and roots, no grade changes are permitted in the boulevard within drip line.
33. Stormwater or other drainage from the development site onto the adjacent park parcels is not permitted. Any drainage from private lots onto the adjacent park upon development completion of the subject site must be resolved to the satisfaction of the Director, Parks and any damage resulting from unauthorized 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 403-620-3216 or at 403-268-5204 for an inspection.
34. 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.

## Bankview Community Association Letter

# Bankview Community Association

2418 17th Street Southwest, Calgary, Alberta T2T 4M8

Tel. (403) 244-2544



**Date:** 31 May 2017

**To:** City of Calgary  
Development & Building Approvals (Location #8201)  
P.O. Box 2100 Station M  
Calgary, Alberta T2P 2M5

**Attention:** Rayner D'Souza, [rayner.dsouza@calgary.ca](mailto:rayner.dsouza@calgary.ca)

Dear Mr. D'Souza,

**File Reference:** LOC2017-0126, DP2017-1814  
**Subject Address:** 2102 & 2108 17A ST SW

The Bankview Community Association Development Committee (BCADC) has reviewed the above noted Land Use By-Law Amendment and concurrent Development Permit Application, and we submit our comments herewith. We note that the development committee was not afforded an opportunity to review this proposal before it was submitted to the City of Calgary.

The BCADC has no objection in principle to development of the subject site, but the proposed land use designation and the intensification of the development on this site (6 units) poses some issues, which are unacceptable to the Bankview Community.

To our knowledge, apart from a very broad intent outlined in the Municipal Development Plan (MDP) for communities in the "Inner City Area", no planning study, as required by the MDP, has been adopted that defines transition zones within our community. Although it is an older document, the Bankview ARP is still a relevant guiding document and should be consulted in this case. The often referenced Main Streets initiative has yet to be presented to Calgary Planning Commission (scheduled for 15 June 2017) and so, in our opinion has no jurisdiction. Thus, no policy currently exists to support the rezoning from R-C2 to M-C2 as proposed.

The subject site is on the eastern edge of a significant residential conservation area and the current land use designation could readily achieve four semi-detached units on the site and be more in context with the existing units to the south on 17A Street.

Should the rezoning proceed, we hereby submit our comments on the proposed development permit application. We note that the LOC application is noted as "tied to plans", which we assume means that any successful M-C2 designation will be constrained to the development proposed in the DP application. We appreciate the City imposing this limit, but we still feel that the R-C2 is most appropriate for this site and do not fully understand why the applicant cannot make the M-CG designation work.

It would be preferable if the garages could be combined into a single garage with shared entrance configuration or, at the very least, if driveways could be consolidated to increase planted area along the street frontage, which is a significant feature of the existing neighbourhood street-scape.



## Bankview Community Association Letter

There are at least 20 existing trees over 10m tall, with several measuring up to 19m, and all but one are deleted by the proposed development with only 6 small trees proposed in replacement. The existing trees act as a natural screen between the existing houses and the public park. No such screen will exist in the proposed development.

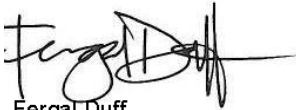
If the proposed landscaping is deemed acceptable by the City's Parks department, the proposed north elevation could be enhanced by further architectural articulation. It is noted that the proposed roof top patios provide some welcome enhancement to the elevation and potentially some passive surveillance of the adjacent Nimmons Park, but we believe that the roof top patios on units 1 and 2 will unfortunately overlook the existing development to the east. However, there was insufficient information provided in the submitted drawings to fully understand the implications.

The proposed development is situated immediately south of Nimmons Park at the south-west corner. The proposed development increases the height of development from one storey to four storeys with a minimal side set back. Notwithstanding the impact of existing conifers, we believe that the proposed building will cast a significant, long shadow over the park in the afternoons, when the park and children's playground is at its busiest. We request that the City seeks a shadow study so that the impact can be fully understood and mitigation measures imposed if appropriate.

In conclusion, if the existing R-C2 zoning is maintained and four dwellings developed in lieu of the proposed six, we believe that all of our concerns, related to excessive densification, parking access, tree retention, height, overlooking and shadows, could be effectively addressed. If land use re-designation is considered appropriate by the City, we think that development should be constrained within the M-CG designation and we hope that our comments in relation to the development permit application will be given due consideration when the City is drafting its comments, recommendations and/or conditions.

Respectfully,

**Bankview Community Association**



Fergal Duff  
Director, Development Committee

cc: Cllr. Evan Woolley, [evan.Woolley@calgary.ca](mailto:evan.Woolley@calgary.ca), [eaward8@calgary.ca](mailto:eaward8@calgary.ca)  
Nathan Berko, President, Bankview Community Association, [president@bankview.org](mailto:president@bankview.org)  
Bankview Development Committee Members



A grayscale silhouette of a surveyor wearing a wide-brimmed hat and a jacket, standing next to a tripod-mounted surveying instrument. The surveyor is looking through the instrument's eyepiece. The instrument has a circular level at the top and a vertical staff. The text "Calgary Planning Commission 2018 March 08" is overlaid on the image.

**Calgary Planning Commission 2018 March 08**

**Item 5.05**



**Planning & Development Report to  
Calgary Planning Commission  
2018 March 08**

**ISC: UNRESTRICTED  
CPC2018-0181  
Page 1 of 12**

**Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties,  
LOC2017-0047**

---

**EXECUTIVE SUMMARY**

This land use application (LOC2017-0047) has been submitted by Urban Systems on behalf of Carma Ltd. and South Seton GP Inc (Brookfield Residential Properties). Land use redesignation of the subject lands covers an undeveloped area of 76.42 hectares (188.8 acres) located in the southeast quadrant of the city, east of Deerfoot Trail SE and south of Seton BV SE. The proposed land use area constitutes one neighborhood under Community 'A' as identified in the Rangeview Area Structure Plan (ASP). This neighborhood lies in the portion of the ASP where the Growth Management Overlay (Overlay) will be removed (Attachment 6).

The subject lands are currently designated Special Purpose – Future Urban Development (S-FUD) District, as well as a small portion of Special Purpose – City and Regional Infrastructure (S-CRI) District. The proposal provides for a number of land uses are to accommodate a range of residential, community commercial, and special purpose districts:

- approximately 793 dwelling units within a mix of single and semi-detached homes, and rowhouses (R-G, R-Gm);
- a variety of multi-residential housing types (M-1, M-2);
- a small to mid-scale community retail site with a maximum height of 10 metres and a maximum floor area ratio of 1.0 (C-C1); and
- public parks and amenity spaces(S-SPR), including a Residents' Association site (S-R); and
- one high school site with playfields (S-SPR).

The land use application consists of two components:

1. Road closure of a portion of the 56 Street SE road allowance which runs north-south centrally through the plan area; and
2. Land use redesignation of the subject lands and the closed road allowance from the S-FUD District and road right-of-way to a range of residential, commercial, and special purpose districts to accommodate the proposed neighbourhood.

This application has been applied for with the support of an outline plan application (CPC2018-0182) to provide the subdivision layout for the site's development (Attachments 4 and 5). The outline plan is for a larger area than the current Growth Management Overlay removal area. Conditions have been added to the outline plan to appropriately deal with the site's development, given the circumstances.

A separate report (PFC2017-0240) with the Overlay removal recommendation for the subject lands, will be presented and considered by the Priorities and Finance Committee (PFC) on 2018 March 22. The PFC and Calgary Planning Commission (CPC) recommendations are scheduled to be heard concurrently at the Combined Meeting of Council on 2018 April 16.

**Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047**

**ADMINISTRATION RECOMMENDATION:**

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

1. **ADOPT** the road closure Bylaw, to close 2.38 hectares  $\pm$  (5.90 acres  $\pm$ ) of road (Plan 1810328, Area A), adjacent to Main Street SE, with conditions (Attachment 2).
2. Give three readings to the proposed road closure Bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 76.42 hectares  $\pm$  (188.83 acres  $\pm$ ) located at 19600,19651, 20606, 20607 – 46 Street SE, 20707 – 72 Street SE, 6599 Seton Drive SE and the closed road (Section 4-29-22-15-NW; 4-29-22-16-NW and 4-29-22-16-NE; 4-29-22-15-SW; 4-29-22-16-SE; 4-29-22-15-SE; Plan 1311598, Block 1, Lot 1; Plan 1810328, Area A) from Special Purpose – Future Urban Development (S-FUD) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, and Undesignated Road Right-of-Way to Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, Commercial – Community 1 (C-C1) District, Special Purpose – School, Park and Community Reserve (S- SPR) District, and Special Purpose – City and Regional Infrastructure (S-CRI) District, in accordance with Administration's recommendation; and
4. Give first and second readings to the proposed redesignation Bylaw; and
5. **WITHHOLD** third reading pending the completion of:
  - approval of the removal of the Growth Management Overlay; and,
  - approval of the amendment to Map 10 of the Rangeview Area Structure Plan.

**PREVIOUS COUNCIL DIRECTION / POLICY**

None.

**BACKGROUND**

In 2014, Council adopted the Rangeview Area Structure Plan (ASP). The Rangeview ASP included a Growth Management Overlay (Overlay) indicating that the leading capital infrastructure required for development was not in place or approved in The City capital budget. Since then, the ASP area has been identified as a priority growth area and portions of the Overlay were removed in 2016 to accommodate Stages 1A and 1B of the Brookfield Residential Properties owned lands.

The outline plan and land use application (LOC2015-0192) for Stage 1B was approved in September 2016. The 17.6 hectare (43.49 acres) area consisted of a mix of M-1 and M-2 multi-residential parcels within a Transit Station Planning Area (TSPA). Stage 1A (LOC2016-0102) was subsequently approved in January 2017. Also located in the TSPA, the 24.26 hectare (59.95 acres) site provided for a mix of low density (R-G and R-Gm) and medium density

**Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047**

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residential product (M-1 and M-2). The size and configuration of both of these outline plan and land use amendment application boundaries were limited by the available water and sanitary servicing available (Attachment 4).

The proposed Stage 1C development, the subject of this current outline plan and land use amendment application, represents the final phase in completing Seton, the first of two complete communities identified in the Rangeview ASP.

**Site Context**

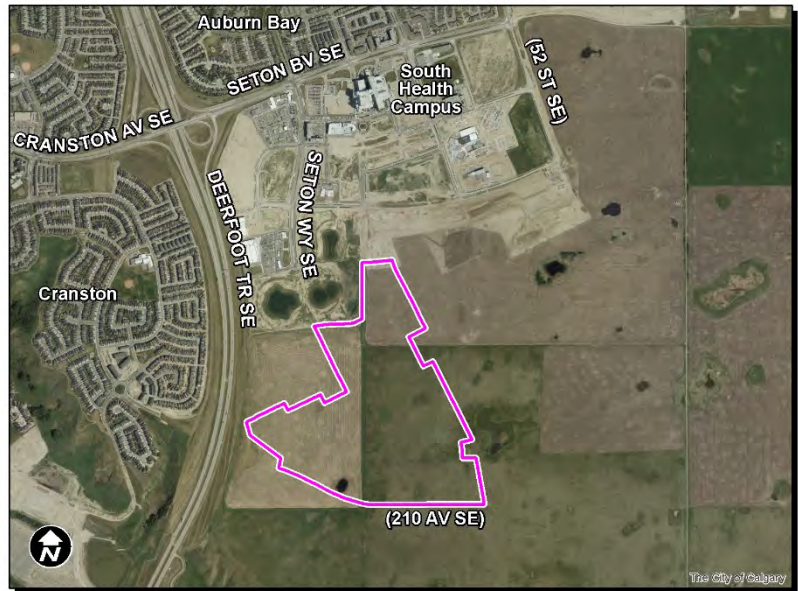
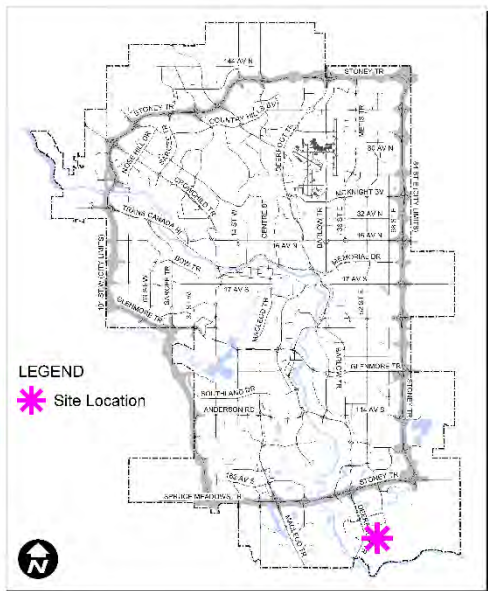
The subject site is currently undeveloped and situated in the southeast portion of the city in the community of Seton. The area is bounded by Deerfoot Trail SE to the west, 52 Street SE to the east, and 212 Avenue SE to the south. The South Health Campus hospital, a future regional recreation facility and senior high school site, and the mixed-use employment area of Seton Urban Centre are located immediately to the north. The community of Auburn Bay is located north of Seton Urban Centre, and the community of Cranston is located to the west across Deerfoot Trail SE.

Historically, the subject lands were utilized as agricultural lands for grazing and crop production. The topography of the subject lands is gently rolling with minimal slope. General site drainage is from the northwest to southeast.

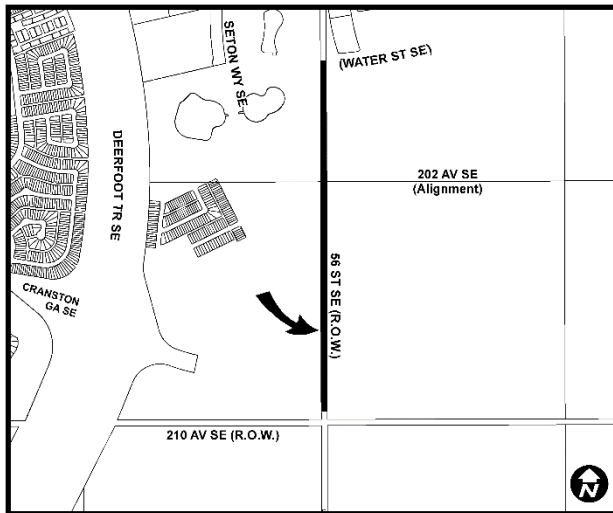
This application includes the proposed road closure of 56 Street SE, which is located along the western boundary of the site. The road allowance is approximately 2.38 hectares (5.90 acres) in size. The road right-of-way will be included in the boundary of the proposed land use amendment and associated outline plan.

**Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047**

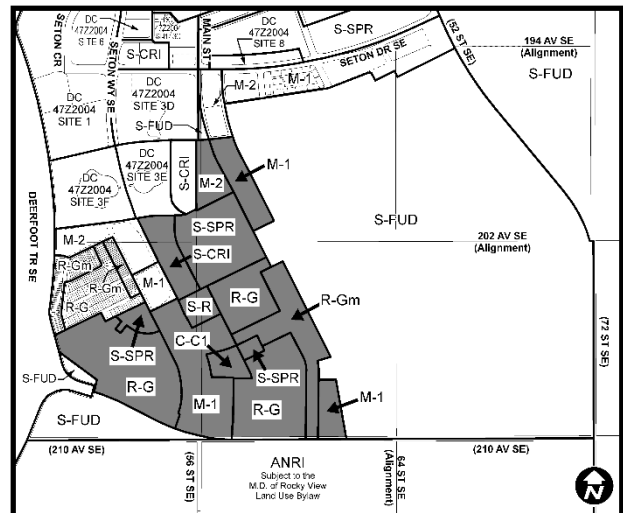
**Location Maps**



**Road Closure Map**



**Land Use Amendment Map**





## Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047

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### INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use application for a portion of the overall Stage 1C outline plan area will facilitate the development of a wide range of residential, local commercial, parks and school sites that will contribute to the growth of the Seton community as envisioned by the policies of the Municipal Development Plan (MDP) and the Rangeview Area Structure Plan (ASP).

#### Land Use

The subject site is currently designated Special Purpose – Future Urban Development (S-FUD) District, and a small remnant portion as Special Purpose – City and Regional Infrastructure (S-CRI) District which is the site of the future Seton light rail transit (LRT) station.

The proposal is for a mix of Residential - Low Density Mixed Housing (R-G) District, Residential - Low Density Mixed Housing (R-Gm) District, Multi-Residential – Low Profile (M-1) District and Multi-Residential – Medium Profile (M-2) District. These proposed residential land uses provide for a diversity of both low-density housing forms and multi-residential developments. This continues the transition from the Transit Station Planning Area (TSPA), which provides a logical transition to the mixed-use development in Seton and supports the two future Light Rail Transit (LRT) stations.

Low density housing forms are provided by the R-G District and R-Gm Districts. The R-G and R-Gm Districts are both intended to allow a greater diversity of housing types in the form of single-detached, semi-detached, and row housing. The R-Gm District is identical to the R-G District with the exception of excluding single detached dwellings as a permitted use.

Multi-residential developments are accommodated by the proposed M-1 District and M-2 Districts. Mid-rise apartments and ground oriented townhouses are examples of products that can be accommodated in these land use districts.

The single commercial district, Commercial – Community1 (C-C1) District, is located within the core of the neighbourhood within the Rangeview ASP identified Neighbourhood Activity Centre (NAC).

Special Purpose – School, Park and Community Reserve (S-SPR) Districts are proposed to accommodate a future high school site, and neighborhood parks. The Rangeview ASP originally identified the future high school site in Phase 1A of the plan area. However, during this outline plan and land use amendment application process, discussions between the applicant and Administration determined that the school location would be better situated adjacent to the future Seton LRT parking facility on the Phase 1C lands.

A Special Purpose – City and Regional Infrastructure (S-CRI) District accommodates the future Light Rail Transit (LRT) parkade facility, while a Special Purpose – Recreation (S-R) District accommodates a site for the Residents' Association building.

## Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047

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### Density

The land uses proposed provide for development that achieves both the Municipal Development Plan (MDP) and the Rangeview Area Structure Plan (ASP) minimum density and intensity targets (population and jobs). This will help to support the future transit infrastructure and community amenities within the community of Seton and the services provided in the Seton Urban Centre to the north. To achieve this, higher densities in the plan area are located within the Transit Station Planning Areas, along main collectors, and in the activity centres.

Aligned with the MDP, the ASP requires that the minimum average residential density of 20 units per hectare (8 units per acre) is to be achieved for the overall community. Upon full build out of this portion of the land use area, approximately 1239 residential units are anticipated. This equates to an anticipated density for the land use areas of 23.0 units per hectare (9.3 units per acre). This exceeds the minimum average residential density of 20 units per hectare (8 units per acre) required by the ASP.

The proposed intensity within the Neighbourhood Activity Centre (NAC) is anticipated to be 87 to 153 people and jobs per gross developable hectare (based on the land use districts proposed), and has the potential to achieve the minimum target of 100 people and jobs per gross developable hectare as per the Rangeview ASP.

### Infrastructure

#### *Transportation Networks*

The regional street network consists of Deerfoot Trail SE bordering the western edge of the site, 212 Avenue bordering the southern edge of the site, 52 Street SE bordering the eastern edge of the site and Seton Drive SE to the north of the site.

As identified by the Rangeview ASP, permanent off-site infrastructure in the vicinity of the outline plan area will be required. The Province, City and the developer agreed to a funding proposal for the construction of the Deerfoot Trail SE and 212 Avenue SE interchange. The interchange is expected to be completed by 2019. The construction of 88 Street SE from south of Stoney Trail SE to south of 196 Avenue is planned to start in 2020.

A Transportation Impact Assessment (TIA) was completed in support of this application. The TIA identified that as a result of the proposed development, intersection improvements are required along 212 Avenue SE and along 88 Street SE in the interim for Seton 1C lands and lands east of the Rangeview ASP area. Also, Global and Local TIAs were reviewed by the City and determined the off-site and on-site transportation network requirements.

The internal streets within the community are planned as an effective rectilinear grid pattern road network, complemented by parks, schools, and major arterial streets at the community edges. Strong bicycle and pedestrian connections are supported by the modified grid network with the combination of five regional pathways, two multi-use pathways, and two streets with on-street bike lanes. Most streets adhere to the Complete Streets Policy. Customized road cross-sections are created for addressing specific active modes, such as wider 3.0 metre multi-use

## **Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047**

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pathways, school requirements for mono-sidewalk, and dual-functional pathways along Union Park.

Existing transit services are available approximately 800 metres north along Front Street SE. The southeast LRT Green Line is planned for future extension to Seton, and the future Seton LRT station will be located just outside of the northwest corner of this community. Several community bus routes are expected to run through Seton 1C and east of the remaining Rangeview ASP area. Walking distance to transit stops will exceed the 90 percent target of 400 metres transit coverage.

### ***Utilities and Servicing***

The proposed outline plan is located within a Growth Management Overlay (Overlay) area which identifies that full servicing is not available. In light of this, an interim servicing solution has been developed to support the land use amendment application and Overlay removal for part of the outline plan. The properties along and to the west of Main Street SE can be serviced with the interim strategy; this represents less than half of the entire plan area. The remaining easterly portion of the outline plan cannot be serviced at this time and will be dependent on installation of the ultimate water feeder main, sanitary trunk main, storm trunk main, and outfall. At the time of this report, no funding for the installation of this public infrastructure has been identified or approved, so the timing of service availability is unclear. Land use approval for the affected portion of the plan will continue to be withheld until such time that the servicing is available.

The interim servicing strategy for the westerly portion of the plan has been developed, reviewed, and accepted by Administration to ensure the plan area can be adequately serviced until such time as the permanent infrastructure is installed. Water servicing will extend from the existing developed portion of Seton. Sanitary servicing will be directed to the existing sanitary trunk in Deerfoot Trail utilizing a temporary lift station and force main; capacity is available in the existing system to support this approach. When the ultimate sanitary trunk main is installed, the flow will be redirected so the temporary lift station can be removed. Storm water management involves a temporary storm pond that is sized to accommodate all drainage from the westerly portion of the plan area until such time as the ultimate pond can be constructed.

Emergency services will be provided from the nearby Seton Fire Hall, located north of the subject lands. It provides the seven minute fire coverage to the lands within the outline plan.

### ***Growth Management***

The Rangeview ASP includes a Growth Management Overlay (Overlay) policy in order to ensure the coordination of growth and the associated servicing and funding. The policy states that the Overlay should only be removed when solutions for municipally financed infrastructure and services have been determined.

The applicant elected to demonstrate that the existing sanitary trunk system capacity was sufficient to allow for the proposed development known as Seton Stage 1C West. Therefore, no additional City capital infrastructure would be required to facilitate this development, and no

## **Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047**

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alternate funding and financing arrangements would be necessary in the interim, based on the population assumptions in the submitted interim sanitary servicing study for Seton Stage 1C West.

Administration will bring forward a report to the 2018 March 22 Priorities and Finance Committee of Council, to remove a portion of the Overlay for 76.42 hectares (188.8 acres) in support of the land use area.

An Overlay will remain over the 172.21 hectare (425.5 acre) portion of the larger outline plan area. In order for further Overlay removal in the Rangeview ASP to be possible, investments in water and sanitary servicing, as well as transportation infrastructure will be required. None of these investments have been included in the current 2015-2018 Action Plan budget.

### **Stakeholder Engagement, Research and Communication**

There is no Community Association for this area. The closest community association of Auburn Bay was contacted, and they had no concerns or objections to the application. No letters from adjacent landowners or the general public were received.

### ***Engagement***

No public meetings were conducted by the applicant or Administration in direct relation to this site-specific outline plan and land use redesignation.

### **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)***

The subject lands are identified under Map 1 ‘Urban Structure’ of the Municipal Development Plan (MDP), as Future Greenfield area. The MDP provides guidance for the development of new communities through the policies of the Rangeview ASP.

The proposed land use amendment application meets the MDP’s objectives (Section 3.6.2.), which include:

- providing a diversity of housing types;
- including Neighbourhood Activity Centres (NAC);
- locating multi-residential developments near transit and open spaces;
- implementing a grid-based subdivision design pattern;

## **Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047**

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- providing multi modal connectivity for pedestrians, cyclists and transit riders; and
- protecting and integrating significant ecological elements into the plan.

### ***Rangeview Area Structure Plan (Statutory, 2014)***

The subject lands are identified as “Community A” on Map 4: Communities and Neighbourhood Boundaries within the Rangeview ASP. This community is comprised of four neighbourhoods. Identified as Neighbourhood 1 within the overall Rangeview ASP area, the proposed plan provides a complete neighbourhood which includes a full range of housing types, commercial, recreational, institutional and public open spaces.

Map 4: Communities and Neighbourhood Boundaries of the ASP also identifies the provision of Neighbourhood Activity Centres (NAC) within each of the four neighbourhoods. NACs are intended to provide neighbourhood focal points that contain a mix of transit supportive residential and non-residential uses, and are connected to their surrounding neighbourhoods by a network of active transportation modes. NACs, which align with the ASP policies, have been provided in this neighbourhood.

### **Social, Environmental, Economic (External)**

#### Social

The continuation of development in the community of Seton will provide additional population to support the existing and planned amenities and services within the community and the adjacent commercial, retail, and employment district. The outline plan proposes a range and mix of housing types, densities and land uses which promotes socio-economic diversity, supports active transportation modes, and allows for more efficient use of land and public infrastructure.

#### Environmental

The proposed outline plan is located within a previously undeveloped ‘greenfield’ area. Historically, there has been limited agricultural uses on the property as has been identified through an Environmental Site Assessment report. However, no environmental concerns were identified.

#### Economic (External)

The proposed outline plan and associated use amendment provide a future framework to provide a mix and intensity of uses that will enable a more efficient use of land and infrastructure and introduce additional services, housing and associated amenities to this community.

### **Financial Capacity**

#### ***Current and Future Operating Budget***

## **Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047**

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A large portion of operating costs required to service the proposed development are included within the current operating budget. As development proceeds, the provision of other City services such as roads, parks and waste and recycling would have an operating budget impact at such time as they are provided.

The operation and maintenance of the interim utility infrastructure is the developer's responsibility until the ultimate utility infrastructure is installed. Therefore, no impact to the operating budget is expected.

### ***Current and Future Capital Budget***

There is no impact to the current capital budget as a result of this report. The Overlay removal area for Seton Stage 1C West leverages existing City funded capital investment. Local capital investment to bring on this phase will be at the developer's cost. Additionally, the developer will pay off-site levies, which helps generate funding for the permanent infrastructure.

Future development phases beyond the Overlay removal area will require the future capital-funded Rangeview Sanitary Trunk, water feedermain, and storm trunks and outfall(s). At the time of this report, no funding decisions or commitments have been made on the timing of the permanent utility (sanitary, water and storm) servicing solution for Rangeview for 2019-2022 and beyond.

### **Risk Assessment**

Removal of the Overlay based on an interim servicing solution does put pressure on The City to fund and deliver on the permanent servicing solution. While endorsement of the interim servicing solution does not commit The City to deliver the permanent solution, it does introduce growth that is dependent on future budget decision, as reliance on interim solutions is not ideal in the medium to long term.

#### **1. Risk:**

Capital funding for the ultimate sanitary servicing solution has not been approved. This could result in a deferral of the construction of the ultimate infrastructure. As a result, the freezing of development approvals beyond 1C West may occur, as the proposed interim sanitary servicing can only accommodate a certain amount of sanitary flow.

#### **Proposed Mitigation Solution:**

Administration and the developer agreed that the developer will be responsible for monitoring the sanitary flows for the duration of the interim sanitary servicing solution. The continuous monitoring helps mitigate potential issues in the future by addressing any problems immediately. Water Resources will review the flow monitoring data, and if the sanitary flows from Seton 1A, 1B and 1C West exceed anticipated values, measures may need to be taken to reduce the potential trunk surcharge. Further cap on sanitary discharge volumes to the existing sanitary system might be required at a later date. Water Resources will work with Brookfield if this were to occur.

**Land Use Amendment and Road Closure in Seton (Ward 12) at multiple properties, LOC2017-0047**

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**2. Risk:**

An agreement needs to be secured with the developer to ensure that the proper abandonment of interim servicing infrastructure is ensured, and that the tie-in to the ultimate solution, once the ultimate infrastructure is in place, will be completed to the satisfaction of Water Resources.

**Proposed Mitigation Solution:**

Through a special servicing agreement or an indemnification agreement, Water Resources will ensure that a strategy and contract are in place for the appropriate decommissioning of the interim servicing infrastructure, once the ultimate infrastructure has been installed. Typically, a security is collected from the developer, and is only released at Final Acceptance Certificate (FAC) stage. The purpose of the FAC is to transfer full responsibility for a municipal improvement from the developer to the City. FAC for this project will be granted upon the successful decommissioning of the interim servicing infrastructure and, once installed, tie-in into the ultimate servicing infrastructure. Conditions of approval will also be added to the outline plan to tie into the ultimate servicing infrastructure, and to address the decommissioning of interim servicing.

**3. Risk:**

The Master Drainage Plan for the Rangeview ASP area is currently being amended. At this time, the ultimate stormwater drainage servicing strategy has not been finalized.

**Proposed Mitigation Solution:**

Water Resources is currently working with the land owner and consultants (Urban Systems) on reviewing the amendments proposed to the Rangeview Master Drainage Plan.

**REASON(S) FOR RECOMMENDATION(S):**

The proposed land use amendment has been developed in accordance with the policies specified in the Rangeview Area Structure Plan (ASP). The proposed land uses and their distribution facilitate a variety of residential housing types complemented by a school site, parks and amenity spaces to provide a complete neighbourhood that can achieve the minimum density requirements as outlined by the ASP. The residential area also provides densities and intensities that contribute to the overall community targets. These land uses will be implemented through the supporting outline plan application that provides the subdivision layout and conditions to realize the site's development.

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**ATTACHMENT(S)**

1. Applicant's Submission
2. Proposed Road Closure Conditions
3. Proposed Land Use Context Map
4. Proposed Outline Plan
5. Proposed Outline Plan – Road Cross Sections
6. Proposed Growth Management Overlay - ASP



## Applicant's Submission

This application for Outline Plan and Land Use Redesignation approval pertains to lands located in Cell C of the Southeast Planning Area Regional Policy Plan and in Community A within the Rangeview Area Structure Plan. These lands also form part of the proposed community of Seton, and are referred to as Stage 1C.

The southern areas of Seton, of which Stage 1C is the largest part, consist of four neighbourhoods linked by shared amenities, all-mode connections, and vibrant public spaces. For the purposes of the Outline Plan and Land Use Report these neighbourhoods will be known collectively as "South Seton", but are ultimately a part of the broader Seton community- of which, the Seton Urban District, is already being constructed to the north.

South Seton is adjacent to the Seton Urban District, a 365-acre mixed-use development that features over 2.5 million square feet of office and retail space, a 16-acre regional park and Seton recreation centre, a public library, an emergency response station, a public high school, an active main street, multi-family residences, and the South Calgary Health Campus – all serviced by the future Light Rail Transit (LRT) Green Line and a well-connected regional road network. Together South Seton and the Seton Urban District support the creation of a complete community as envisioned by the City of Calgary's Municipal Development Plan (MDP).

The Stage 1C lands are approximately 248.63 hectares (614.37 acres). The plan area is legally described as part of S.E. 16-22-29-4 and parts of N.W., N.E., S.W., and S.E. 15-22-29-4. These parcels are owned by South Seton GP Inc. and Carma Ltd., and are currently undeveloped lands designated as Special Purpose- Future Urban Development (S-FUD).

This application proposes to redesignate a portion of the lands within the outline plan to a combination of land uses that will support the complete build out of the community. The lands will be designated from S-FUD to the following land uses:

- Residential- General Low Density (R-G and R-Gm),
- Multi-Residential- At Grade Housing (M-G),
- Multi-Residential- Low Profile (M-1),
- Multi-Residential- Medium Profile (M-2),
- Multi-Residential- Low Profile Support Commercial (M-X1),
- Special Purpose- Schools, Park, and Community Reserve (S-SPR),
- Special Purpose- City and Regional Infrastructure (S-CRI),
- Special Purpose- Recreation (S-R), and
- Commercial- Community 1 (C-C1).

The residential districts will allow for the development of a variety of residential forms, ranging from low-density single detached dwellings to higher density multi-storey, multi-family apartments in areas closer to Light Rail Transit (LRT) stations and the Seton Urban District. Complementing this, the commercial parcel will permit community-scale uses that are intended to serve the daily needs of South Seton residents, and the Special Purpose districts will allow for the development of key institutional, servicing, and recreational amenities.

South Seton has been designed to create a bold and distinct new community in Calgary's southeast. The community will be comprised of a series of four neighbourhoods, energized by

## **Applicant's Submission**

purposeful, vibrant nodes and connected by diverse, multi-modal corridors. These elements come together to create a unique and exciting urban community, rooted in the connections to city-wide transit networks and the Seton Urban District.

South Seton is situated in a unique location that benefits from established amenities such as the vibrant mixed-use development in Seton Urban District, natural greenspace in Fish Creek Provincial Park, convenient transportation options (including two future Light Rail Transit (LRT) stations), as well as connections to local and regional pathway networks. This setting is ideal for a residential community that includes a variety of housing options, open spaces, and community amenities to complement the adjacent uses in Calgary's southeast.

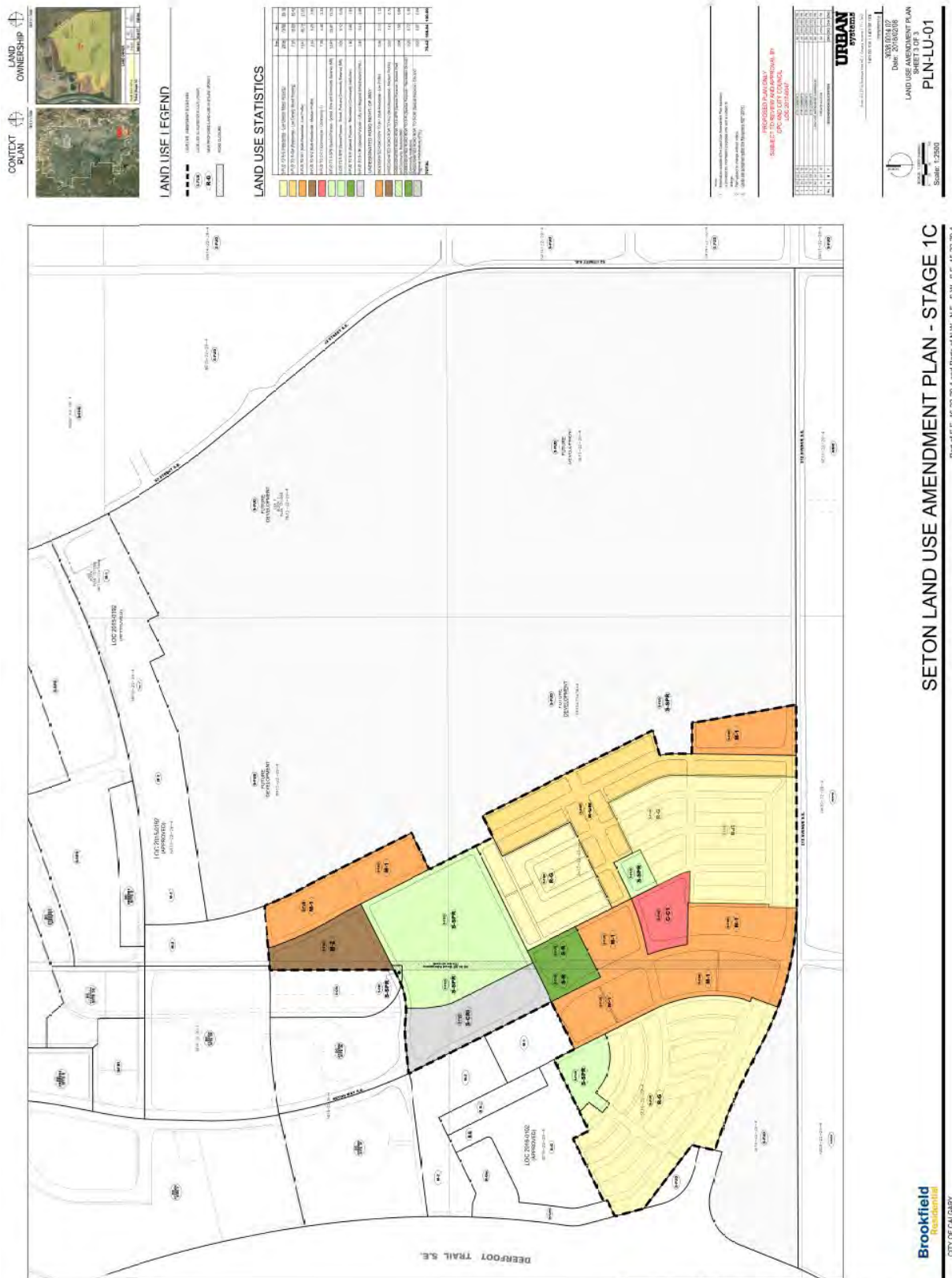
Stage 1C builds from the approved stages of the South Seton community: Stages 1A and 1B. The plan completes the vision for South Seton as a fully integrated residential community, through the establishment of strong links to non-residential uses in the Seton Urban District. The community's street network and block layouts have been designed to emulate a grid system, with adaptations to allow for the community's major amenities, unique features, varying block layouts, and irregularly shaped boundaries.

On behalf of Brookfield Residential, Urban Systems respectfully requests approval for the Outline Plan from the Calgary Planning Commission, and approval for the Land Use Redesignation application by City Council.

## Proposed Road Closure Conditions

1. The closed road rights-of-way (Plan No. 1810328, Area A) should be removed from the City's ownership and sold to the Developer and consolidated with the adjacent parcels. Prior to the affected Tentative Plan submission, the Developer shall enter into negotiations with the City's Real Estate and Development Services (RE&DS) for the purchase of the closed road right-of-way.
2. The Developer is responsible for all costs associated with the road closure, including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. Any utility right-of-ways are to be provided to the satisfaction of the Development Authority and the City Solicitor.
4. Utility easements are to be provided as required, with a utility right-of-way plan and an accompanying easement document is to be registered concurrently with the subdivision.
5. Relocation of any electrical and telecommunication installation are to be at the Developer's expense and to the appropriate standards.

# Proposed Land Use Context Map

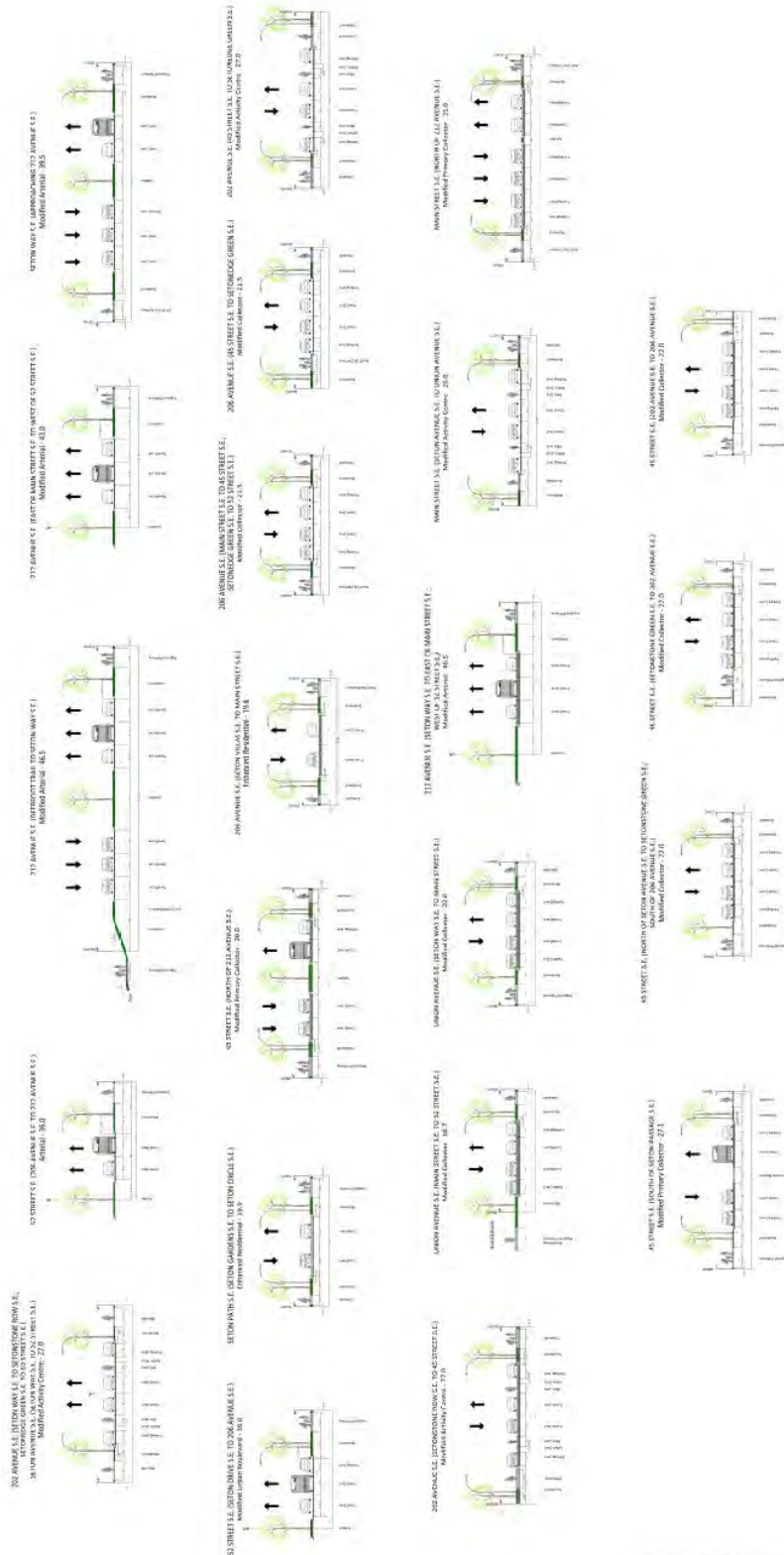


# Proposed Outline Plan



Proposed Outline Plan – Road Cross Sections

MODIFIED ROAD CROSS SECTIONS



NO.	DATE	DESCRIPTION
1	2018/04/12	Issue for Review
2	2018/04/12	Issue for Review
3	2018/04/12	Issue for Review
4	2018/04/12	Issue for Review
5	2018/04/12	Issue for Review
6	2018/04/12	Issue for Review
7	2018/04/12	Issue for Review
8	2018/04/12	Issue for Review
9	2018/04/12	Issue for Review
10	2018/04/12	Issue for Review
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**URBAN**  
systems

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DINK 2018/02/14  
OUTLINE PLAN  
Scale: 1:100  
PLN-OP-02

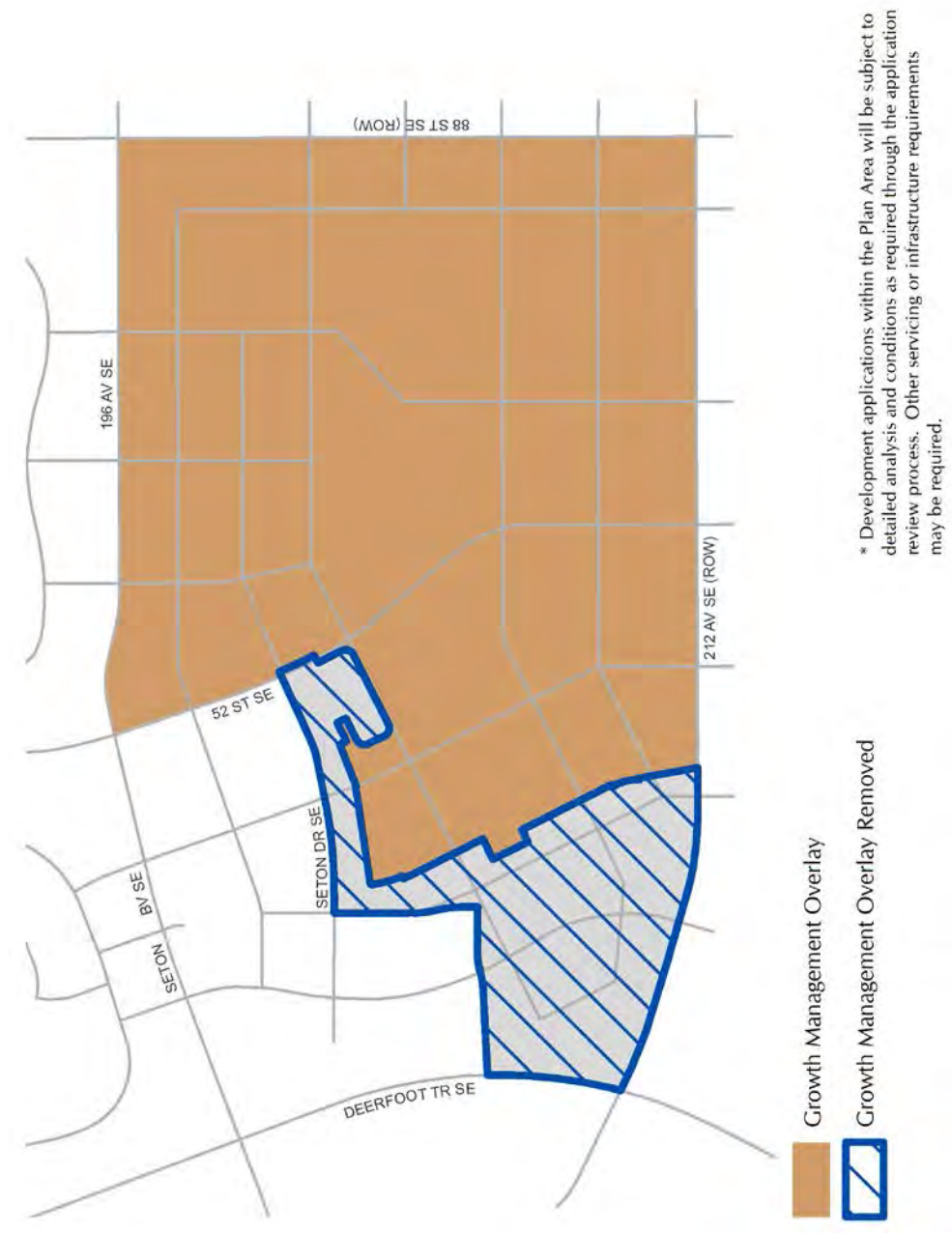
SETON OUTLINE PLAN - STAGE 1C - MODIFIED ROAD CROSS SECTIONS

Brookfield  
CITY OF CALGARY

**Proposed Amendment to the Rangeview Area Structure Plan  
presented to Council in PFC2017-0240**

1. Delete the existing Map 10 entitled “Growth Management Overlay” and replace it with revised Map 10 entitled “Growth Management Overlay” (Schedule A).
2. Under section 8.2(2) titled Growth Management, Policies, delete the following text “Outline Plan”.

Schedule A  
Revised Map 10 – “Growth Management Overlay”







A grayscale silhouette of a surveyor wearing a wide-brimmed hat and a jacket, standing next to a tripod-mounted surveying instrument. The surveyor is looking through the instrument's eyepiece. The instrument has a circular level at the top and a vertical staff. The surveyor's legs are visible, and they appear to be wearing gaiters or tall boots.

**Calgary Planning Commission 2018 March 08**

**Item 5.06**



## Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047

### EXECUTIVE SUMMARY

This application (LOC2017-0047) has been submitted by Urban Systems on behalf of Carma Ltd. and South Seton GP Inc (Brookfield Residential Properties). This combined outline plan and land use redesignation application proposes an outline for the future subdivision and development of 248.63 gross developable hectares (614.37 acres) of undeveloped greenfield land in the southeast community of Seton. This proposal provides for:

- approximately 3,616 dwelling units within a mix of single and semi-detached homes, and rowhouses (R-G, R-Gm);
- a variety of multi-residential types with an anticipated 1,771 dwelling units (M-G, M-1, M-2);
- a residential and commercial mixed use component that anticipates 118 dwelling units with support commercial uses accommodated in a 3 to 4 storey building (MX-1);
- a small to mid-scale community retail centre with a maximum height of 10 metres and a maximum floor area ratio of 1.0 (C-C1);
- approximately 10.63 hectares of public open space in a variety of forms (S-SPR);
- three future joint use school sites with four schools accommodating a mix of K-12 students (S-SPR); and
- the location of local and major roadways, utilities and services.

The proposed outline plan serves to implement the policy objectives of the statutory Municipal Development Plan and the Rangeview Area Structure Plan to support the efficient utilization and land and infrastructure, by providing a framework for the future subdivision of new residential, commercial, and special purpose districts recommended in the associated land use application.

#### **ADMINISTRATION RECOMMENDATION:**

Recommend that Calgary Planning Commission **APPROVE** the proposed outline plan to subdivide 248.63 hectares ± (614.37 acres ±) at 19600, 19651, 20606, 20607 – 46 Street SE, 20707 – 72 Street SE, 6599 Seton Drive SE (Section 4-29-22-15-NW; 4-29-22-16-NW and 4-29-22-16-NE; 4-29-22-15-SW; 4-29-22-16-SE; 4-29-22-15-SE; Plan 1311598, Block 1, Lot 1), with conditions (Attachment 1).

#### **PREVIOUS COUNCIL DIRECTION / POLICY**

None.

#### **BACKGROUND**

In 2014, Council adopted the Rangeview Area Structure Plan (ASP). The Rangeview ASP included a Growth Management Overlay (Overlay) indicating that the leading capital infrastructure required for development was not in place or approved in The City capital budget. Since then, the Rangeview ASP area has been identified as a priority growth area and portions of the Overlay were removed in 2016 to accommodate Stages 1A and 1B of the Brookfield Residential Properties owned lands.

### **Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

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The outline plan and land use application (LOC2015-0192) for Phase 1B was approved in September 2016. The 17.6 hectare (43.49 acres) area consisted of a mix of M-1 and M-2 multi-residential parcels within a Transit Station Planning Area (TSPA). Phase 1A (LOC2016-0102) was subsequently approved in January 2017. Also located in the TSPA, the 24.26 hectare (59.95 acres) site provided for a mix of low density (R-G and R-Gm) and medium density residential product (M-1 and M-2). The size and configuration of both of these outline plan and land use amendment application boundaries were limited by the available water and sanitary servicing available (Attachment 4).

The proposed Stage 1C development, the subject of this current outline plan and land use amendment application, represents the final phase in completing Seton, the first of two complete communities identified in the Rangeview ASP.

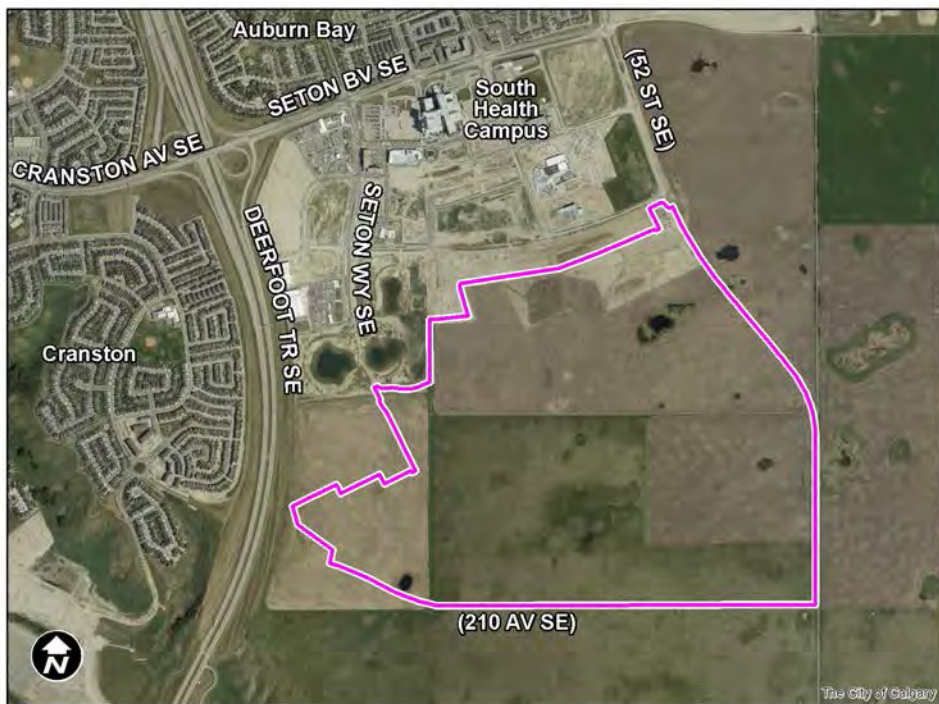
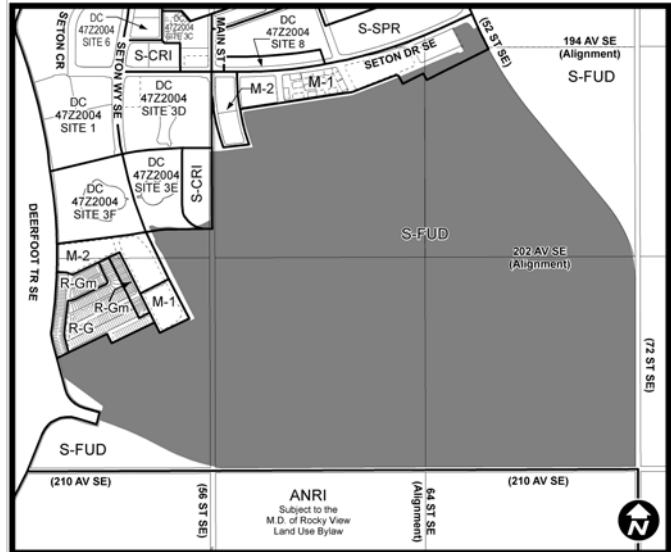
#### **Site Context**

The subject site is currently undeveloped and situated in the southeast portion of the city in the community of Seton. The area is bounded by Deerfoot Trail SE to the west, 52 Street SE to the east, and 212 Avenue SE to the south. The South Health Campus hospital, a future regional recreation facility and senior high school site, and the mixed-use employment area of Seton Urban Centre are located immediately to the north. The community of Auburn Bay is located north of Seton Urban Centre, and the community of Cranston is located to the west across Deerfoot Trail SE.

Historically, the subject lands were utilized as agricultural lands for grazing and crop production. The topography of the subject lands is gently rolling with minimal slope. General site drainage is from the northwest to southeast.

**Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

**Location Maps**



## Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

This outline plan, along with the land use application for Stage 1C will facilitate the development of a wide range of residential, local commercial and mixed-use buildings that will contribute to the growth of the Seton community as envisioned by the policies of the Municipal Development Plan (MDP) and the Rangeview Area Structure Plan (ASP).

#### Subdivision Design

The proposed subdivision, is approximately 248.63 hectares (614.37 acres), and continues on from the initial two stages (1A and 1B applications) to complete the remainder of the Seton community. Identified as “Community A” in the Rangeview ASP, the proposed outline plan area consists of four neighbourhoods, seamlessly integrated by a variety of shared community amenities which are linked together by a series of local and regional multi-modal transportation connections.

Overall, this grid based subdivision design provides a framework to accommodate a diversity of housing options and densities, open spaces, integrated naturalized storm pond features, neighbourhood focal points, and community amenities all tied together by an efficient system of multi-modal pathways, and road networks.

Revisions to the previously approved outline plan design and land uses for Stage 1B (LOC2015-0192) have been included in this outline plan and land use amendment application. This will capture the minor revisions made in the northeast corner of the plan area to improve the block and road layouts during the subdivision process (SB2016-0207). Specifically, the two easterly M-1 multi-residential parcels, one of which was irregularly shaped, have been reduced in size and replaced with the realignment of Seton Passage SE and low density R-G parcels that provide a more logical block based pattern.

#### Residential Blocks

The proposed subdivision provides blocks laid out on a strong adaptive grid street system. The grid modifications accommodate for the location of the community’s major amenities, varying block layouts, and irregularly shaped boundaries. The adaptive grid system facilitates multiple and direct access points via multi-modal transportation connections both within and throughout the individual neighbourhoods and overall community.

The proposed block layouts allow for a variety of low and medium density residential building forms. Typical block length proposed range from 160 metres to 260 metres. Where block lengths are longer than desired, public walkways are provided to allow for more direct access and connections to public open spaces and transit services.

Low density residential blocks, in the form of single-detached, semi-detached, and row housing, have been provided along both laned and laneless streets. Laned housing is primarily located along collector roadways, limiting front drive garage access in order to improve the residential street interface. Laned housing is also located across from key public open spaces and school sites to provide pedestrian-oriented residential frontage and on-street parking to access public amenities. Anticipated lot widths vary from 6.8 metres to 8.5 metres for semi-detached and row

## Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047

house buildings in the R-Gm District to 9.8 metres for single detached dwelling forms in the R-G District.

Medium density multi-residential parcels are located throughout the community adjacent to Neighbourhood Activity Centres (NACs) and along collector roadways to allow for transitions from higher densities to lower densities. These parcels are also located to provide residential interfaces onto naturalized storm ponds, open spaces, non-residential uses and along transit corridors. Medium density multi-residential blocks vary in size from a minimum of 1.2 hectares (3.1 acres) to a maximum of 1.6 hectares (4.0 acres). Several large medium density (M-1) parcels, in excess of 2.0 hectares are situated along the major Seton Way SE arterial road. In these locations, public walkways have been provided to create smaller parcels with pedestrian access through the site. Also, one large irregularly shaped medium density (M-2) site (2.14 hectares) abutting the future Seton light rail transit (LRT) exists in the northeast portion of the plan area. It is likely that the size and configuration of this parcel will change at the time the LRT station platform site develops. A medium density mixed-use (MX-1) residential block is also proposed in the southeast portion of the plan area to allow both residential uses and street oriented commercial uses to be supported at grade.

### Neighbourhood Activity Centres

As required by the Rangeview ASP, Neighbourhood Activity Centres (NACs) are provided in each of the four neighbourhoods (Attachment 5). Typically comprised of an amenity space, multi-residential development, and non-residential uses, NACs are intended to be centrally located neighbourhood hubs, which are accessible to residents within 700 metres walking distance coverage and served by public transit.

#### NAC One

As identified in the Rangeview ASP, the NAC for this neighbourhood is centrally located on the east side of Seton Way SE and functions as both the community retail centre (CRC) and the neighbourhood's hub. The CRC is intended to provide local goods and services for the overall Seton community. The NAC accommodates a mix of uses, including a neighbourhood park, medium density multi-residential, and a commercial site. The community's Residents' Association site is also adjacent to the NAC, leveraging its draw to the neighbourhood focal point. This NAC is well served by a multi-modal network of streets and pathways.

#### NACs Two and Three

NAC 2 and NAC 3 are centrally located in the two northerly neighbourhoods and are organized around key recreation nodes within Union Park on Union Avenue SE. Union Park is an expansive green corridor, measuring approximately 40 metres wide and 1.0 kilometre long, and features park amenities to accommodate a wide range of passive and active recreational activities and programming. NAC 2 contains multi-use recreational spaces and is also designed to accommodate a venue for special events and local markets. NAC 3 provides for more informal and passive activities and includes a naturalized play area, to interface appropriately with the adjacent reconstructed wetland.

## Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047

In accordance with the policies of the Rangeview ASP, NACs 2 and 3 are not required to provide the non-residential and medium-density multi-residential land uses, given their proximity to the Transit Station Planning Area (TSPA), and because it has been demonstrated that the required minimum density/intensity targets within the TSPA can be achieved. Notwithstanding this provision in the Rangeview ASP policy, low profile multi-residential development has been proposed adjacent to NACs 2 and 3. The north side of Union Park is framed by M-G parcels with ground oriented multi-residential development with dual frontages promoting activation of the entire length of the linear open space. The location of both these NACs within Union Park and along the multi-modal corridor of pathways and bikeways facilitates strong accessibility. Furthermore, the intensely designed and programmed concept of Union Park will draw people from the immediate neighbourhoods and school sites to create a vibrant social gathering place for the community, as intended by the NAC policies.

### NAC Four

NAC 4 is centrally located on the northwest corner of 45 Street SE and 206 Avenue SE, in the southeastern portion of the outline plan. This NAC is seamlessly integrated with a naturalized reconstructed wetland, open space, and a small scale residential and commercial mixed use site. It also includes the Community Association (CA) site, as identified in the Rangeview ASP policy. This NAC will serve as an integral neighbourhood focal point for the overall community, as it is well supported by a variety of residential densities and housing types, school sites, and major north-south and east-west multi-modal connections.

### Environmental Reserve

Two reconstructed wetlands that provide for stormwater retention are proposed to be dedicated as environmental reserve (ER). Reconstructed wetlands are new or modified wetland systems constructed to replace an existing natural wetland that provides similar natural ecological functions with appropriate hydroperiod, water levels, native vegetation, soils, and habitat zones, while meeting water quantity and quality wetland standards. Treatment of stormwater occurs outside these systems with high standard oil grit separators before entering into the wetlands. Concept plans and cross sections of the ER sites were provided to demonstrate how the required design criteria are met. Accesses to the inlet/outlet stormwater control structures are excluded from ER extents and accommodated in public utility lots (PULs). Bordered by municipal reserve lands and pathways, these two reconstructed wetland/stormpond parcels are strategically located to connect to the other open space in the plan area.

### Municipal Reserve

A total of 27.44 hectares (67.80 acres) of land is to be dedicated as municipal reserve (MR) in Stage 1C, including the reserves deferred from Seton Stages 1A and 1B. For the provision of the 7.93 hectare (19.6 acre) high school site, 4.86 hectares (12.00 acres) of land will be provided from the required 10 percent MR dedication. The remainder of the municipal reserve lands owing will be transferred from the existing road right-of-way to be closed amounting to 0.60 hectares (1.48 acres), and 2.48 hectares (6.12 acres) will be purchased by the Joint Use Coordinating Committee (JUCC).



## **Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

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In addition to a community association site, eight neighborhood parks are distributed evenly throughout the plan area meeting the maximum 400 metre walking distance catchment area for all residents in the community. A central linear open space, Union Park, is proposed in the community of Seton and integrated with a reconstructed wetland providing a green corridor that is approximately 40 metres wide and over 1.0 kilometre in length. This corridor contributes significantly to the open space network within the plan area and is well served by the multi-modal connections provided.

The Rangeview ASP identifies three joint use sites with the provision of four schools within the outline plan boundary. A Calgary Catholic School District (CCSD) high school and a Calgary Board of Education (CBE) middle school site are provided, in addition to a combined CBE elementary and CCSD K-9 school site with shared playfields. The size and composition of these schools have been reviewed and approved by the Site Planning Team.

### **Pathways and Bikeways**

Regional and local pathway systems have been provided to achieve active mode connectivity throughout the plan area, in addition to the sidewalks along the street network.

The regional pathway aligns with the intent of the Rangeview ASP by providing pedestrian and cycling connections both within the plan area and to destinations outside the plan area. The regional pathway runs along two primary north-south corridors and two east-west corridors. Local pathways strengthen the regional system and provide key linkages to local amenities, such as the Residents' Association site, the naturalized storm ponds and programmed parks. On-street bike lanes are located along collector roadways to ensure the east-west and north-west connections.

### **Land Use**

The subject site is currently designated Special Purpose – Future Urban Development (S-FUD) District. The intent of this district is to protect lands for future urban forms of development and density by restricting premature subdivision and development of parcels of land. The plan area is adjacent to the 147.71 hectare (365 acres) Seton Urban Centre, with its higher density land uses and regional amenities. This outline plan area proposes a gradual transition away from the Seton Urban Centre with highest densities adjacent to this regional commercial/employment centre and generally lowering densities as the distance from it increases.

The applicant has proposed a mix of Residential - Low Density Mixed Housing (R-G) District, Residential - Low Density Mixed Housing (R-GM) District, Multi-Residential – Low Profile (M-1) District and Multi-Residential – Medium Profile (M-2) District. These proposed residential land uses provide for a diversity of both low density housing forms and multi-residential developments. The land use districts proposed provide for a good mix of housing types, densities and transitions in density away from the Seton Urban Centre and supports the two future light rail transit (LRT) stations.

### **Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

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Low density housing forms are provided by the R-G and R-Gm Districts. The R-G and R-Gm Districts are both intended to allow a greater diversity of housing types in the form of single-detached, semi-detached, and row housing. The R-Gm District is identical to the R-G with the exception of excluding single detached dwellings as a permitted use.

Multi-residential developments are accommodated by the proposed Multi-Residential – At Grade Housing (M-G), Multi-Residential – Low Profile (M-1) District, Multi-Residential – Medium Profile (M-2) District, and the Mixed Use – Low Profile Support Commercial (M-X1) District. Mid-rise apartments and ground oriented townhouses are examples of products that can be accommodated in these land use districts.

The single commercial district, Commercial – Community 1 (C-C1) District, is located within the southwest Neighbourhood Activity Centre (NAC). Additionally, support commercial uses are accommodated in NAC 4 under the mixed-use M-X1 District.

Special Purpose – Urban Nature (S-UN) Districts are proposed in order to accommodate dedication of two reconstructed wetlands as Environmental Reserve, as well as Special Purpose – School, Park and Community Reserve (S-SPR) Districts to accommodate three future school sites with four schools, a linear community Union Park, neighborhood parks and a community association site.

A Special Purpose – City and Regional Infrastructure (S-CRI) District accommodates the future Light Rail Transit (LRT) parkade facility, while a Special Purpose – Recreation (S-R) District accommodates a site for the Residents' Association building.

### **Density**

The outline plan proposed provides for development that achieves both the Municipal Development Plan (MDP) and the Rangeview ASP minimum density and intensity targets (population and jobs). This will help to support the future transit infrastructure and community amenities within the community of Seton and the services provided in the Seton Urban Centre to the north. To achieve this, higher densities in the plan area are located within the Transit Station Planning Area (TSPA), along main collectors, and in the activity centres.

Aligned with the MDP, the Rangeview ASP requires that the minimum average residential density of 20 units per hectare (8 units per acre) is to be achieved for the overall community. The outline plan proposes an anticipated total of approximately 5,504 residential units. This equates to an anticipated density of 22.7 units per hectare (9.2 units per acre). The proposed intensity of 76.5 people and jobs per gross developable hectare exceeds the ASP's minimum community target of 60 people and jobs per gross developable hectare.

As identified in the Rangeview (ASP), northern portions of the outline plan area are covered by the Transit Station Planning Area (TSPA) overlay. Development policies in the TSPA emphasize pedestrian focused, compact urban setting with sufficient population and complementary uses to support the two future light rail transit stations and the services in the 147.71 hectare (365 acre) mixed use Seton Urban Centre. In order to achieve this, a minimum density target of 20 units per gross developable hectare (8 units per acre), and an intensity target of 100 people and jobs per gross development hectare are set within the TSPA.

## **Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

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Exceeding the minimum targets, the outline plan proposes an overall anticipated density of 38 units per gross developable hectare and an intensity of 118 people and jobs per gross developable hectare.

The minimum required intensity threshold within the NACs is 100 people and jobs per gross developable hectare. As proposed by the outline plan application, NACs 1 and 4 (at 87 to 153 people and jobs per gross developable hectare, 123-147 people and jobs per gross developable hectare respectively) have the potential to achieve and exceed the minimum intensity targets set out by the Rangeview ASP policies for each individual NAC. NACs 2 and 3 are not required to meet the minimum intensity target but must contribute to the achieving the overall community threshold.

### **Infrastructure**

#### ***Transportation Networks***

The regional street network consists of Deerfoot Trail SE bordering the western edge of the site, 212 Avenue bordering the southern edge of the site, 52 Street SE bordering the eastern edge of the site and Seton Drive SE to the north of the site.

As identified by the Rangeview ASP, permanent off-site infrastructure in the vicinity of the outline plan area will be required. The Province, City and the developer agreed to a funding proposal for the construction of the Deerfoot Trail SE and 212 Avenue SE interchange. The interchange is expected to be completed by 2019. The construction of 88 Street SE from south of Stoney Trail SE to south of 196 Avenue is planned to start in 2020.

A Transportation Impact Assessment (TIA) was completed in support of this application. The TIA identified that as a result of the proposed development, intersection improvements are required along 212 Avenue SE and along 88 Street SE in the interim for Seton 1C lands and lands east of the Rangeview ASP area. Also, Global and Local TIAs were reviewed by the City and determined the off-site and on-site transportation network requirements.

The internal streets within the community are planned as an effective rectilinear grid pattern road network, complemented by parks, schools, and major arterial streets at the community edges. Strong bicycle and pedestrian connections are supported by the modified grid network with the combination of five regional pathways, two multi-use pathways, and two streets with on-street bike lanes. Most streets adhere to the Complete Streets Policy. Customized road cross-sections are created for addressing specific active modes, such as wider 3.0 metre multi-use pathways, school requirements for mono-sidewalk, and dual-functional pathways along Union Park.

Existing transit services are available approximately 800 metres north along Front Street SE. The southeast LRT Green Line is planned for future extension to Seton, and the future Seton LRT station will be located just outside of the northwest corner of this community. Several community bus routes are expected to run through Seton 1C and east of the remaining Rangeview ASP area. Walking distance to transit stops will exceed the 90 percent target of 400 metres transit coverage.

## **Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

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### ***Utilities and Servicing***

The proposed outline plan is located within a Growth Management Overlay (Overlay) area which identifies that full servicing is not available. In light of this, an interim servicing solution has been developed to support the land use amendment application and Overlay removal for part of the outline plan. The properties along and to the west of Main Street SE can be serviced with the interim strategy; this represents less than half of the entire plan area. The remaining easterly portion of the outline plan cannot be serviced at this time and will be dependent on installation of the ultimate water feeder main, sanitary trunk main, storm trunk main, and outfall. At the time of this report, no funding for the installation of this public infrastructure has been identified or approved, so the timing of service availability is unclear. Land use approval for the affected portion of the plan will continue to be withheld until such time that the servicing is available.

The interim servicing strategy for the westerly portion of the plan has been developed, reviewed, and accepted by Administration to ensure the plan area can be adequately serviced until such time as the permanent infrastructure is installed. Water servicing will extend from the existing developed portion of Seton. Sanitary servicing will be directed to the existing sanitary trunk in Deerfoot Trail utilizing a temporary lift station and force main; capacity is available in the existing system to support this approach. When the ultimate sanitary trunk main is installed, the flow will be redirected so the temporary lift station can be removed. Storm water management involves a temporary storm pond that is sized to accommodate all drainage from the westerly portion of the plan area until such time as the ultimate pond can be constructed.

Emergency services will be provided from the nearby Seton Fire Hall, located north of the subject lands. It provides the seven minute fire coverage to the lands within the outline plan.

### ***Growth Management***

The Rangeview ASP includes a Growth Management Overlay (Overlay) policy in order to ensure the coordination of growth and the associated servicing and funding. The policy states that the Overlay should only be removed when solutions for municipally financed infrastructure and services have been determined.

The applicant elected to demonstrate that the existing sanitary trunk system capacity was sufficient to allow for the proposed development known as Seton Stage 1C West. Therefore, no additional City capital infrastructure would be required to facilitate this development, and no alternate funding and financing arrangements would be necessary in the interim, based on the population assumptions in the submitted interim sanitary servicing study for Seton Stage 1C West.

Administration will bring forward a report to the 2018 March 22 Priorities and Finance Committee of Council, to remove a portion of the Overlay for 76.42 hectares (188.8 acres) in support of the land use area.

## **Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

An Overlay will remain over the 172.21 hectare (425.5 acre) portion of the larger outline plan area. In order for further Overlay removal in the Rangeview ASP to be possible, investments in water and sanitary servicing, as well as transportation infrastructure will be required. None of these investments have been included in the current 2015-2018 Action Plan budget.

### **Stakeholder Engagement, Research and Communication**

#### ***Engagement***

There is no Community Association for this area. The closest community association of Auburn Bay was contacted, and they had no concerns or objections to the application. No letters from adjacent landowners or the general public were received.

No public meetings were conducted by the applicant or Administration in direct relation to this site-specific outline plan and land use redesignation.

#### **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)***

The subject lands are identified under Map 1 ‘Urban Structure’ of the Municipal Development Plan (MDP), as Future Greenfield area. The MDP provides guidance for the development of new communities through the policies of the Rangeview Area Structure Plan.

The proposed outline plan meets the MDP objectives (Section 3.6.2.), which include:

- providing a diversity of housing types;
- including Neighbourhood Activity Centres;
- locating multi residential developments near transit and open spaces;
- implementing a grid-based subdivision design pattern;
- providing multi modal connectivity for pedestrians, cyclists and transit riders; and
- protecting and integrating significant ecological elements into the plan.

##### ***Rangeview Area Structure Plan (Statutory, 2014)***

The subject lands are identified as “Community A” on Map 4: Communities and Neighbourhood Boundaries within the Rangeview ASP. This community is comprised of four neighbourhoods. As per the ASP, the proposed outline plan provides a complete community which includes a full range of housing types, commercial, recreational, institutional and public spaces.

## **Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

Map 4: Communities and Neighbourhood Boundaries of the Rangeview ASP also identifies the provision of Neighbourhood Activity Centres (NAC) within each of the four neighbourhoods. NACs are intended to provide neighbourhood focal points that contain a mix of transit supportive residential and non-residential uses, and are connected to their surrounding neighbourhoods by a network of active transportation modes. NACs, which align with the ASP policies, have been provided in each of the four neighbourhoods within the outline plan area.

### **Social, Environmental, Economic (External)**

#### **Social**

The continuation of development in the community of Seton will provide additional population to support the existing and planned amenities and services within the community and the adjacent commercial, retail, and employment district. The outline plan proposes a range and mix of housing types, densities and land uses which promotes socio-economic diversity, supports active transportation modes, and allows for more efficient use of land and public infrastructure.

#### **Environmental**

The proposed outline plan is located within a previously undeveloped 'greenfield' area. Historically, there has been limited agricultural uses on the property as has been identified through an Environmental Site Assessment report. However, no environmental concerns were identified.

#### **Economic (External)**

The proposed outline plan and associated land use amendment provide a future framework to provide a mix and intensity of uses that will enable a more efficient use of land and infrastructure 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 for the lands associated with the concurrent Land Use Amendment application.

### **Risk Assessment**

There are risks associated to recommending approval of the portion of the outline plan area, which still remains subject to a Growth Management Overlay as the leading capital infrastructure required for development is not currently in place or approved in the City capital

**Outline Plan in Seton (Ward 12) at multiple properties, LOC2017-0047**

budget. In the absence of a land use amendment application to implement the overall approved outline plan, the approved framework may become outdated. Depending on when the associated land use amendment application(s) are brought forward for Council approval, the approved outline plan may no longer align with current City policies and development standards for future greenfield growth.

Notwithstanding this perspective, Administration recognizes that the risks associated can be effectively dealt with at the time of future tentative plan and/or approval application processes. Also, conditions (Attachment 1) have been imposed with the approval of this outline plan application to ensure implementation of the approved outline plan still aligns with City standards and policies for development. As such, Administration is satisfied recommending approval of the proposed outline plan and associated land use application.

**REASON(S) FOR RECOMMENDATION(S):**

The proposed outline plan serves to implement the objectives of the Municipal Development Plan, which supports the efficient utilization of land and infrastructure by providing a framework for the future subdivision of new residential, commercial, and special purpose land use districts recommended in the associated land use application.

The proposed outline plan has been developed in accordance with the policies specified in the Rangeview Area Structure Plan. The plan provides four functional neighbourhoods supported by an efficient multi-modal transportation network. The residential areas provide densities and intensities that exceed the overall community targets. The result is a subdivision plan that allows for a variety of residential housing types complemented by schools, active and passive recreational open spaces, and neighbourhood focal points to provide a complete community.

**ATTACHMENT(S)**

1. Conditions of Approval
2. Subdivision Data Sheet
3. Proposed Outline Plan
4. Proposed Outline Plan – Road Cross Sections
5. Neighbourhood Context Map
6. Proposed Land Use Context Map
7. Proposed Land Use District Map
8. Context Map
9. Growth Management Overlay - ASP

## Conditions of Approval

### Planning:

1. The Outline Plan is approved subject to growth management infrastructure funding limitations. Prior to further land use approvals being issued within this Outline Plan area, the Growth Management Overlay removal area (Map 10 of the Rangeview Area Structure Plan) shall be amended.
2. With each Tentative Plan, the Developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.
3. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
4. If the total area for Roads and PUL dedication is over 30%, note that compensation will not be provided by The City for this over-dedication.
5. To create continuous pedestrian oriented streetscapes, the following lots abutting both a lane and fronting onto a street, shall only have direct vehicular access from that lane (no front drive garages), and that a restrictive covenant be registered against the titles of those lots to that effect:
  - R-G (Seton Circle SE, Seton Grove SE, Seton Gardens SE)
  - R-G (40 Street SE)
  - R-Gm (Main Street SE)
  - R-G (206 AV SE across from ER2)
  - R-G, R-GM (45 ST SE)
  - R-Gm (202 AV SE)
  - R-G (Setonstone Manor SE)
  - R-G (Union AV SE)
  - R-G (Setonedge Green SE)
6. A Public Access Easement Agreement and right of way plan, for all walkways identified on the approved Outline Plan, shall be executed and registered on title **concurrent with the registration of the final instrument**.
7. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for all semi-detached dwellings, row houses, or townhouses shall be executed and registered against the titles **concurrent with the registration of the final instrument**.
8. A uniform fence (with gates where appropriate) of high quality material requiring minimum maintenance, shall be provided at the Developer's expense where required, for parcels abutting Union Park (MR2, MR3), ER1 and ER2 parcels; the design of such fence shall be to the satisfaction of the Development Authority and Parks, at approval of the construction drawing stage.
9. If a Residents Association is formed, it shall be comprised of all residents in the community and all impacted titles within the plan area shall have an encumbrance



## Conditions of Approval

registered on title identifying the financial and maintenance responsibility of said parcels to the Residents Association, all to the satisfaction of the Subdivision Authority and the Director, Parks.

10. The Developer is responsible for all costs associated with the road closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
11. The Developer shall enter into a Land Purchase Option Agreement with The City for the acquisition of the lands required for the S-CRI "park and ride" parcel on Seton Way SE for the future light rail transit (LRT) parking structure, **prior to approval of the affected Tentative Plan.**

### Development Engineering:

12. At the time of approval, this Outline Plan contains a large area that is affected by the Growth Management Overlay (GMO). The properties along and to the west of Main Street SE can be serviced with an interim servicing strategy. The remaining easterly portion of the Outline Plan cannot be serviced until the ultimate water feeder main, sanitary trunk main, storm trunk main, and outfall have been installed to service these lands. **Prior to approval** of any further Land Use, Subdivision, or Development applications (including Stripping and Grading) for the easterly portion of the plan area, the ultimate servicing must be resolved to the satisfaction of the Director of Water Resources and the GMO removal approved by Council. Conditions of Approval may be added, removed, or modified at the Tentative Plan application stage to reflect the outcomes of the GMO removal process.
13. All technical details and reports associated with this Outline Plan have been accepted on a conditional basis referencing the guidelines and standards of the day. The Developer is responsible to update all such details and reports as may be required at the time of development/construction to reflect the applicable requirements at that time. The Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development. If such an update impacts the layout during the review of the detailed engineering construction drawings, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.
14. This Outline Plan contains several ponds and constructed wetlands to manage stormwater, however, the entire plan area cannot be developed until such time that the ultimate servicing is available. The Staged Master Drainage Plan (SMDP) developed for this Outline Plan has an expiry date of 5 years from the date of the Outline Plan approval because guidelines, standards, and regulations may change from time to time. If subdivision and construction of any given pond/wetland and its associated catchment area does not commence within 5 years of approval, the Developer shall be required to update the SMDP as may be deemed appropriate, to the satisfaction of the Manager of Infrastructure Planning. If such an update impacts the layout or size of the ponds/wetlands, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.

## Conditions of Approval

Please note that the subject plan area is within the Bow River drainage catchment. Based on the Rangeview Master Drainage Plan stormwater discharge is limited to 2.78 L/s/ha for sizing stormwater management facilities. At the time of Outline Plan approval, volume controls were voluntary in this catchment. Until City-wide volume control targets are finalized through the stormwater target studies, it is advised that the applicant be flexible with the design of the storm ponds to consider a 40 mm runoff volume target which may be applied in the future at the time of development of the affected ponds/wetlands.

15. **Prior to approval of the first Tentative Plan**, the Rangeview Master Drainage Plan (MDP) must be amended to the satisfaction of the Manger of Infrastructure Planning. The Developer will be responsible for any additional conditions identified as part of the acceptance of the final report and the ultimate storm trunk design.
16. **Prior to approval of the first Tentative Plan**, finalize the Staged Master Drainage Plan (SMDP) by addressing any comments/details that may be outstanding to the satisfaction of the Manger of Infrastructure Planning. The finalized SMDP must adhere to the approved amended Master Drainage Plan noted above. The Developer will be responsible for any additional conditions identified as part of the acceptance of the final report. In the event that the pond / wetland sizes are required to change, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary.
17. **Prior to approval of the first Tentative Plan**, finalize the Sanitary Servicing Studies (interim and ultimate conditions) by addressing any comments/details that may be outstanding to the satisfaction of the Manger of Infrastructure Planning. The Developer will be responsible for any additional conditions identified as part of the acceptance of the final report(s).
18. **Prior to approval of the affected Tentative Plans**, submit the pond report for the relevant storm pond or constructed wetland to the satisfaction of the Manger of Infrastructure Planning. This is required to confirm the size and shape of the required Public Utility Lot and/or Environmental Reserve based on the design requirements at that time.

For constructed wetlands that are to be designated and zoned as Environmental Reserve (ER), the report shall clearly demonstrate that it can be designed to meet the current design guidelines/standards for a wetland. If the wetland standard is not achievable, it shall be revised to a conventional storm pond with the appropriate Land Use and Public Utility Lot designations.

In the event that a pond/wetland size and/or shape are required to change, it is the Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the Outline Plan for the affected portions if necessary. The Developer will be responsible for any additional conditions identified as part of the acceptance of the final reports.

19. The interim servicing strategy noted above includes a temporary sanitary sewer lift station and force main. The Developer is responsible for:

## Conditions of Approval

- The construction and ongoing maintenance and operation of the temporary lift station (including emergency protocol / response) to the satisfaction of the Director of Water Resources until such time as the permanent connection to the 212 Avenue trunk main is constructed. At the time of Outline Plan approval, there is no confirmed budget or timeline identified for the construction of the trunk main.
  - Providing continuous flow monitoring at the Mahogany Lift Station and the Cranston Chamber for the life of the interim servicing to confirm the anticipated flows in the model.
  - If flows exceed anticipated values, take additional measures as necessary to reduce the potential of trunk surcharge (including but not limited to a cap on sanitary discharge volumes).
  - Making the connection to the trunk main as soon as it becomes available and redirect the affected sewer flows accordingly to the satisfaction of the Director of Water Resources. All costs associated with the ultimate connection to the trunk main along with the decommissioning and removal of the temporary infrastructure is the responsibility of the Developer.
20. **Prior to approval of the first Tentative Plan**, submit a pre-design report for the temporary lift station to the satisfaction of the Manger of Infrastructure Planning. The lift station shall be designed to meet City standards and operational/reliability requirements, and also consider the surrounding uses. The pre-design report shall clearly identify the size, type, and location of the lift station so that it can be determined how much space is required, how it will be protected/integrated with adjacent development, how it will be accessed for maintenance, what easements and/or right-of-ways are required, etc.
21. This Outline Plan is dependent on a temporary stormwater pond near the intersection of Deerfoot Trail SE and 212 Avenue SE. **Prior to approval of any Tentative Plan or development east of Seton Way SE**, provide confirmation of the final permanent stormwater solution to the satisfaction of the Manger of Infrastructure Planning. Construction of the permanent stormwater pond (and associated infrastructure) and dedication of the associated public utility lot and easements shall be undertaken concurrently with the first subdivision development east of Seton Way S.E., or before September 30, 2020; whichever comes first.
- Should the permanent pond be constructed in the same location as the temporary pond, the storm pond and surrounding lands will be zoned and dedicated as a public utility lot (PUL). Municipal Reserve owing on the PUL shall be addressed in the Ricardo Ranch ASP through a deferred reserve caveat (DRC). The DRC will be registered on the Ricardo Ranch lands concurrent with the PUL dedication. The Developer shall enter into a Development Agreement for the construction of the pond and payment of all development levies and charges.
22. The Developer is responsible for the ongoing maintenance and operation of the temporary stormwater pond (noted above) to the satisfaction of the Director of Water Resources until such time as the permanent pond is constructed. No Construction Completion Certificates will be issued for the pond until the permanent pond is constructed to meet City standards.

## Conditions of Approval

23. The stormwater ponds and constructed wetlands included within this Outline plan will include Public Utility Lots (PUL) for the inlet and outlet pipes, control structures, and oil/grit separators. Any large oil/grit separators are required to be located within a PUL to avoid conflict with other utility (or tree) line assignments within the road and to ensure regular maintenance activities will be safe for the operators and not impact traffic flow. **Prior to approval of the affected Tentative Plan(s)**, a preliminary design and report shall be submitted to the satisfaction of Water Resources and Parks for the proposed infrastructure to determine the exact PUL size and configuration. The PUL shall be sized to allow for adequate space around all underground infrastructure for the required excavation. The Developer is responsible for making the adjustments to the Land Use boundaries as may be required, and if the adjusted PUL impacts a municipal reserve (MR) site, the loss of MR shall be reallocated elsewhere within the plan.
24. **Prior to approval of the affected Tentative Plan(s)**, provide a road design plan and revised cross section for 45 Street north of 212 Avenue for the Modified Primary Collector standard and transition area to the Modified Collector standard. The road design must meet the minimum Fire Access standards of 6.0m clear pavement width with no parking, or 7.7m with parking on one side, or removal of the proposed median. If a widened cross section is required to keep both the median and parking, the Developer shall provide the extra road allowance as necessary.
25. The proposed cross section for 45 Street south of Seton Passage SE for the Modified Primary Collector standard and transition area to the Modified Collector standard shall be designed (at the construction drawing stage) to have a mountable median (low profile rolled curb). The purpose of this is to facilitate adequate space for firefighting purposes and therefore it is required to support a minimum 38,556kg/85,000 lbs load.
26. At the time of construction drawing submission for all subdivision applications, all road cross sections shall be reviewed to confirm they meet the minimum Fire Access Standards (including but not limited to a minimum of 6.0m clear pavement width that is unencumbered by parking or other obstructions). Any roads found to be deficient shall be amended accordingly.
27. Throughout the phased construction of the development, each construction phase must meet the minimum fire access standards. Any group of dwelling units of 100 or more require 2 accesses, and 600 or more require 3 accesses.
28. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report:
  - Geotechnical Report, prepared by McIntosh-Lalani Engineering Ltd. (File No M-L 7000), dated February 11, 2015.
29. **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.

## Conditions of Approval

30. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
31. **Prior to endorsement of any Tentative Plan and/or prior to release of a Development Permit**, execute a Development Agreement. 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](mailto:urban@calgary.ca).
32. 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:
  - 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 and along the boundaries of the plan area.
  - c) Construct the underground utilities and surface improvements within the west half of 52 Street SE (Divided Urban Boulevard) along the east boundary of the plan area.
  - d) Construct the underground utilities and surface improvements within the full width of 212 Avenue S.E. (Divided Arterial) along the south boundary of the plan area between Deerfoot Trail S.E. and Seton Way S.E.
  - e) Construct the underground utilities and surface improvements within the north half of 212 Avenue S.E. (Divided Arterial) along the south boundary of the plan area.
  - f) Construct the underground utilities and surface improvements within the full width of Seton Avenue S.E. along the west/north boundary of the plan area.
  - g) Construct the underground utilities and surface improvements within the east half of Seton Way (Divided Arterial) along the west boundary of the plan area.
  - h) 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.
  - i) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots and public utility lots where they abut 212 Avenue S.E. and 52 Street S.E. along the boundary of the plan area.
  - j) Construct the MSR/MR within the plan area.

## Conditions of Approval

- k) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks.
- l) Rehabilitate the portions of any public and/or private lands or infrastructure that are damaged as a result of this development, all to the satisfaction of the City of Calgary.

### Transportation:

- 33. **Prior to approval of the first Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved by Directors, Roads and Transportation Planning for:
  - At-grade intersections of 212 Avenue and Seton Way SE;
  - Connection from the interchange of 212 Avenue SE and Deerfoot Trail SE to Seton Way SE;
  - This above connection should be built and opened with the opening of the Deerfoot Trail interchange.
- 34. **Prior to approval of the related Tentative Plan**, a technical review on the cross section of 212 Avenue SE from Main Street SE to 52 Street SE and 45 Street SE from 206 Avenue and 212 Avenue shall be provided to the satisfaction of Transportation Planning. A 46.5 m road right-of-way for 212 Avenue SE may be required to accommodate future surrounding development.
- 35. A Traffic Noise Analysis Report for the development adjacent to 52 Street SE and 212 Avenue SE, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, and including finalized lot and building grades, shall be submitted to Transportation Planning for approval.
- 36. A guardrail warrant analysis along 212 Avenue SE and 52 Street SE adjacent to the proposed storm water ponds shall be provided at the related Tentative Plan stages.
- 37. No direct vehicular access shall be permitted to or from 52 Street SE, 45 Street SE, Union Avenue SE, Seton Avenue SE, 202 Avenue SE, 212 Avenue SE, Setonedge Grove SE between 202 Avenue SE and 206 Avenue SE and Main Street from all R-G and R-GM residential properties and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
- 38. Accesses to 52 Street SE from Setonedge Gate S.E and Setonedge View SE are restricted to right turns in and out only and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
- 39. 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).
- 40. **Prior to endorsement of the affected Tentative Plan**, if the connection to 212 Avenue SE is not constructed or open, two access points (defined as intersections or roundabouts

## Conditions of Approval

that provide direct access into or out of an area for vehicular traffic) are to be provided to an “available” regional transportation network infrastructure for any new residential, commercial or industrial areas. “Available” is defined as follows:

- The ability to construct or contribute towards construction of a regional transportation network infrastructure required to provide connection to the Tentative Plan; and
  - The ability to construct or contribute towards construction of a pedestrian/active modes system to service the Tentative Plan.
41. All roads and intersections (including roundabouts) shall be designed and constructed at the expense of the Developer and to the satisfaction of Directors, Roads and Transportation Planning.
  42. The temporary pond shall not encroach into the City right-of-way, and shall be designed to the satisfaction of Roads and Transportation Planning.
  43. In conjunction with the construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning.
  44. In conjunction with each Tentative Plan, Transit service shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning
  45. The Developer shall provide, at their cost, a standard/architecturally compatible transit patron waiting amenity at the bus zone.
  46. All pedestrian walkways identified for achieving Transit walking distances shall be 3.0 metres wide, paved and lighted.
  47. Proper transitions from/to bike lanes to/from regional pathways/multi-use pathways shall be provided to the satisfaction of the Directors of Roads and Transportation Planning.
  48. Curb extensions shall be provided at the following intersections to increase safety at the adjacent schools:
    - Main Street SE and Seton Avenue SE
    - Main Street SE and Union Avenue SE
    - 202 Avenue SE and 45 Street SE
    - 206 Avenue SE and 45 Street SE
    - 206 Avenue SE and 48 Street SE
  49. **Prior to the Endorsement of the applicable Tentative Plan**, the Developer shall provide a Letter of Credit for pedestrian-activated crossing signals at 45 Street SE between the future sidewalk (Access Easement) and Union Avenue SE. An enhanced mid-block pedestrian crossing with raised crosswalks shall also be provided to create pedestrian friendly connections along Union Park. 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. A refund could be discussed at development permit stage if the pedestrian connection at the mid-block crossin no longer anticipated or required.

## Conditions of Approval

### Parks:

50. The wetland(s) identified within the Outline Plan area is subject to The City of Calgary's Calgary Wetland Conservation Plan (the "Plan") and its "no net loss" policy. 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 provide the City of Calgary Parks department 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
51. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide a copy of the Water Act approval from Alberta Environment to The City of Calgary Parks department.
52. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.
53. The Developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed reconstructed wetland/storm pond to both Water Resources and Parks for review and approval. The ER wetland designation must meet habitat function, depth, and water quality and quantity criteria as per the City and AEP requirements.
54. All stormwater related infrastructure that is required to handle drainage from private lots (including pipes, oil grit separators, catch basins and concrete swales, etc.) shall be located in PUL, road right of way(s) or on private property and not on MR or ER lands throughout the entire Outline Plan area.
55. 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.
56. Point source drainage (including pipes, splash pad, etc) from development sites shall not be permitted into MR/MSR extents unless otherwise approved by Parks. Sheet flow drainage or its equivalent towards MR or ER extents shall be reviewed on a case by case basis, and will only be accepted if the run off is required to supplement the wetland habitat, or unless sufficient mitigation measures are implemented to the satisfaction of the Director of Calgary Parks.
57. **Prior to the approval of the affected Tentative Plan**, finalized concept plans for all MR and MSR sites shall be submitted for Parks' review and approval. Concept plans reviewed at the outline plan stage may be subject to changes upon the request from Parks during the review of finalized plans and/or during the review of landscape construction drawings.



## Conditions of Approval

58. An Optional Amenity Agreement or its equivalence will be required for each park that is designed with standards above what are listed in Parks development Guidelines and Standard Specifications.
59. If a community entry feature is proposed on ER land, relocate it to outside of the ER boundary or submit a land use amendment application for an appropriate land use to accommodate the entry feature at the proposed location. Community entrance features on MR lands will be subject to the approval of Parks.
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, Calgary Parks.
61. The Developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve to protect public lands **prior to the commencement of any stripping and grading related to the site** and during all phases of construction. Contact the Parks Development Inspector (Office 403-268-1348 or Mobile 403- 804-9417) to approve the location of the fencing prior to its installation.
62. **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.
63. When a regional pathway is also to be used as a service vehicle access road, the pathway is to be constructed to a Residential Road standard so that the pathway can support the weight of maintenance vehicles.
64. The Low Impact Development (LID) component drainage is not to conflict with the pathways in any part of the subdivision.
65. **Prior to the approval of the affected Tentative Plan**, it shall be demonstrated through concepts and cross-sections that the local and regional pathways around the wetland complex are located outside of the high water line.
66. 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 setback requirements, to the satisfaction of the Director, Parks.
67. **Prior to approval of the affected Tentative Plan and construction drawings**, the width of the west boulevard area shall be increased by an additional 0.6 metres for the proposed cross sections for 45 Street SE (from Seton Avenue SE to 212 Avenue SE). The purpose of this is to ensure adequate width for the planting zone and to provide buffering for the regional pathway proposed on the west side of 45 Street SE.
68. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.

**Subdivision Data Sheet**

	HECTARES	ACRES
GROSS AREA OF PLAN	248.63	614.37
LESS: ENVIRONMENTAL RESERVE	6.6	16.31
<b>GROSS DEVELOPABLE AREA</b>	<b>242.03</b>	<b>598.07</b>

LAND USE	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)
R-G (Residential)	93.71	231.56	3273	-
R-Gm (Residential)	8.86	21.89	343	-
M-1 (Multi-Residential – Low Profile)	21.68	53.57	16	1285
M-2 (Multi-Residential – Medium Profile)	2.14	5.29	1	264
M-G (Multi-Residential – At Grade Housing)	4.50	11.12	3	222
MX-1 (Multi-Residential – Low Profile Support Commercial))	0.96	2.37	1	118
<b>Total Residential</b>	<b>131.85</b>	<b>325.80</b>		<b>5504</b>
C-C1 (Commercial)	1.21	2.99	1	-
S-R (Non-Residential)	1.21	3.0	1	-

	HECTARES	ACRES	% OF GROSS DEVELOPABLE AREA
ROADS (CREDIT)	69.22	171.05	27.84
PUBLIC UTILITY LOT (S-CRI)	8.04	19.87	3.23
<b>TOTAL</b>	<b>77.26</b>	<b>190.92</b>	<b>31.08</b>

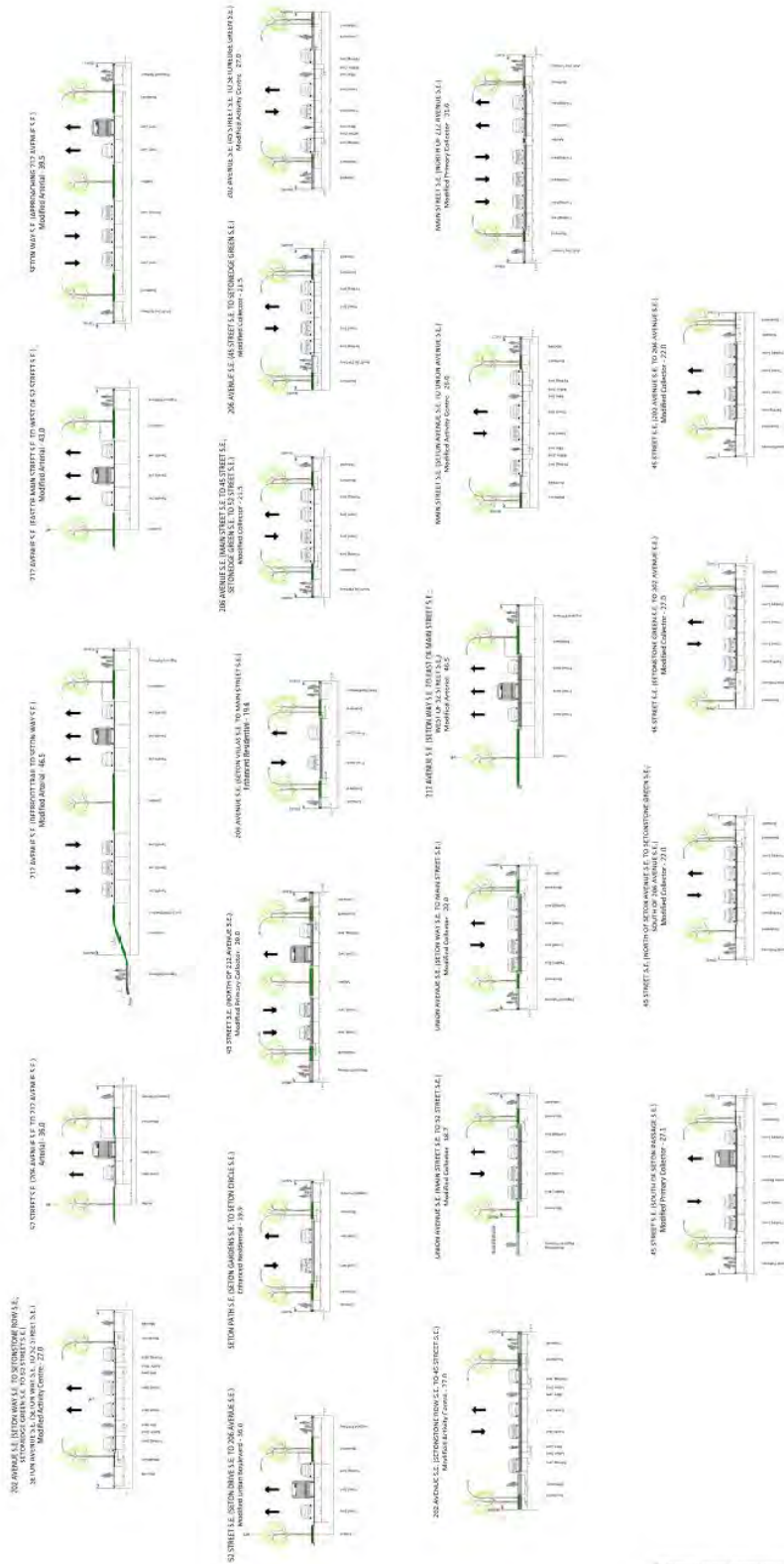
RESERVES	HECTARES	ACRES	% OF GROSS DEVELOPABLE AREA
MR (S-SPR)	10.63	26.27	4.28
MSR (S-SPR)	19.87	49.10	7.99
<b>TOTAL</b>	<b>30.5</b>	<b>75.37</b>	<b>12.27</b>

# Proposed Outline Plan



### Proposed Outline Plan – Road Cross Sections

#### MODIFIED ROAD CROSS SECTIONS



NO.	DATE	DESCRIPTION
1	12/15/18	ISSUED FOR PERMIT
2	12/15/18	ISSUED FOR PERMIT
3	12/15/18	ISSUED FOR PERMIT
4	12/15/18	ISSUED FOR PERMIT
5	12/15/18	ISSUED FOR PERMIT
6	12/15/18	ISSUED FOR PERMIT
7	12/15/18	ISSUED FOR PERMIT
8	12/15/18	ISSUED FOR PERMIT
9	12/15/18	ISSUED FOR PERMIT
10	12/15/18	ISSUED FOR PERMIT

**URBAN SYSTEMS**  
1000 15th Street, NW  
Atlanta, GA 30309  
Phone: 404.525.1100  
Fax: 404.525.1101  
www.urban-systems.com

ISSUED FOR PERMIT  
DATE: 2018/12/14  
PROJECT: SETON OUTLINE PLAN  
SHEET: 2 OF 2  
SCALE: 1/8" = 1'-0"  
PLN-OP-02

#### SETON OUTLINE PLAN - STAGE 1C - MODIFIED ROAD CROSS SECTIONS

Brookfield  
CITY OF CALDWAY

Port of S.E. 16 22 20 4 and Parts of N.W., N.E., S.W., E.E. 16 22 20 4

# Neighbourhood Context Map



LOCATION PLAN  
N.T.S.

LEGEND

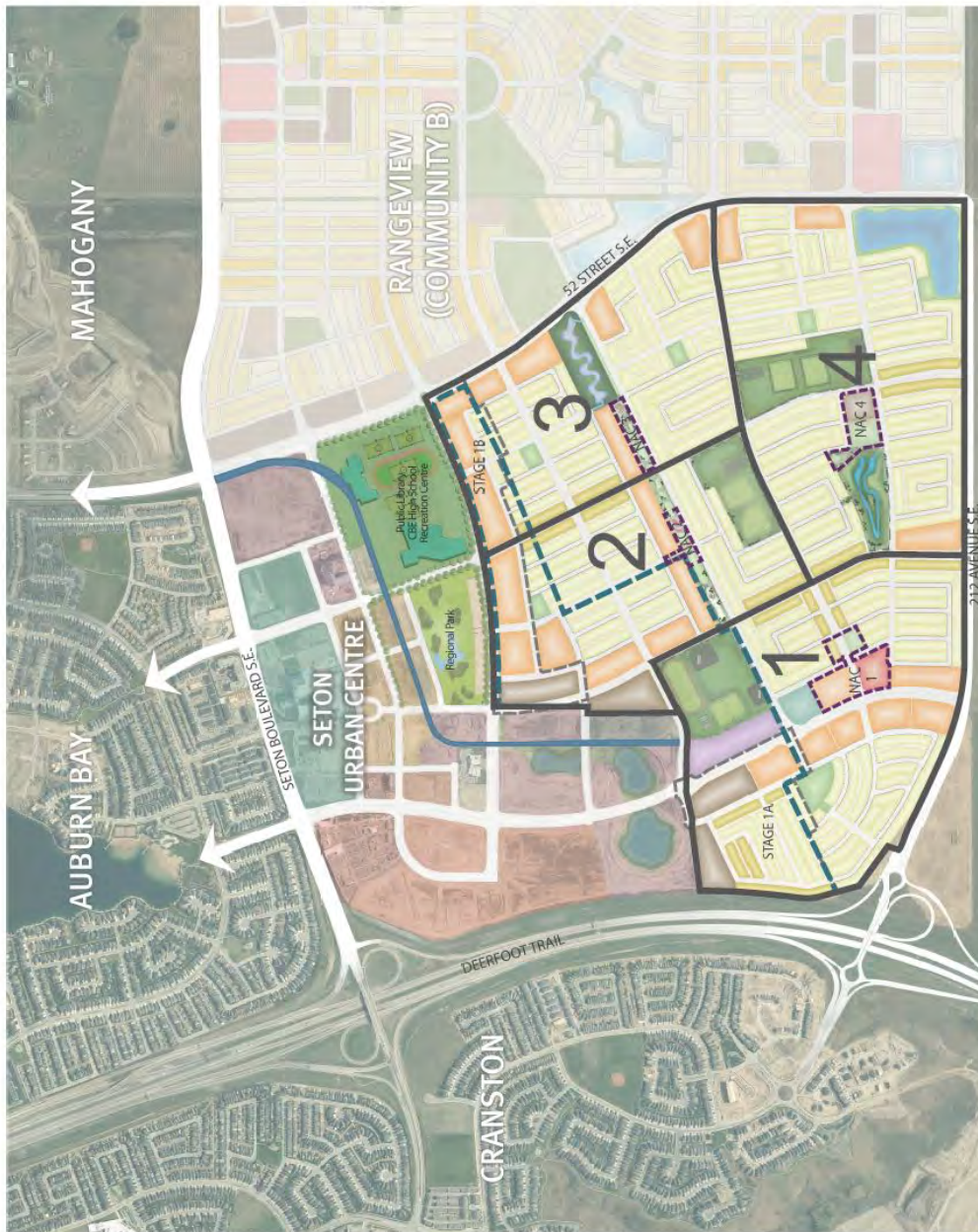
- NEIGHBOURHOOD BOUNDARY
- - - TSFA BOUNDARY
- - - MAC BOUNDARY

**URBAN**  
DEVELOPMENT

2018-01-17  
2018-01-17  
NEIGHBOURHOOD CONTEXT PLAN

FIG-NBH-01

Scale: 1:4000



SETON NEIGHBOURHOOD CONTEXT PLAN - STAGE 1C  
Part of S.E. 16-22-234 and Parts of N.W., N.E., S.W., S.E. 16-22-234



# Proposed Land Use Context Map

**CONTEXT PLAN**

**LAND OWNERSHIP**

**LAND USE LEGEND**

- UNDEVELOPED LAND
- LAND IN TRANSITION
- LAND UNDER DEVELOPMENT
- LAND UNDER CONSTRUCTION
- LAND UNDER ACQUISITION

**LAND USE STATISTICS**

Land Use Category	Area (sq. m)	Area (sq. ft)	Area (acres)
UNDEVELOPED LAND	1,234,567	1,345,678	33.6
LAND IN TRANSITION	2,345,678	2,545,678	63.1
LAND UNDER DEVELOPMENT	3,456,789	3,745,678	93.1
LAND UNDER CONSTRUCTION	4,567,890	4,945,678	123.1
LAND UNDER ACQUISITION	5,678,901	6,145,678	153.1

**URBAN BYLAWS**

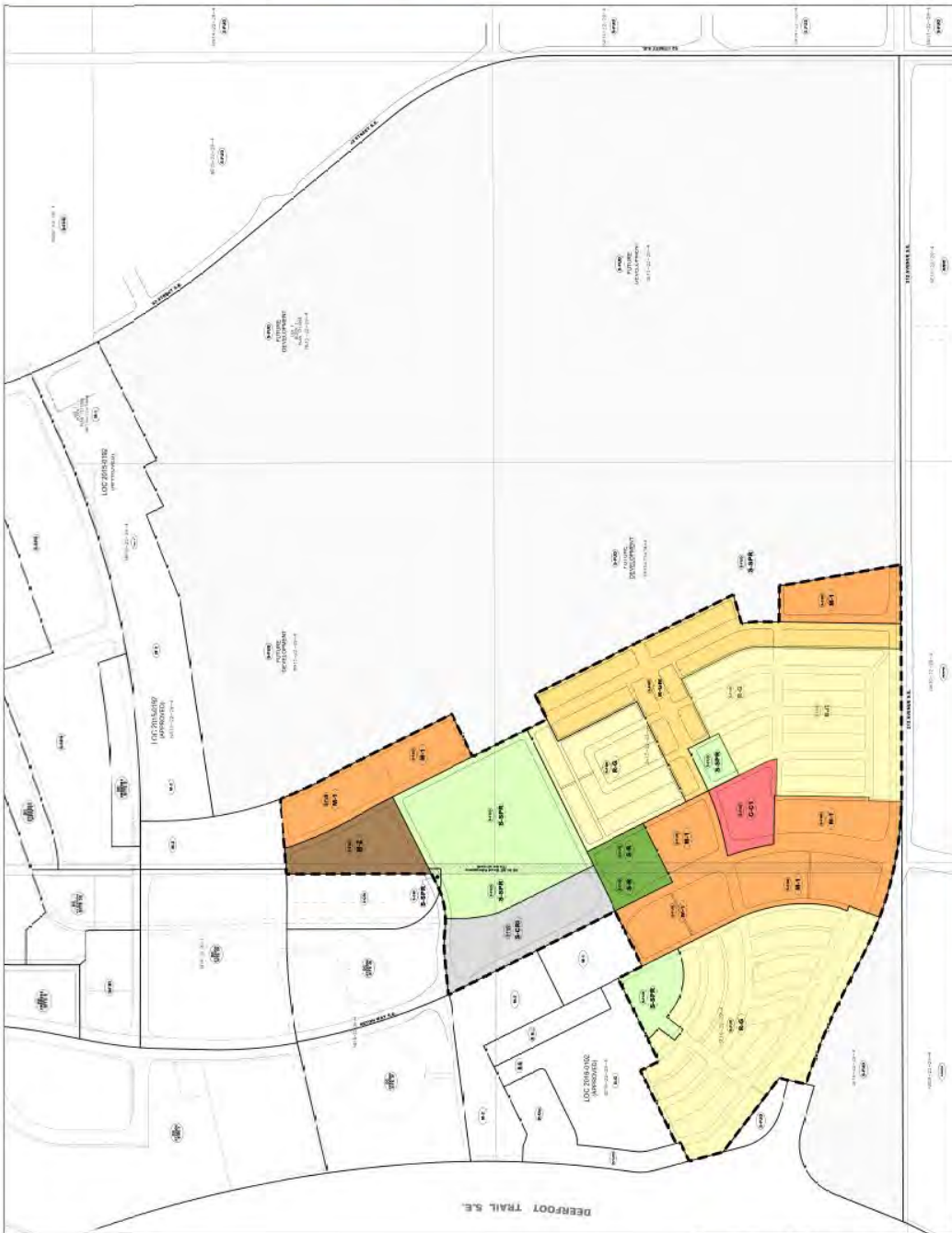
BYLAW 1234567

DATE: 2018-01-01

SHEET 3 OF 3

PLN-LU-01

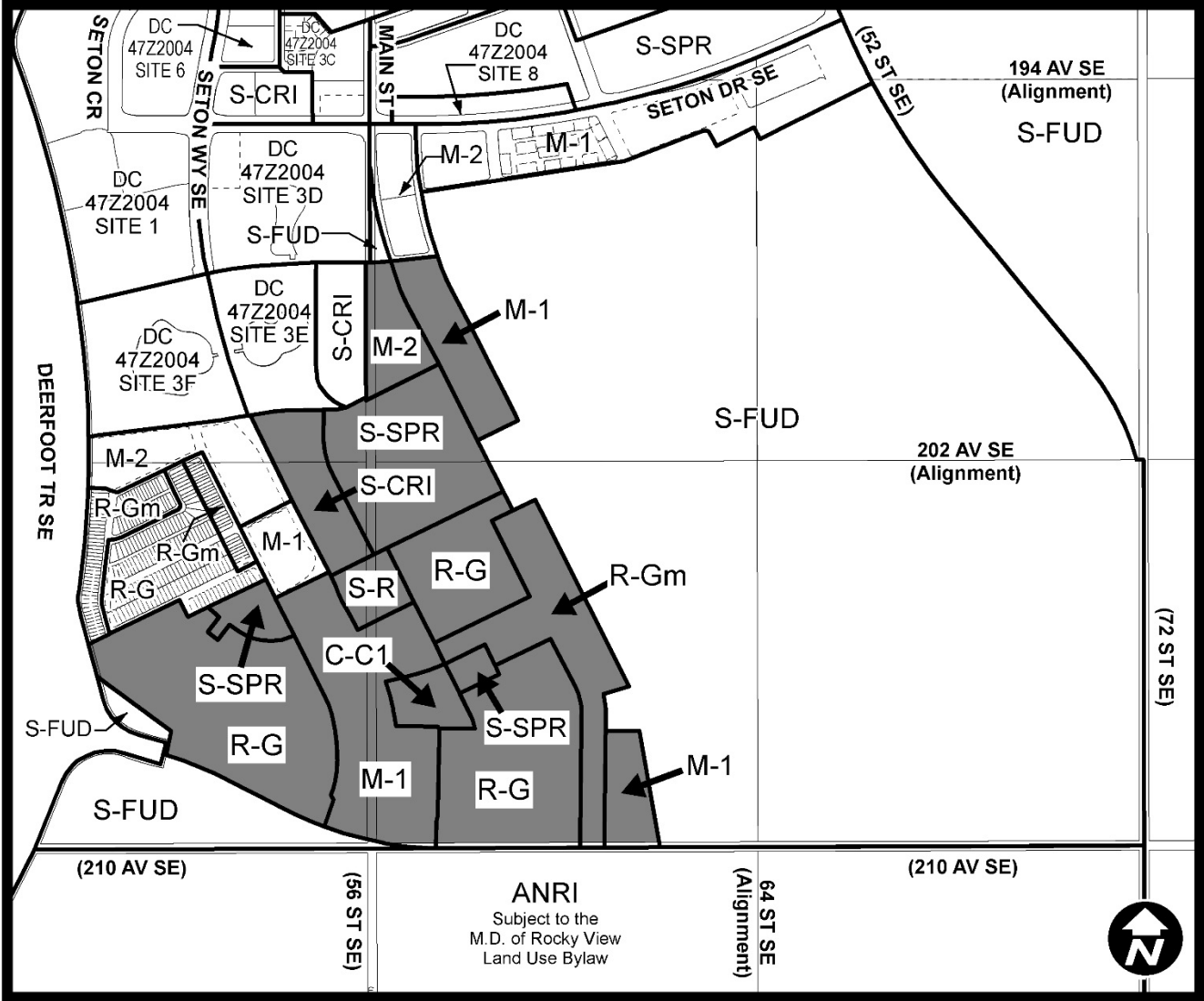
Scale: 1:5000



**SETON LAND USE AMENDMENT PLAN - STAGE 1C**

Part of S.E. 16-22-29-4 and Parts of N.W. 16-22-29-4

Proposed Land Use District Map



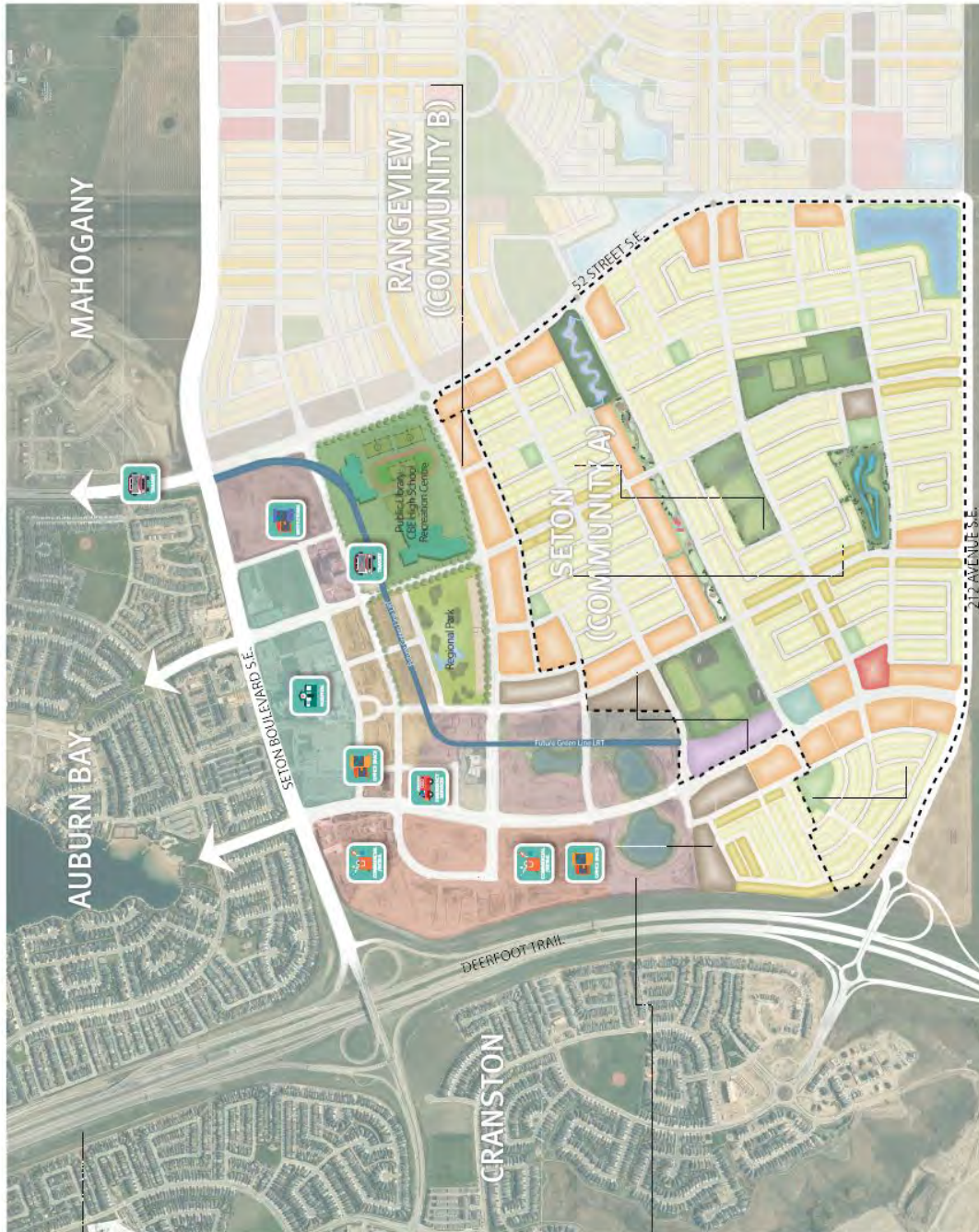
### Proposed Land Use Context Map



LOCATION PLAN  
N.T.S.

LEGEND  
- - - OUTLINE PLAN BOUNDARY - 1C

**URBAN PLAN**  
3028.02/4.02  
Date: 2018/02/22  
CONTEXT PLAN  
FIG-CXT-01  
Scale: 1:4000



SETON CONTEXT PLAN - STAGE 1C  
Part of S.E. 16-22-28-4 and Parts of N.W. 16, N.E. 8, W. S.E. 15-22-28-4

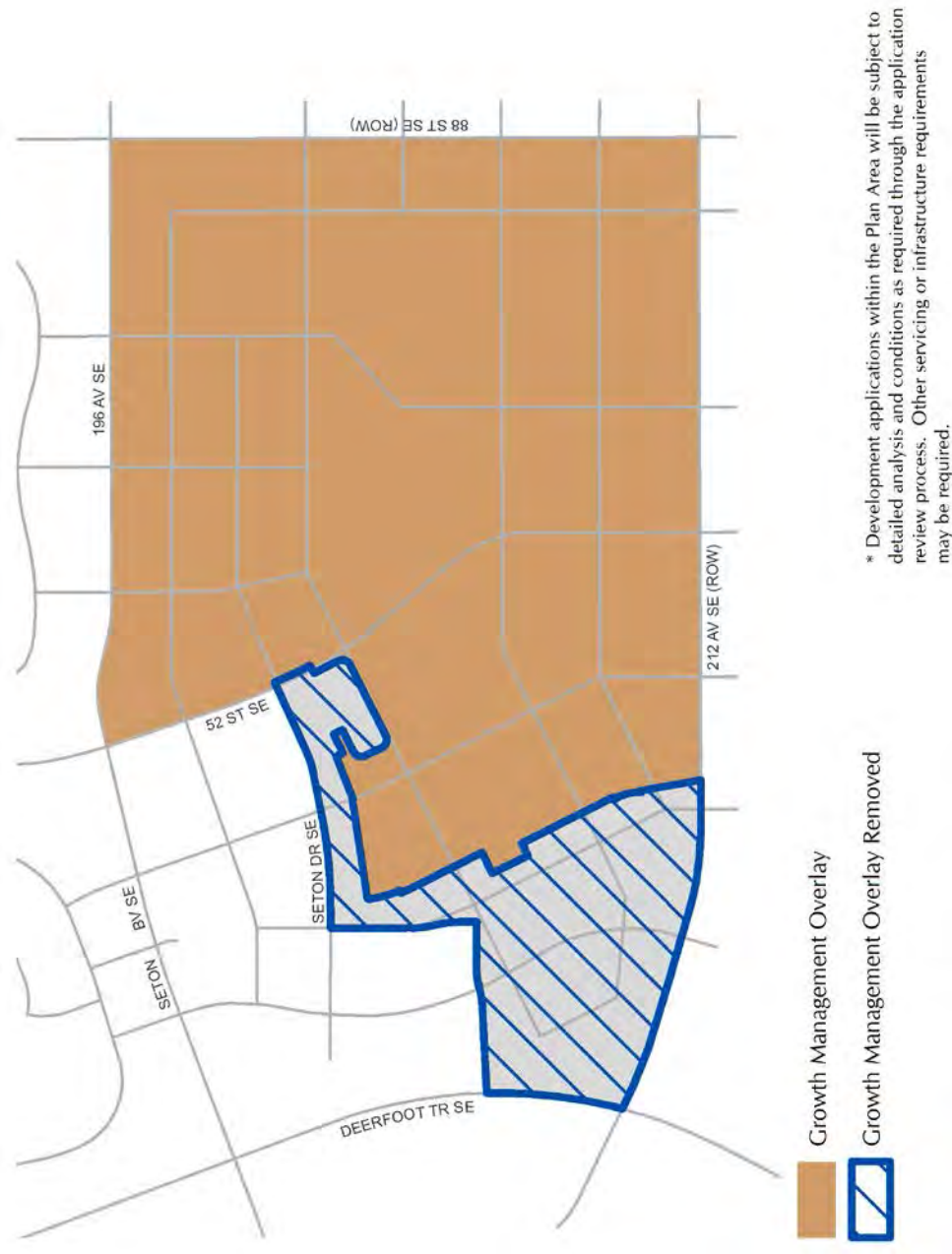
**Brookfield Residential**  
CITY OF CALGARY



**Proposed Amendment to the Rangeview Area Structure Plan  
presented to Council in PFC2017-0240**

1. Delete the existing Map 10 entitled “Growth Management Overlay” and replace it with revised Map 10 entitled “Growth Management Overlay” (Schedule A).
2. Under section 8.2(2) titled Growth Management, Policies, delete the following text “Outline Plan”.

Schedule A  
Revised Map 10 – “Growth Management Overlay”





A grayscale silhouette of a surveyor wearing a wide-brimmed hat and a jacket, standing next to a tripod-mounted surveying instrument. The surveyor is looking through the instrument's eyepiece. The instrument has a circular level at the top and a vertical staff. The surveyor's legs are visible, and they appear to be wearing gaiters or tall boots.

**Calgary Planning Commission 2018 March 08**

**Item 5.07**



Planning & Development Report to  
Calgary Planning Commission  
2018 March 08

ISC: UNRESTRICTED  
CPC2018-0247  
Page 1 of 14

## Development Permit in Sunnyside (Ward 7) at multiple properties on 2 Avenue NW (DP2017-3511)

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### EXECUTIVE SUMMARY

This application was submitted by Casola Koppe on 2017 August 1 on behalf of Russell RED. The application proposes a new multi-residential development including:

- a total of 56 residential units (27 one-bedroom, 26 two-bedroom and 3 three-bedroom units);
- five storeys (16 metres);
- a total of 61 parking stalls including 6 visitor and 4 barrier free stalls; and
- a financial contribution to the local improvement fund in keeping with the bonusing provisions identified in the *Hillhurst/Sunnyside Area Redevelopment Plan*.

The proposed development is consistent with applicable City policies including those of the *Municipal Development Plan (MDP)*, the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* and the *Transit Oriented Development Policy Guidelines (TOD Guidelines)*. The proposal also aligns with the intent of the Direct Control District which references the Multi-Residential – Contextual Medium Profile (M-C2) District of Land Use Bylaw 1P2007.

### ADMINISTRATION'S 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 DP2017-3511 of a New: Multi-Residential Development (1 building) at 916, 918, 920, 922 and 926 – 2 Avenue NW (Plan 2448O, Block 11, Lots 28 to 34), with conditions (Attachment 2), subject to Council giving second and third reading of Bylaw 291D2017.

### PREVIOUS COUNCIL DIRECTION / POLICY

At the 2017 September 11 Combined Meeting of Council, it was moved by Councillor Farrell; Seconded by Councillor Carra, that the Calgary Planning Commission Recommendations contained in report CPC2017-293 be adopted, after amendment, as follows:

That Council:

1. Adopt the proposed redesignation of 0.53 hectares ± (1.30 acres ±) located at 916, 918, 920, 922 and 926 – 2 Avenue NW (Plan 2448O, Block 11, Lots 28 to 34) from Multi-Residential – Contextual Grade-Oriented (M-CGd72) District to DC Direct Control District to accommodate multi-residential development, in accordance with

### **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

Administration's recommendation;

2. Give first reading only to the proposed Bylaw 291D2017; and
3. WITHHOLD second and third readings pending the tentative approval of a Development Permit by Calgary Planning Commission, with particular regard to the following:
  - a. Improved and more sensitive transition to low-density residential and M-CG designated parcels,
  - b. Mitigation of overlooking issues to adjacent parcels,
  - c. Improved material differentiation and durability, in accordance with the Hillhurst/Sunnyside Area Redevelopment Plan, and
  - d. Facade articulation and grade-level interfaces that promote the pedestrian-scale vision of the Hillhurst/Sunnyside Area Redevelopment Plan.

### **BACKGROUND**

On 2017 March 23, a land use amendment application was submitted to redesignate the subject site (916, 918, 920, 922 and 926 – 2 Avenue NW) from M-CGd72 District to DC Direct Control District to allow for a new multi-residential development. The Direct Control, based on the rules of the Multi-Residential – Contextual Medium Profile (M-C2) District, allows a maximum floor area ratio of 2.5 through density bonusing.

On 2017 July 13, Calgary Planning Commission recommended that Council adopt the proposed land use amendment.

On 2017 August 1, 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 September 11, City Council gave first reading to the proposed redesignation (Bylaw 291D2017). As identified above, Council provided a specific direction regarding the proposed development and withheld the second and third readings of the Bylaw 291D2017 pending a conditional approval of the development permit.

### **Site Context**

The proposal is located within the northwest inner-city community of Sunnyside. The site is located within an area predominantly designated Multi-Residential – Contextual Grade-Oriented (M-CGd72) District. Surrounding development consists of a mix of multi-residential dwellings and single detached housing, as well as commercial development to the southwest. Specifically, the site is adjoined by a three storey apartment building constructed in 1969 to the southwest, and a bungalow constructed in 1912 to the northeast.

### Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)

Sunnyside Elementary School is located one block east and Sunnyside LRT Station is located less than 200 metres west of the site. The north eastern portion of the site is located within the flood fringe area and 20 year flood inundation area, and the rest of the site is located within the 100 year floor inundation area.

The subject site is 0.19 hectares in size and consists of five separate parcels (916, 918, 920, 922, 926 – 2 Avenue NW), with lane access. 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.

Although constructed in 1912, it has been determined that the removal of these five buildings does not represent a concern from a heritage preservation perspective as none of existing the buildings are on the Inventory of Evaluated Historic Resources. Notwithstanding, as a condition of approval the applicant shall provide photographs for the historical record of houses located at 916, 918 and 920 - 2 Avenue NW, which are representations of the early residential development of Sunnyside.

As identified in *Figure 1*, the community of Sunnyside has seen population growth over the last several years reaching its population peak in 2017. In 2017, the community gained approximately 216 residents.

*Figure 1: Community Peak Population*

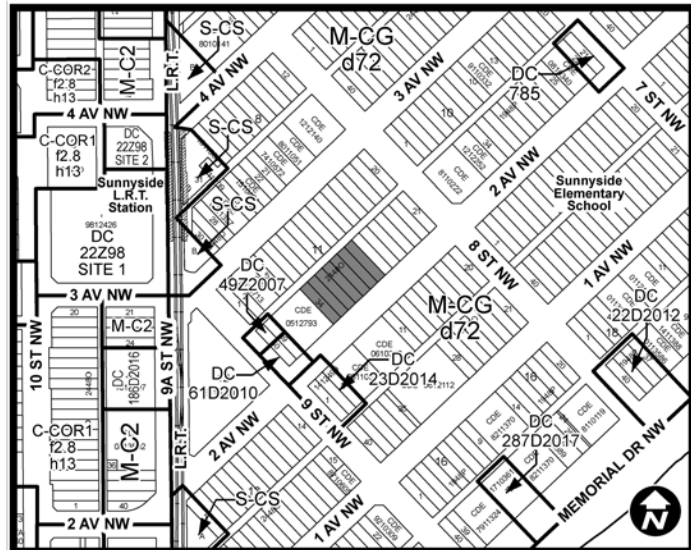
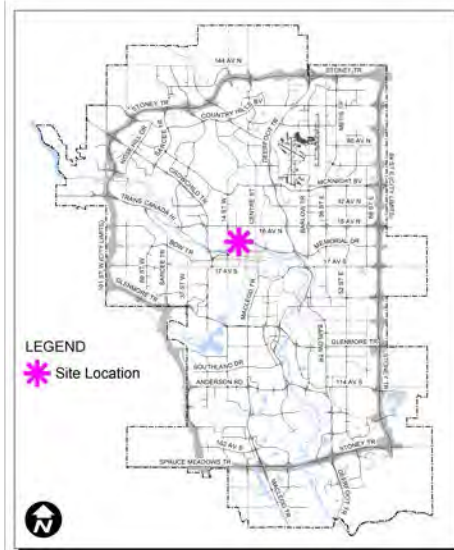
<b>Sunnyside</b>	
Peak Population Year	2017
Peak Population	4,206
2017 Current Population	4,206
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2017 Census*

Additional demographic and socio-economic information may be obtained on [Sunnyside - Community Profile](#) online page.

**Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

**Location Maps**





## **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

#### **Application Review**

On 2017 September 12, a detailed team review of the development permit was sent to the applicant. Initial concerns with the proposed development included the interface with adjoining single detached dwellings to the north, overlooking and privacy, entries from grade to the street and the lane, material selection, flood mitigation, surplus parking and building massing. Further, amendments were required in order to align with relevant policies and bylaws, and to meet Council's direction outlined above.

On 2017 November 1, the proposed development was presented to the Urban Design Review Panel.

On 2017 December 14, the applicant submitted revised drawings in response to comments received from the community, Administration and the Urban Design Review Panel. While several items are stills outstanding and need to be resolved prior to release of the development permit (Attachment 2), the applicant addressed the majority of comments identified by the Panel and amended the plans to the satisfaction of Administration.

It is noted that no pre-application was submitted by the applicant.

#### ***Citywide Urban Design***

The proposed development was reviewed by the City Wide Urban Design team throughout the CPAG review process. A number of revisions were requested with regard to the at-grade patio entries, and the transition from public to private space, lighting, setback to low density residential, landscaping, stepbacks, massing, and the main building entrance. The applicant's rationale and the resulting additional revisions were deemed appropriate and sufficient.

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

This application was presented to the Urban Design Review Panel (UDRP) on 2017 November 1, who supported the application with comments. Key comments from UDRP included articulation of the at-grade patios, material selection, lighting, extending the rear unit amenity spaces to the lane and canopies for the residential entries. UDRP comments are contained in their entirety in Attachment 5 together with the applicant's response. The applicant's rationale and the resulting additional revisions were deemed appropriate and sufficient.

#### **Site and Building Design**

The application proposes a five-storey multi-residential development with a total of 56 units. Fifteen of these are one-bedroom units, 12 are one-bedroom units with a den, 26 are two-bedroom units, and three are three-bedroom units. In addition to the common entrance lobby fronting 2 Avenue NW, individual unit entries are proposed at-grade to provide direct connections from each unit's main floor to the street and the rear lane.

### **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

As discussed in detail in the Strategic Alignment section of this report, the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP) encourages a broader range of residential opportunities while being sensitive to existing development. As such, the proposal aims to be conscious of the development potential of the well-connected site, while also being respectful of adjoining single detached dwellings to the north and east. This has been achieved by:

- providing an east setback that exceeds the requirements of the bylaw by 0.4 metres at the front of the building (and adjacent to the single detached dwelling footprint), and 3 metres adjacent to the rear yard of the adjoining dwelling. The corner units have been pulled back an extra 2.5 metres from the south property line to allow the corner of the site to open up more to the neighbouring yards;
- stepping the east frontage of the building back at the fourth floor;
- using window walls instead of brick on the corners to reduce massing;
- pushing the building as far towards the south property line as possible in order to engage the street and reduce shadows being cast on houses to the north (rear);
- recessing the fifth floor considerably;
- providing a minimum rear setback of 8.5 metres;
- relocating balconies and providing privacy screening and landscaping to mitigate overlooking and privacy concerns; and
- reducing massing through chamfers.

By pushing the building towards the south property line, the frontage activates the street and creates visual interest for pedestrians, while shadowing to the north is minimized. The proposed planters and patios for the at-grade units are of a size and scale representative of a townhouse or single detached house.

The mass of the building has been broken up into a series of five vertical articulations that are representative of the five single detached homes that will be demolished. Heritage brick wraps around each of these projections, which vary in height to provide vertical articulation. The fifth floor is recessed to limit its presence when viewed from the street or adjoining single detached dwellings, reducing the perceived height and mass of the project from the pedestrian scale.

The building utilizes heritage brick, wood and a complementary colour palette consisting of light grey, deep blue and black. According to the applicant the materials have been selected in order to complement the traditional elements of character buildings in the area. The presence of heritage brick is a significant design element for the building as it both expresses the shape of the vertical articulations and frames the ground floor patios, planters and entrances, providing clear delineation of public and private space.

#### ***Landscaping***

Landscaping is designed to complement the articulation of the architecture, aid the transition from sidewalk to building edge, frame the ground floor patios and respect the privacy of neighbouring properties. Along the south property line, low-growing perennial ground cover abuts the first row of brick planters full of barberries. Larger brick planters filled with birch trees break up the patio space into individual alcoves and provide shading. This method is echoed for

### **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

the ground-floor units on the north side of the building and substitutes junipers and crabapple trees respectively.

Along the east property line, lodgepole pines, columnar aspens and more flowering crabapple trees are planted to protect the privacy of the neighbours. A large portion of the fourth-floor roof is proposed to be a green roof, with a section of it fenced off to be used as a dog walk area for building residents. The north-east corner of the fourth-floor roof comprises a public amenity space with benches, tables, one fire table and one barbeque, as well as a planter separating it from the adjacent unit that will be filled with shrubs. Pergolas are proposed to cover the amenity space and provide heat lamps and lights to create a desirable space outdoor amenity space.

#### ***Council Direction***

Administration considered Council's specific direction for this application through the review of the proposed development. Through community engagement, review of the proposal by the City Wide Urban Design Team and the Urban Design Review Panel, and alignment with the Sunnyside Area Redevelopment Plan, Administration considers that the direction of Council has been appropriately addressed through amended plans.

Specifically, Administration echoes the Urban Design Review Panel's comments that the proposal is respectful of the evolving context of the street through thoughtful setbacks and stepbacks, and that the building is well integrated with adjoining single detached dwellings. Further, the Panel remarked that the material differentiation creates individual identity for the five projections along the frontage, adding to the articulation of building. The pedestrian-scale vision of Hillhurst Sunnyside is maintained through individual street entries both at 2 Avenue NW and extending to the rear lane, along with heritage brick planters that frame individual patios with hanging lamps.

Finally, overlooking of adjacent parcels has been mitigated through the relocation of balconies, the use of obscured glass and landscaping, and through building setbacks and setbacks adjacent to the easterly neighbour's rear yard.

#### **Infrastructure**

##### ***Transportation Networks***

The subject site is approximately 200 metres from Sunnyside LRT Station, and approximately 100 metres from the nearest bus stop on 2 Avenue at 9 Street NW (route 104, providing service to/from the Foothills Medical Centre). The site is approximately 450 metres from the Peace Bridge, and approximately 600 metres from the 10 Street LRT bridge. Vehicular access is available from the existing rear lane, which will be paved in part (specifically: from the subject site to the west to 9 Street NW) in conjunction with the development.

The development is voluntarily providing a signalized (rapid flashing beacon) pedestrian crossing of 2 Avenue at the intersection with 8 Street NW (east side of the intersection, connecting to the playfields of Sunnyside School). A Traffic Impact Assessment was not required for this application.

### **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

The overall parking supply includes a 'bylaw' surplus of four resident parking stalls, although it is worth noting that the development will provide less than one resident stall per unit. There is sufficient provision of visitor parking, and four of the visitor stalls are surface stalls that are located between the building and the lane. The development includes sufficient provision of Class 1 and Class 2 bicycle parking, with Class 2 stalls provided near the main entry along 2 Avenue, as well as at the rear of the building where four units have at-grade entries from the lane and where there is an auxiliary entrance to the common internalized corridors.

#### ***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](http://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 Hillhurst/Sunnyside Community Association reviewed the application at different stages of the design and provided comments on 2017 September 6 and again on 2017 November 9 (Attachments 2 and 3).

In the letter received in September, the Association expressed concerns regarding the building design and the loss of community character and mature trees that advancement of the proposal would bring. The letter received in November reiterated concerns regarding building articulation and massing, materials, the roofline, landscaping and a lack of two- and three-bedroom units. Support was provided for the increase in bicycle parking.

The applicant responded to the comments received from the Association in a letter dated 2017 November 28. This letter is included in Attachment 8.

Twenty-two letters of objection were received by the report submission date, including four that read "Please Save Sunnyside" without further detail. Reasons stated for opposition are summarized as follows:

- traffic and parking, with safety concerns with the site being close to a school, and impact on lane;
- loss of old houses;

### **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

- condominiums represent gentrification that threatens the close-knit community;
- massing should be broken up;
- potential for light pollution visible across the lane;
- surplus parking is not supported given the proximity to the LRT station;
- street and lane entrances require more than patio doors;
- design does not maintain the character of the neighbourhood;
- the proposal is not aligned with the ARP;
- building is too long and big;
- too much density;
- no affordable housing units;
- not enough community engagement;
- construction of the project will interrupt services through use of the street for parking;
- shadowing and privacy;
- loss of sunlight;
- there are too many large rectangular buildings in the neighbourhood, which detract from the urban village feel;
- not sensitive to neighbourhood context;
- demographic changes the proposal would bring – will not attract families with children, it will attract the 20-45 age group that already dominates the community;
- the proposal represents development for financial profit;
- large-scale apartment buildings bring temporary residents (renters) and investors;
- renderings only show a narrow age group (no children, diverse age groups);
- does not create a safe walking environment due to planters; and
- landscaping – columnar aspens have little success in nearby properties.

Administration considered the relevant planning issues specific to the proposed development, which include parking and traffic, overlooking and privacy, access to sunlight, sensitivity to surrounding development, impact to the public realm, material selection, and sensitive building design. The applicant amended the proposed development in order to provide a building that is more sensitive to the surrounding parcels through the use of setbacks that exceed the bylaw requirements, materials that complement surrounding character buildings, setbacks that mitigate overlooking and privacy concerns

#### ***Engagement***

As was agreed to by the applicant at the land use amendment stage, the applicant held an open house on 2017 October 19. Administration attended the open house to answer any process and policy-related questions. A summary of the comments received are included in Attachment 6. These comments were reviewed and considered by Administration alongside the written comments received from the community.

## **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

### **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 (MDP)*. 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 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 markers 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 MDP, 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.

#### ***Hillhurst/Sunnyside Area Redevelopment Plan (Statutory, 1988)***

The subject site falls within the 'Transit Oriented Development Area' of the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* as amended by Council in 2009. The subject site is identified as 'Medium-Density' on Map 3.1: Land Use Policy Areas in the ARP. The intent of the Transit Oriented Development Area is to allow for residential development of various built forms and densities, where development is pedestrian friendly and oriented towards the street. Specifically, the Medium-Density Area calls for all new development to be limited to medium-density low-rise residential land uses, which is defined as approximately 4 storeys. The proposed development represents a 5 storey building, with considerable setbacks at the fifth floor. Further, the ARP encourages development to be sensitive with the neighbourhood context through building scale and design.

The Form and Site Design section of the ARP identifies the maximum height for the site as 16 metres, which is not a guaranteed entitlement. In order to achieve this maximum, the project is required to make a positive contribution to the public realm. The policy also encourages development that contributes to Sunnyside's distinctive and eclectic character, including the traditional small lot pattern of development. Similarly, section 3.2.3(17) speaks to new development on sites greater than 15 metres in width, stating that the rhythm of

### **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

individual units should be emphasized, and that the front façade should be articulated with minor variations in setbacks and building projections.

In response to these policies, the front façade of the proposed building is articulated into five smaller “masses” introducing a cadence that represents the former five residences it intends to replace. Further, the elevation has been broken down with material changes that creates individual identity for the five masses, meeting the intent of the policy.

Section 3.2.41(4) encourages the development of built forms other than loading and vehicle movement in rear lanes. In response to this policy, the application proposes at-grade units that face and have direct access to the lane, creating activity and natural surveillance.

#### **Density Bonusing**

In 2012 November, Council approved an amendment to the ARP to include density bonus provisions which allow for a density increase to the maximum floor area ratio specified in the ARP. The density increase is subject to either a contribution to the Hillhurst/Sunnyside Improvement Fund or the construction of an urban design initiative .

Map 3.2: Maximum Densities identifies the site in Area D and allows for an increase in the density to a maximum floor area ratio of 2.5 through the density bonus provisions. The applicant proposes a floor area ratio of 2.5 which results in a required contribution of \$62,270.97 to the Hillhurst/Sunnyside Park Improvement Fund.

Further to this, in response to community comments, the applicant has also volunteered to fully fund a pedestrian crossing with solar rectangular rapid flashing beacon lights at 2 Avenue and 8 Street NW. This upgrade was deemed by the community to be the most important and relevant upgrade for the area based on the scope of the work. The bonusing contribution and voluntary improvement have both been noted as a prior to release condition in this report (Attachment 2).

#### ***Transit Oriented Development Policy Guidelines (Non-statutory – 2005)***

The *Transit Oriented Development Policy Guidelines* apply to areas typically within 600 metres of existing or future transit stations. The proposed development represents a transit-supportive land use, provides appropriate density in proximity to Sunnyside LRT Station and creates a pedestrian-friendly design along 2 Avenue NW and the rear lane. This proposal is considered to be align with the intent of the Guidelines.

#### ***Land Use Bylaw 1P2007 (Statutory – 2007)***

The proposed DC Direct Control District and its base Multi-Residential – Contextual Medium Profile (M-C2) District allow for multi-residential development in a variety of forms with a maximum building height of 16 metres. A maximum floor area ratio of 2.5 is allowable through the available bonusing, and has been adopted in the proposed development, which proposes a floor area ratio of 2.5.

### Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)

The application proposes three (3) bylaw non-compliances that are identified in the table below. These relaxations are supported by Administration as they contribute to the overall goals of the Transit Oriented Development Area, and are considered to have a minimal impact to adjacent development.

<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
Street Oriented Multi-Residential Building (135)	(b) units and commercial multi-residential uses located at grade with an exterior wall facing a street provide the following: (i) an individual exterior access within 4.5m of a property line shared with a street; and	Plans indicate the west most unit entrance as 6.38m (+1.8m) from the South property line.
602 Building Setbacks (min.)	(2) The min. building setback from a property line shared with a street for a street oriented multi-residential building is the contextual multi-residential building setback less 1.5 m.	Plans indicate the south setback, when measured to the proposed pergola entry, is 0.77m (-2.88m).
551 Specific Rules for Landscaped Areas	(3) The max. hard surfaced landscaped area is: (b) 40.0 % of the req. L.S. area, in all other cases.	Plans indicate the hard landscaped area is 89.96% (+49.96%) or 649.45m <sup>2</sup> (+360.69m <sup>2</sup> ). <b>Note: Area includes above grade areas.</b>

#### ***Street Orientation Relaxation***

The west-most unit entrance (Unit C1) is stepped back to reduce the massing of the building and to ease the transition with the neighbouring parcel. The relaxation to this rule of 1.8 metres (36 percent) is supported.

#### ***Setback Relaxation***

The relaxation to the building setback is for the pergola which identifies the entry to the building. The relaxation will have a negligible impact on the streetscape or surrounding parcels and is therefore supported.

#### ***Landscaping Relaxation***

The hard landscaping exceeds the maximum allowable of 40 percent due to several factors. Primarily, the development provides for ten units with at-grade entries that connect to the sidewalk on 2 Avenue NW and the rear lane in the form of saw-cut concrete. The site is also restricted by a transformer that is required to sit upon a 28 square metre concrete platform. Further, the relaxation considers the rooftop patio in the calculation of hard surfaced landscaped area, inflating the relaxation. Notwithstanding the above, the proposal complies with all other landscaping rules, including minimum trees and shrubs. In light of this, the relaxation is supported.



## **Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

### **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 three-bedroom units, within proximity to existing transit and employment. In addition, the application was circulated to the Calgary Police Service for a Crime Prevention through Environmental Design audit of the proposal. No concerns have been identified.

#### ***Environmental***

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

The applicant notes a variety of sustainable building techniques will be used in this file including:

- shared HVAC system which uses considerably less energy;
- close proximity to public transit, and offer a large amount of both class 1 and class 2 bicycle parking;
- low water irrigation in landscaping as well as water efficient fixtures and appliances.
- Storm water mitigation and retention on site;
- Sustainable materials will be used for this project – with the construction being wood frame; and
- finished product will exceed the National Energy Code requirements.

#### ***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 retail locations.

### **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**

The northeastern portion of the site is located within the flood fringe area and 20-year flood inundation area, and the rest of the site is located within the 100-year floor inundation area.

**Development Permit in Sunnyside (Ward 7) at multiple properties (DP2017-3511)**

Notwithstanding, the proposal has been revised in order to include all required mitigation measures, including:

- the minimum first floor elevation above the designated flood level of 1047.3 metres (geodetic);
- relocation of all electrical and mechanical equipment above the designated flood level;
- a minimum peak parkade ramp elevation above the designated flood level;
- all doorways, openings and adjacent landscaping areas above the designated flood level;
- Installation of a sewer back-up valve; and
- electrical isolation, through the placement of a master switch located above the designated flood level.

In light of the above, there are no significant risks associated with this proposal.

**REASONS FOR RECOMMENDATION:**

The proposed development meets the intent of City policies and site-specific direction of Council. The proposal is consistent with the overarching policies of the *Municipal Development Plan* and conforms to the intent and direction of the *Hillhurst/Sunnyside 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 low-density 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 supportable relaxations.

**ATTACHMENT(S)**

1. Development Permit Plans
2. Conditions of Approval
3. Community Association Letter – September 2017
4. Community Association Letter – November 2017
5. Urban Design Review Panel Comments
6. Comments from Applicant-Led Open House
7. City Wide Urban Design Comments
8. Applicant's response to Community Association Letter

# Development Permit Plans

DP2017-3511  
ATTACHMENT 1



**RUSSELL**  
5 STORY RESIDENTIAL DEVELOPMENT

**DP0.00**

**casola | koppe**  
ARCHITECTS  
114, 202 Avenue NW  
Calgary, AB, Canada  
Tel: 403.243.1111 Fax: 403.243.1111

**City of Calgary**  
114, 202 Avenue NW  
Calgary, AB, Canada  
Tel: 403.243.1111 Fax: 403.243.1111

**Project Name:** Russell  
**Address:** 114, 202 Avenue NW, Calgary, AB, Canada  
**Site Plan No.:** DP0.00  
**Scale:** As Shown

Sheet Number	Sheet Name
DP0.00	Site Plan
DP1.0	Site Plan
DP1.1	Site Plan
DP1.2	Site Plan
DP1.3	Site Plan
DP1.4	Site Plan
DP1.5	Site Plan
DP1.6	Site Plan
DP1.7	Site Plan
DP1.8	Site Plan
DP1.9	Site Plan
DP2.0	Site Plan
DP2.1	Site Plan
DP2.2	Site Plan
DP2.3	Site Plan
DP2.4	Site Plan
DP2.5	Site Plan
DP2.6	Site Plan
DP2.7	Site Plan
DP2.8	Site Plan
DP2.9	Site Plan
DP3.0	Site Plan
DP3.1	Site Plan
DP3.2	Site Plan
DP3.3	Site Plan
DP3.4	Site Plan
DP3.5	Site Plan
DP3.6	Site Plan
DP3.7	Site Plan
DP3.8	Site Plan
DP3.9	Site Plan
DP4.0	Site Plan
DP4.1	Site Plan
DP4.2	Site Plan
DP4.3	Site Plan
DP4.4	Site Plan
DP4.5	Site Plan
DP4.6	Site Plan
DP4.7	Site Plan
DP4.8	Site Plan
DP4.9	Site Plan
DP5.0	Site Plan
DP5.1	Site Plan
DP5.2	Site Plan
DP5.3	Site Plan
DP5.4	Site Plan
DP5.5	Site Plan
DP5.6	Site Plan
DP5.7	Site Plan
DP5.8	Site Plan
DP5.9	Site Plan
DP6.0	Site Plan
DP6.1	Site Plan
DP6.2	Site Plan
DP6.3	Site Plan
DP6.4	Site Plan
DP6.5	Site Plan
DP6.6	Site Plan
DP6.7	Site Plan
DP6.8	Site Plan
DP6.9	Site Plan
DP7.0	Site Plan
DP7.1	Site Plan
DP7.2	Site Plan
DP7.3	Site Plan
DP7.4	Site Plan
DP7.5	Site Plan
DP7.6	Site Plan
DP7.7	Site Plan
DP7.8	Site Plan
DP7.9	Site Plan
DP8.0	Site Plan
DP8.1	Site Plan
DP8.2	Site Plan
DP8.3	Site Plan
DP8.4	Site Plan
DP8.5	Site Plan
DP8.6	Site Plan
DP8.7	Site Plan
DP8.8	Site Plan
DP8.9	Site Plan
DP9.0	Site Plan
DP9.1	Site Plan
DP9.2	Site Plan
DP9.3	Site Plan
DP9.4	Site Plan
DP9.5	Site Plan
DP9.6	Site Plan
DP9.7	Site Plan
DP9.8	Site Plan
DP9.9	Site Plan

# Development Permit Plans



DATE: 10/10/17  
 PROJECT: SOUTHVIEW DRIVE  
 SHEET: 1 OF 1

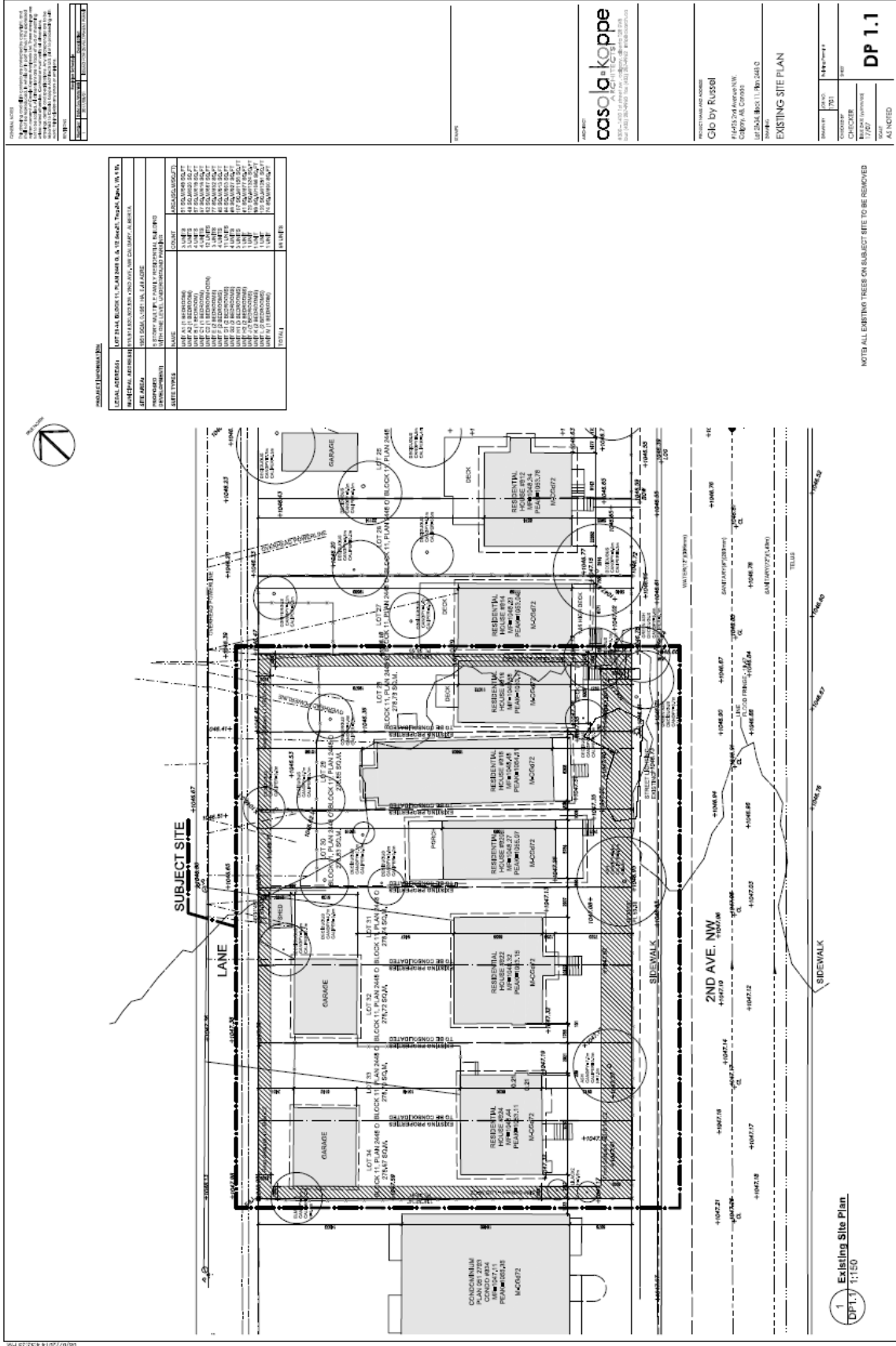
PERMIT NUMBER:  
 DRAWN BY:  
 CHECKED BY:

casold & koppe  
 ARCHITECTS  
 1000 10th Street, NW  
 Atlanta, GA 30309

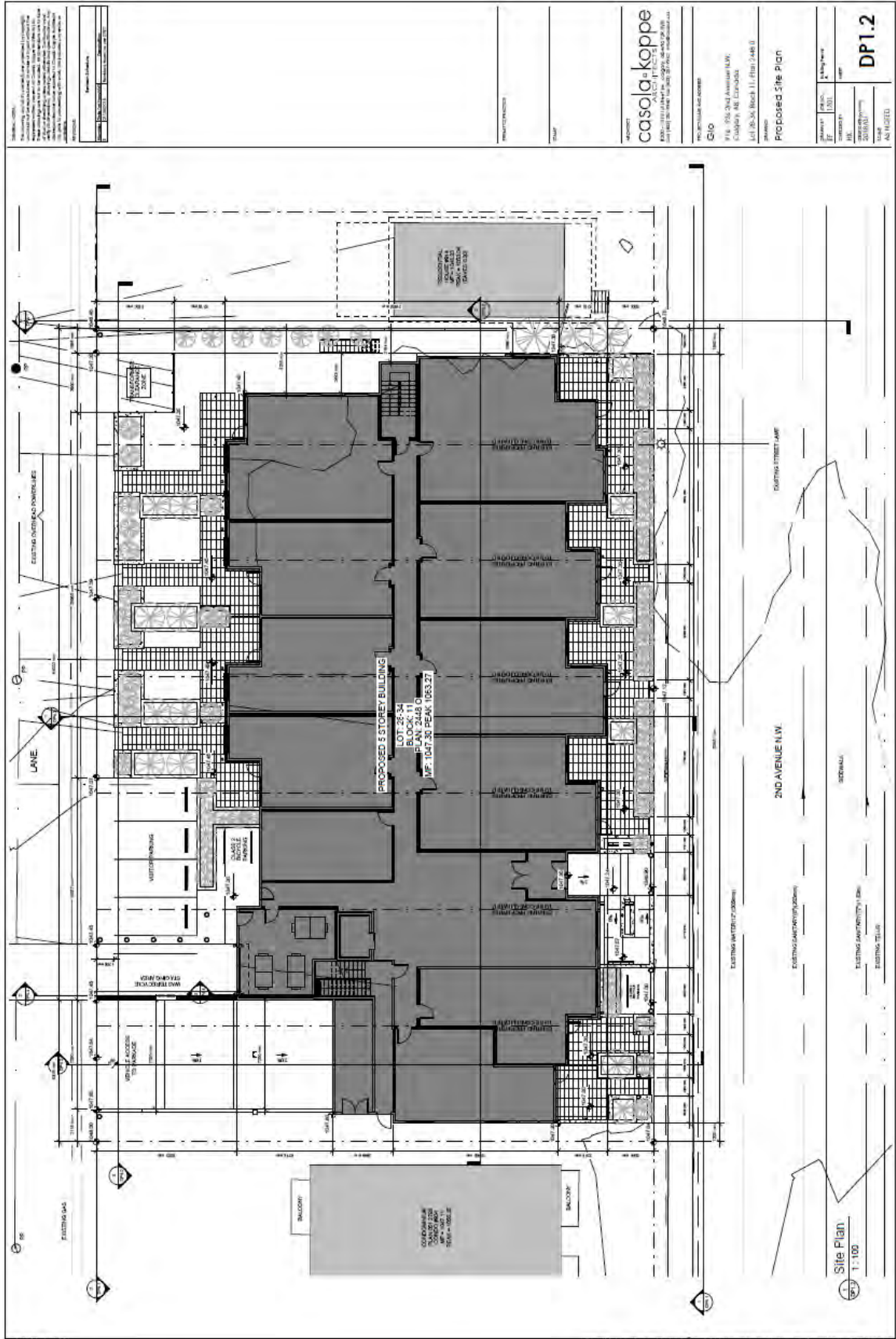
GIO  
 1115 20th Avenue, NW  
 Atlanta, GA 30309  
 404.525.1111

PROJECT: Survey  
 SHEET: DP1.0  
 DATE: 10/10/17

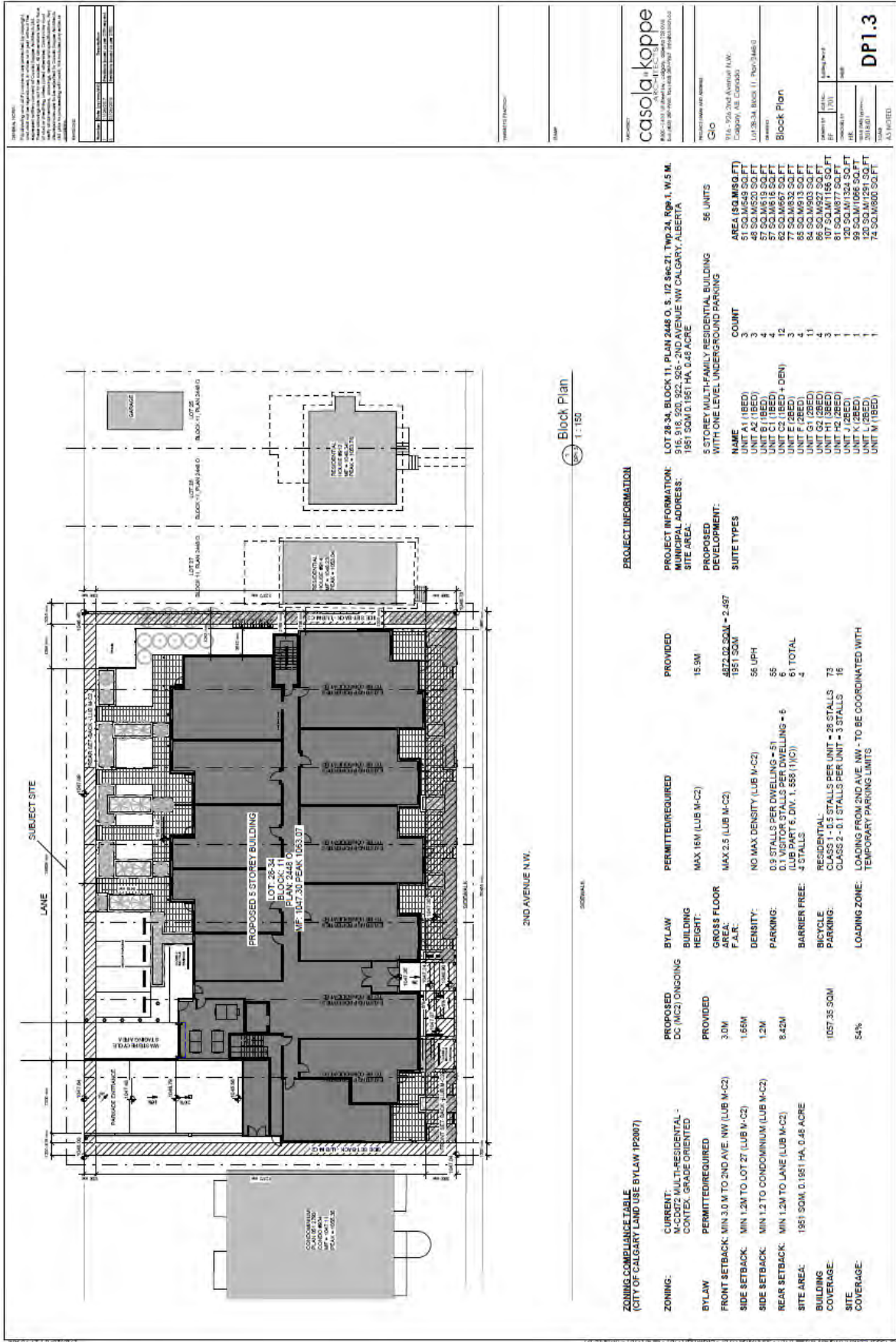
# Development Permit Plans



# Development Permit Plans



# Development Permit Plans



Block Plan  
Scale: 1:150

### ZONING COMPLIANCE TABLE (CITY OF CALGARY LAND USE BYLAW 1P2007)

ZONING:	CURRENT CONTEXT:	PERMITTED/REQUIRED CONTEXT:
BYLAW	MULTI-RESIDENTIAL - CONTEX. GRADE ORIENTED	RESIDENTIAL
FRONT SETBACK:	MIN 3.0 M TO 2ND AVE. NW (LUB M-C2)	MIN 1.2 M TO LOT 27 (LUB M-C2)
SIDE SETBACK:	MIN 1.2 M TO CONDOMINIUM (LUB M-C2)	MIN 1.2 M TO LOT 27 (LUB M-C2)
REAR SETBACK:	MIN 1.2 M TO LANE (LUB M-C2)	MIN 1.2 M TO LANE (LUB M-C2)
SITE AREA:	1951 SQ.M. 0.1651 HA, 0.46 ACRE	1951 SQ.M. 0.1651 HA, 0.46 ACRE
BUILDING COVERAGE:		1057.35 SQ.M
SITE COVERAGE:		54%

### PROJECT INFORMATION:

PROJECT INFORMATION:	LOT 28-34, BLOCK 11, PLAN 2448 O.S. 1/2 SEC.21, TWP.24, RGR.1, W.S.M.
ADDRESS:	2ND AVENUE N.W. CALGARY, ALBERTA
SITE AREA:	1951 SQ.M. 0.1651 HA, 0.46 ACRE
PROPOSED DEVELOPMENT:	5 STOREY MULTI-FAMILY RESIDENTIAL BUILDING WITH ONE LEVEL UNDERGROUND PARKING
SUITE TYPES	
NAME	UNIT A1 (1BED)
UNIT A2 (1BED)	3
UNIT B1 (1BED)	3
UNIT C1 (1BED)	4
UNIT C2 (1BED + DEN)	12
UNIT D (1BED)	3
UNIT E (1BED)	3
UNIT F (1BED)	11
UNIT G2 (2BED)	4
UNIT H1 (2BED)	3
UNIT I (2BED)	1
UNIT J (2BED)	1
UNIT K (2BED)	1
UNIT L (2BED)	1
UNIT M (1BED)	1

### PERMITTED/REQUIRED

BYLAW	MAX 15M (LUB M-C2)
HEIGHT:	MAX 2.5 (LUB M-C2)
DENSITY:	NO MAX DENSITY (LUB M-C2)
PARKING:	0.9 STALLS PER DWELLING = 51
BARRIER FREE:	4 STALLS

### PROVIDED

HEIGHT:	15.5M
GROSS FLOOR AREA:	4872.02 SQ.M. = 2,527
F.A.R.:	1951 SQ.M.
DENSITY:	56 UPH
PARKING:	55
BARRIER FREE:	6
TOTAL:	61

### AREA (SQ.M/SQ.FT)

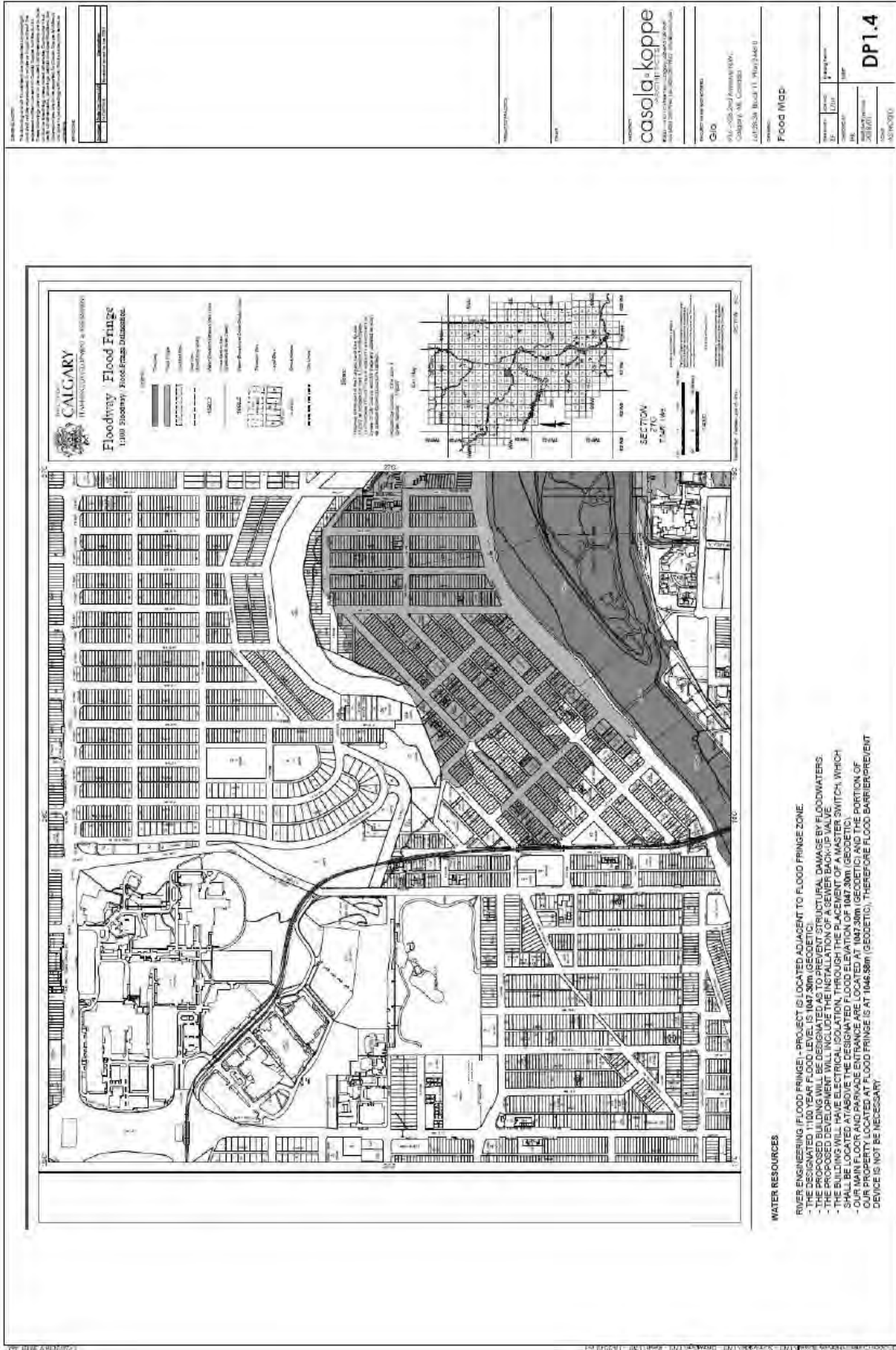
UNIT A1 (1BED)	3
UNIT A2 (1BED)	3
UNIT B1 (1BED)	3
UNIT C1 (1BED)	4
UNIT C2 (1BED + DEN)	12
UNIT D (1BED)	3
UNIT E (1BED)	3
UNIT F (1BED)	11
UNIT G2 (2BED)	4
UNIT H1 (2BED)	3
UNIT I (2BED)	1
UNIT J (2BED)	1
UNIT K (2BED)	1
UNIT L (2BED)	1
UNIT M (1BED)	1

### casola.koppe

1951 SQ.M. 0.1651 HA, 0.46 ACRE  
 5 STOREY MULTI-FAMILY RESIDENTIAL BUILDING WITH ONE LEVEL UNDERGROUND PARKING

DP1.3

# Development Permit Plans



**WATER RESOURCES**

RIVER ENGINEERING (FLOOD FRINGE) - PROJECT IS LOCATED ADJACENT TO FLOOD FRINGE ZONE.

- THE DESIGNATED 1100 YEAR FLOOD LEVEL IS 1947.30m (GEODETIQ).
- THE PROPOSED BUILDING WILL BE DESIGNED AS TO PREVENT ANY FLOOD DAMAGE BY FLOODWATERS.
- THE PROPOSED BUILDING WILL BE DESIGNED AS TO PREVENT ANY FLOOD DAMAGE BY FLOODWATERS.
- THE BUILDING WILL HAVE ELECTRICAL ISOLATION THROUGH THE PLACEMENT OF A MASTER SWITCH, WHICH SHALL BE LOCATED ABOVE THE DESIGNATED FLOOD ELEVATION OF 1947.30m (GEODETIQ).
- OUR MAIN FLOOR AND PARKADE ENTRANCE ARE LOCATED AT 1947.30m (GEODETIQ) AND THE PORTION OF THE BUILDING ADJACENT TO FLOOD FRINGE IS AT 1946.38m (GEODETIQ), THEREFORE FLOOD BARRIER/PREVENT DEVICE IS NOT NECESSARY.

PROJECT NO.	DP2017-3511
DATE	11/14/2017
SCALE	AS SHOWN
PROJECT NAME	1100 11th Street NW
CLIENT	1100 11th Street NW
DESIGNER	casalid-koppe
APPROVED BY	[Signature]
DATE	11/14/2017

**casalid-koppe**  
ARCHITECTS  
1100 11th Street NW, Suite 100  
Calgary, AB, Canada T2N 1N1  
Tel: 403.243.8888  
Fax: 403.243.8889  
www.casalid-koppe.com

**GEO**  
1100 11th Street NW  
Calgary, AB, Canada T2N 1N1  
1100 11th Street NW, Suite 100  
Calgary, AB, Canada T2N 1N1

**Food Map**

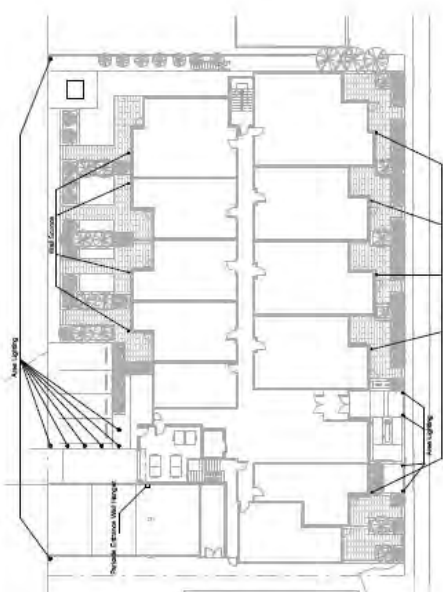
DATE	11/14/2017
SCALE	AS SHOWN
PROJECT NAME	1100 11th Street NW
CLIENT	1100 11th Street NW
DESIGNER	casalid-koppe
APPROVED BY	[Signature]
DATE	11/14/2017

**DP1.4**

1100 11th Street NW



# Development Permit Plans



**Lighting Plan**  
Scale: 1" = 20'

**TARGETTI**

**Q.BO IP67**

CONCEPT: Outdoor lighting fixture for residential, commercial, and industrial applications.

MATERIALS: Aluminum housing, polycarbonate lens, stainless steel mounting hardware.

OPTIC: Flood beam, adjustable beam angle.

POWER SUPPLY: 120V AC, 50/60Hz.

VOLTAGE: 120V AC.

NOTES: See notes on drawings for installation details.


**Accessories Codes**

82503: Flood beam, adjustable beam angle.


82504: Flood beam, adjustable beam angle.

82505: Flood beam, adjustable beam angle.

**Photometrics**



**ZAHARA 2-LIGHT OUTDOOR SCENCE**



**Features**

Lighting Type	Outdoor Flood
Dimm. Dry or Wet Install	Wet
Number of Lights	2
Replaceable Bulb/Insect	No
Bulb Type	Incandescent
Bulb Base	E26/Medium (Standard)
Weight	10.5 lbs
Dimmable	No
Fixture Material	Aluminum
Shield Color	Clear
Shield Material	Glass
Country of Manufacture	China
Voltage	120 Volts
Mounting	Wall
Durability	Roof Resistant, Weather Resistant

**Assembly**

Insulation Required	Yes
Specifications	Commercial ONLY
Certifications	Commercial OR Residential
UL Listed	Yes

**F.A.R.O**

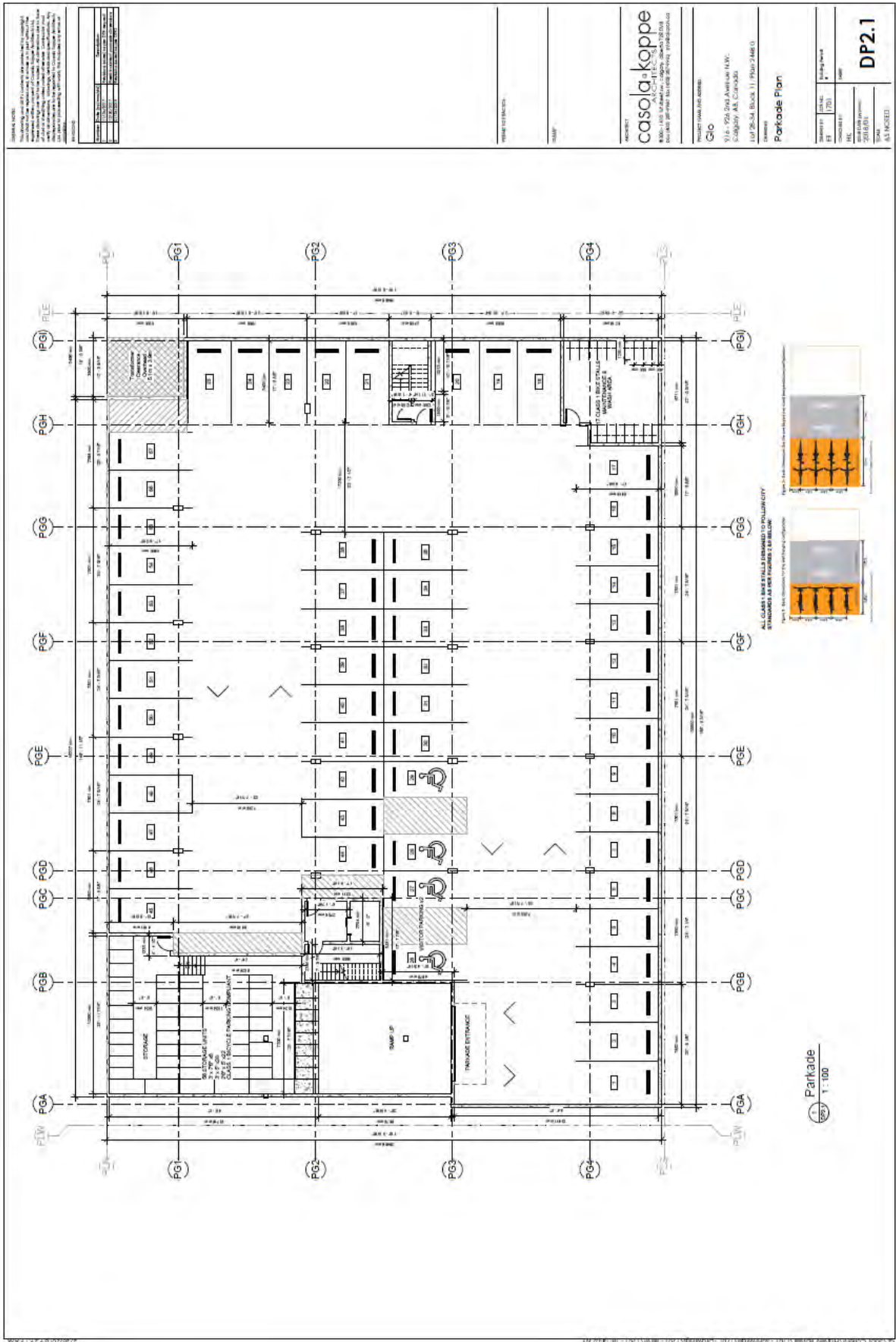
**CROSS-1 Dark gray pole lamp**

Ref: 74308

Specifications:

Bulb	Yes, 100W/120V/2700K
Transformer	Yes
Transformer Voltage	277V/480V
Transformer Frequency	60 Hz
Class	II
Mount	Adjustable pole lamp with 1/2" galv. steel
Manufacturer	ALFA WORLD LIGHT
Country of Manufacture	China
Length	200mm
Height	200mm
Weight	13.5kg
Material	Steel

# Development Permit Plans



**GENERAL NOTES:**

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL WALLS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
3. ALL FLOORS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
4. ALL CEILING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
5. ALL ROOFS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
6. ALL EXTERIOR WALLS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
7. ALL EXTERIOR DOORS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
8. ALL EXTERIOR WINDOWS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
9. ALL EXTERIOR STAIRS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
10. ALL EXTERIOR RAMP ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
11. ALL EXTERIOR BALCONIES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
12. ALL EXTERIOR TERRACES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
13. ALL EXTERIOR PATIOS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
14. ALL EXTERIOR DRIVEWAYS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
15. ALL EXTERIOR PARKING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
16. ALL EXTERIOR LANDSCAPING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
17. ALL EXTERIOR LIGHTING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
18. ALL EXTERIOR SECURITY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
19. ALL EXTERIOR FENCES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
20. ALL EXTERIOR GATES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
21. ALL EXTERIOR SIGNAGE ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
22. ALL EXTERIOR PAINT ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
23. ALL EXTERIOR ROOFING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
24. ALL EXTERIOR SLOPING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
25. ALL EXTERIOR GRADING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
26. ALL EXTERIOR DRAINAGE ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
27. ALL EXTERIOR UTILITIES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
28. ALL EXTERIOR MECHANICAL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
29. ALL EXTERIOR ELECTRICAL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
30. ALL EXTERIOR TELECOMMUNICATIONS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
31. ALL EXTERIOR FIRE PROTECTION ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
32. ALL EXTERIOR SAFETY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
33. ALL EXTERIOR ACCESSIBILITY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
34. ALL EXTERIOR SUSTAINABILITY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
35. ALL EXTERIOR ENERGY EFFICIENCY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
36. ALL EXTERIOR WATER EFFICIENCY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
37. ALL EXTERIOR AIR QUALITY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
38. ALL EXTERIOR CLIMATE CONTROL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
39. ALL EXTERIOR SOUND CONTROL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
40. ALL EXTERIOR VIBRATION CONTROL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
41. ALL EXTERIOR POLLUTION CONTROL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
42. ALL EXTERIOR WASTE MANAGEMENT ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
43. ALL EXTERIOR RESOURCE MANAGEMENT ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
44. ALL EXTERIOR RISK MANAGEMENT ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
45. ALL EXTERIOR COMPLIANCE ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.

**casola koppe**

ARCHITECT

578 - 92nd Avenue NW,  
Sudbury, ON, Canada  
101 25-34 Block 11, Floor 2405 11

PROJECT NAME: **Parkade Plan**

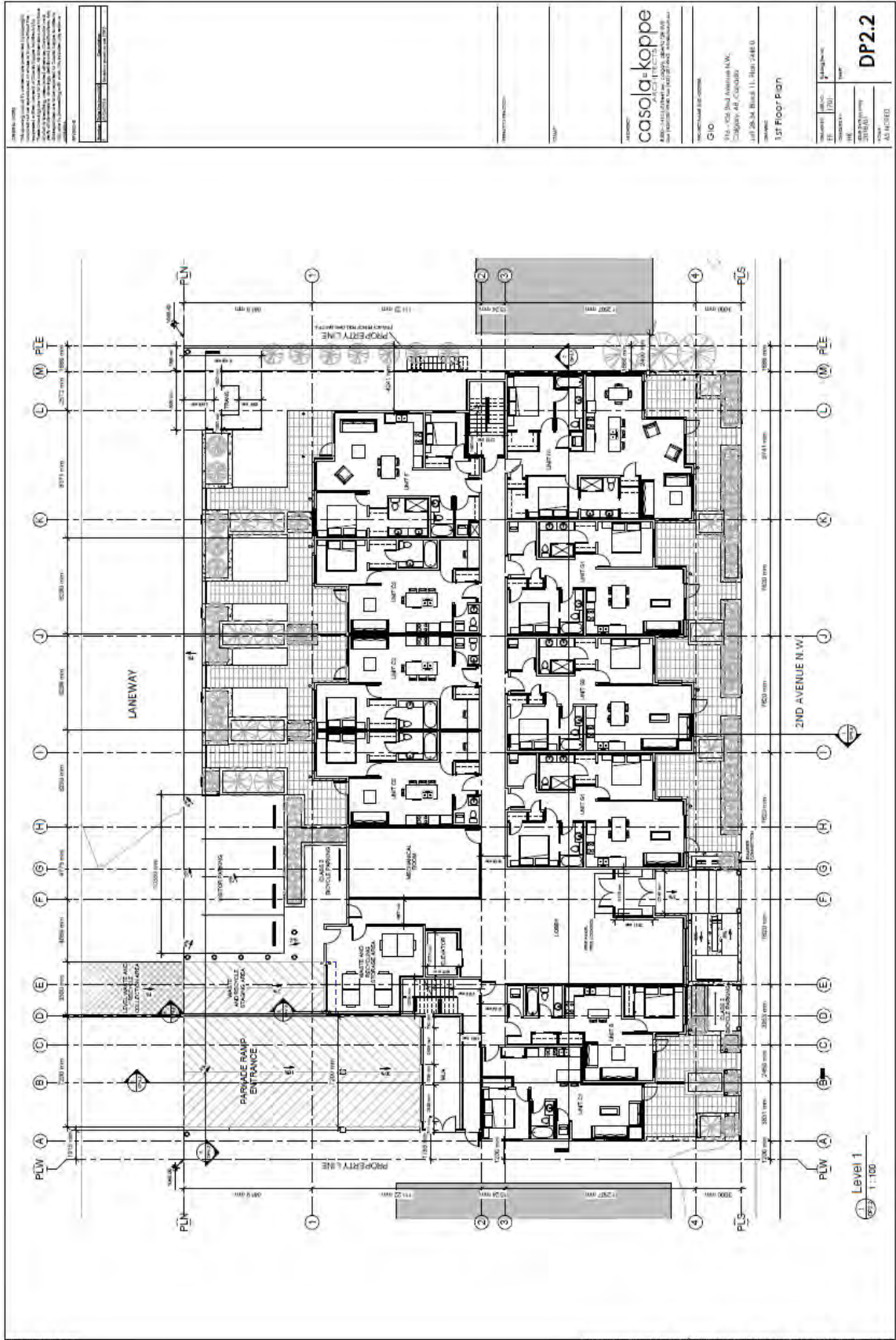
DRAWING NO: **DP2.1**

DATE: **2018.01.11**

SCALE: **1/8" = 1'-0"**

SHEET NO: **45.1 (COVER)**

# Development Permit Plans



**NOTES:**

1. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.
2. REFER TO ALL OTHER SHEETS FOR COMPLETE INFORMATION.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF SEASIDE DEVELOPMENT PERMIT REGULATIONS.
4. ALL MATERIALS SHALL BE APPROVED BY THE CITY ENGINEER.

**casalid=koppe**  
ARCHITECTS

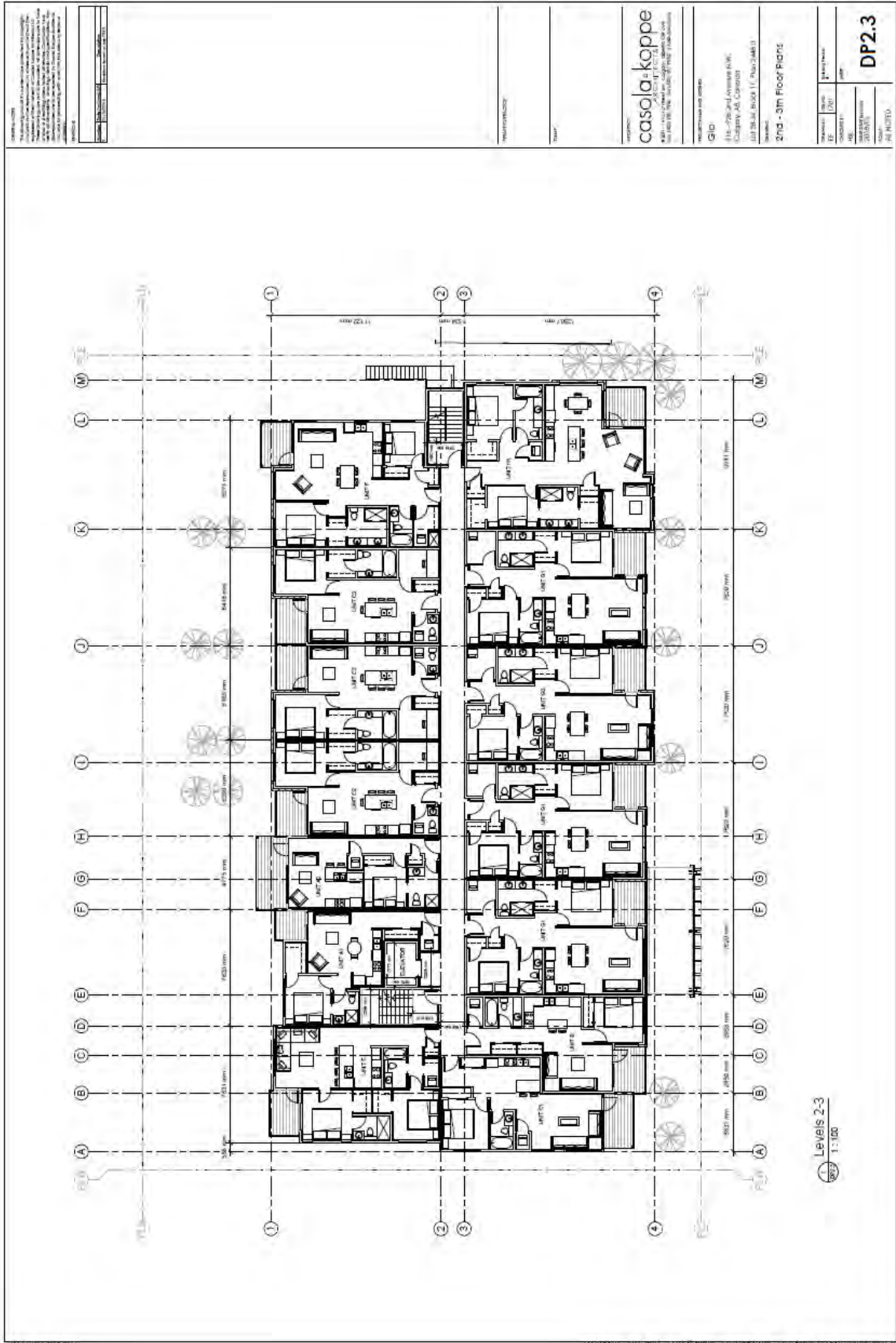
1700 2nd Avenue N.W.  
Tulsa, Oklahoma 74103  
Tel: 918.438.1111

C/O  
1st Floor Plan

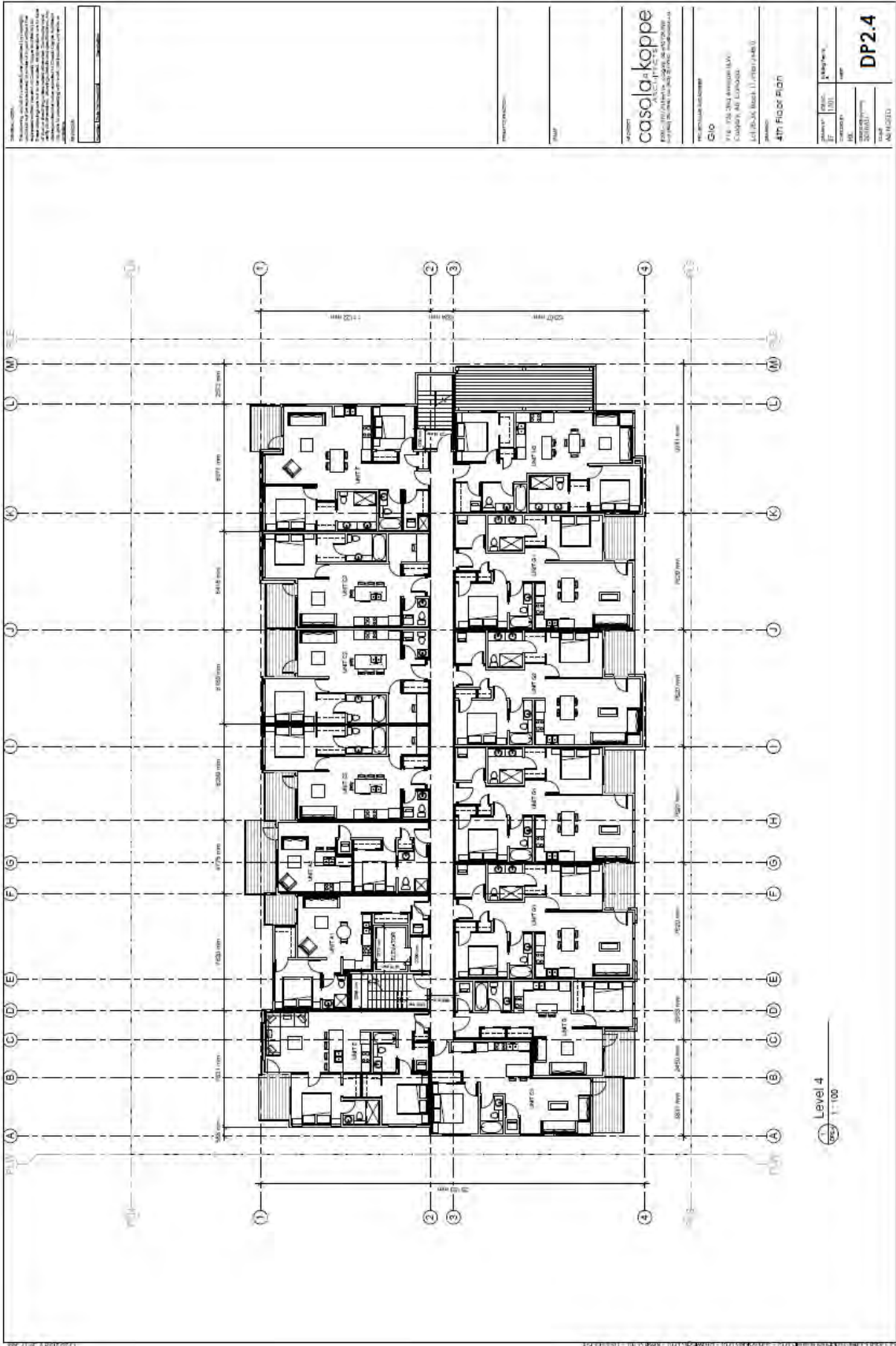
DATE	BY	CHECKED	SCALE

DP2.2

# Development Permit Plans

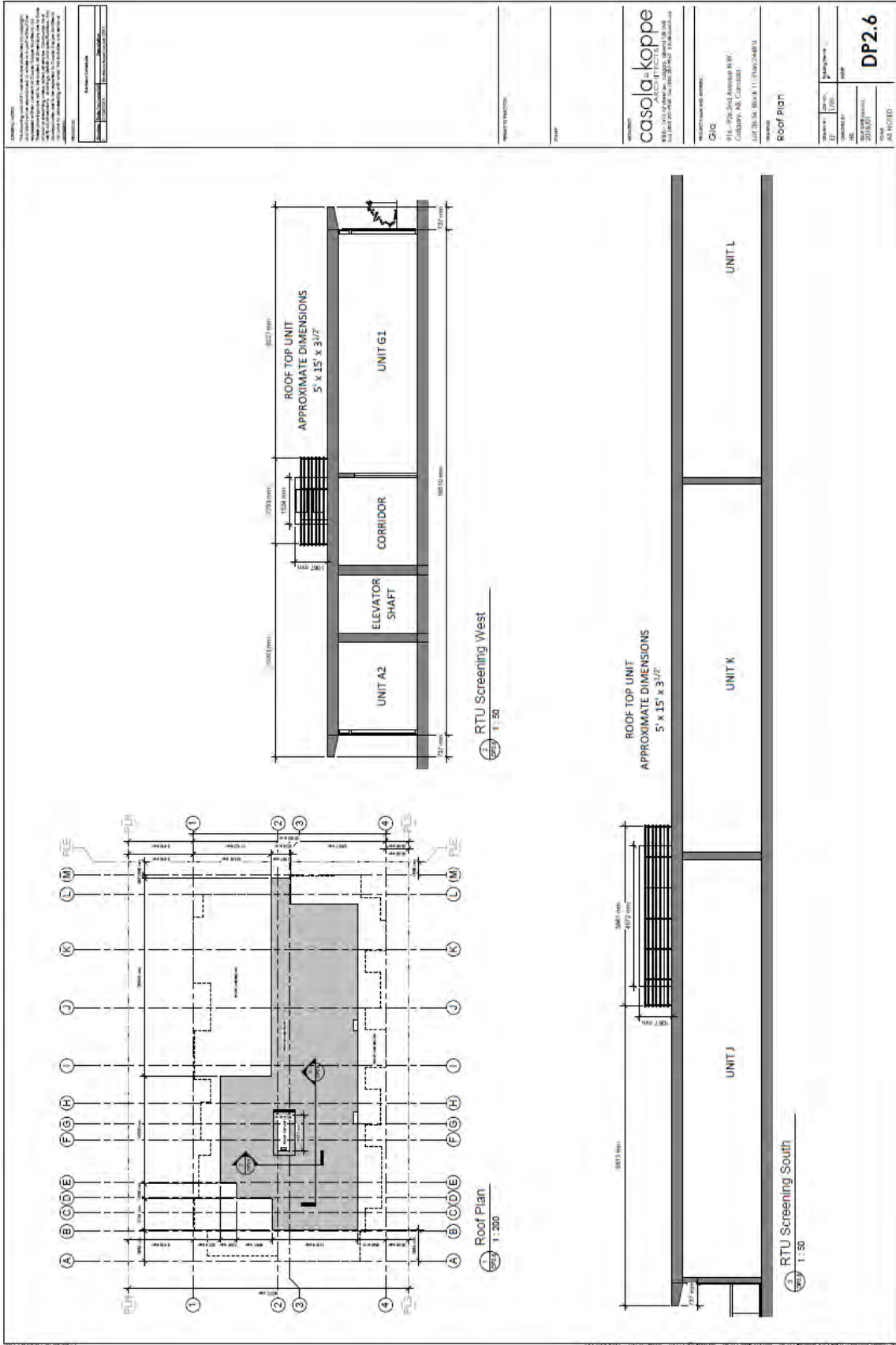


# Development Permit Plans

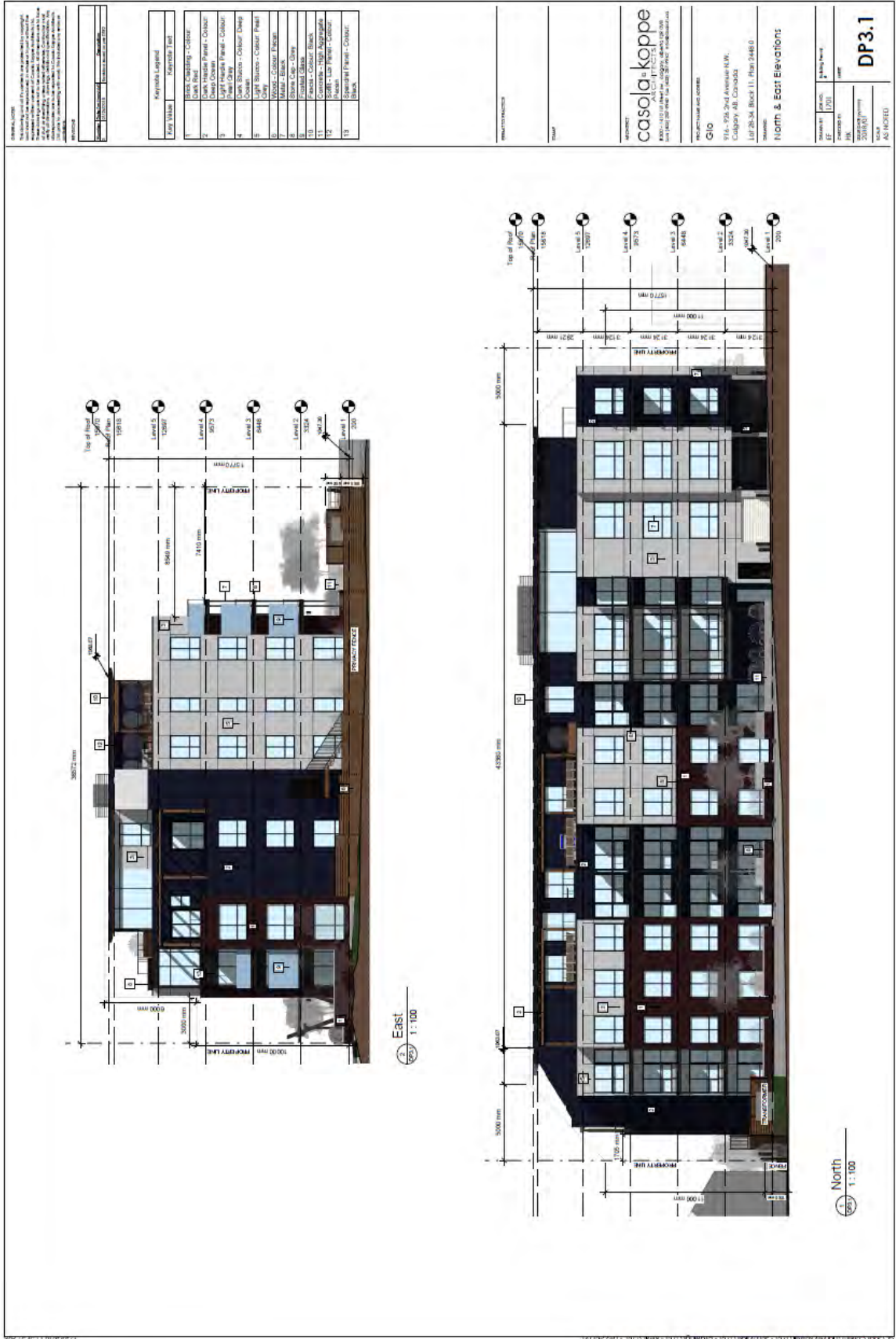




# Development Permit Plans

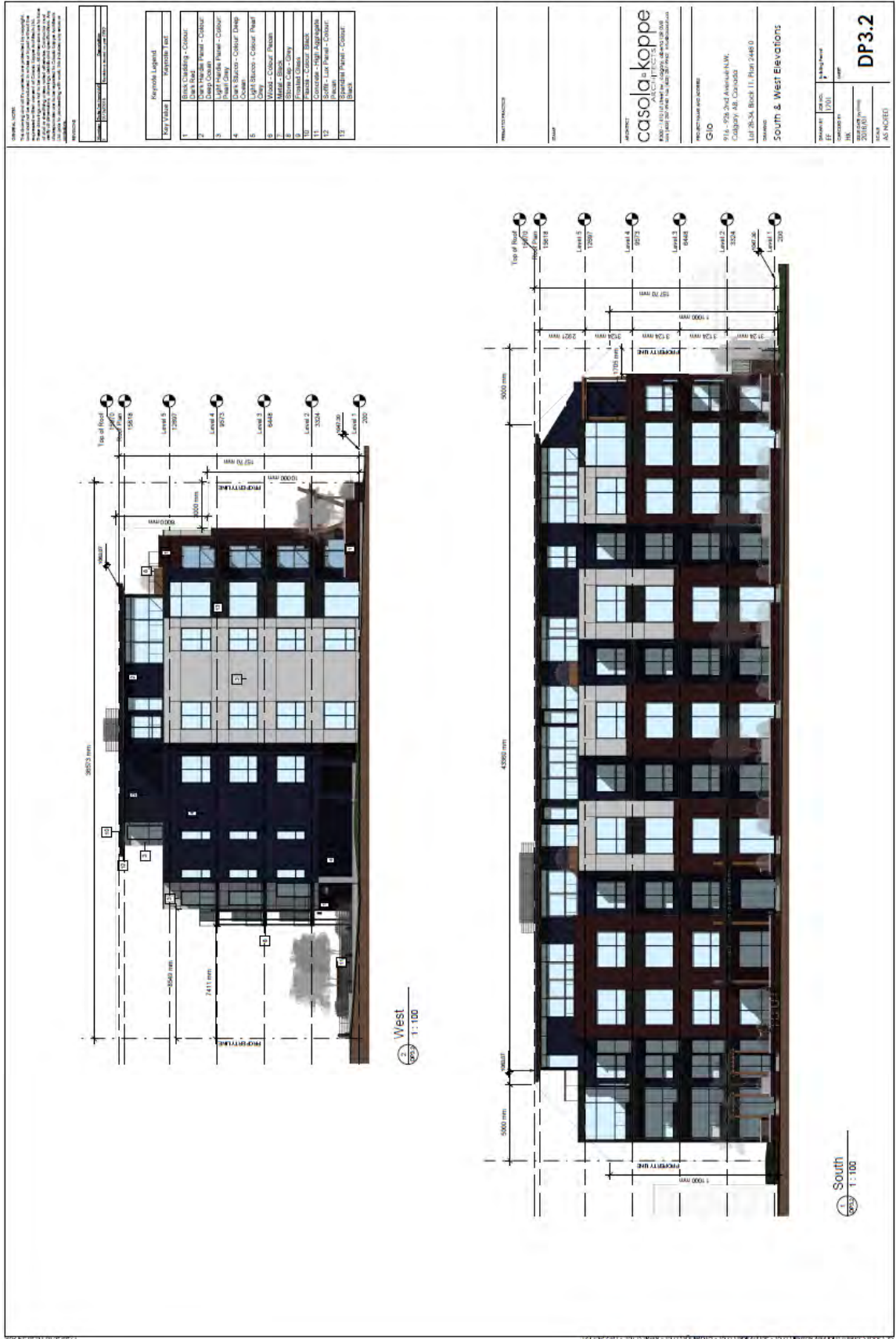


# Development Permit Plans





# Development Permit Plans



GENERAL NOTES:  
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.  
 2. FINISH GRADES ARE TO BE DETERMINED BY THE SURVEYOR.  
 3. THE FINISH GRADE OF THE ROOF SHALL BE AS SHOWN ON THE ARCHITECTURAL DRAWINGS.  
 4. THE FINISH GRADE OF THE GROUND SHALL BE AS SHOWN ON THE SURVEY DRAWINGS.  
 5. THE FINISH GRADE OF THE DRIVE SHALL BE AS SHOWN ON THE SURVEY DRAWINGS.  
 6. THE FINISH GRADE OF THE SIDEWALK SHALL BE AS SHOWN ON THE SURVEY DRAWINGS.  
 7. THE FINISH GRADE OF THE CURB SHALL BE AS SHOWN ON THE SURVEY DRAWINGS.  
 8. THE FINISH GRADE OF THE DRIVE SHALL BE AS SHOWN ON THE SURVEY DRAWINGS.  
 9. THE FINISH GRADE OF THE SIDEWALK SHALL BE AS SHOWN ON THE SURVEY DRAWINGS.  
 10. THE FINISH GRADE OF THE CURB SHALL BE AS SHOWN ON THE SURVEY DRAWINGS.

Key Value	Key Value
1	15875
2	15207
3	14539
4	3824
5	3024
6	1000
7	200

Key Value	Key Value
1	Dark Charred - Concrete
2	Dark Blue
3	Light Neutral Paint - Concrete
4	Light Neutral Paint - Concrete
5	Light Neutral Paint - Concrete
6	Light Neutral Paint - Concrete
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97	Light Neutral Paint - Concrete
98	Light Neutral Paint - Concrete
99	Light Neutral Paint - Concrete
100	Light Neutral Paint - Concrete

PROJECT INFORMATION:  
 PROJECT NO.:  
 SHEET NO.:  
 DATE:  
 DRAWN BY:  
 CHECKED BY:  
 APPROVED BY:

**casala is koppe**  
 ARCHITECT  
 1000 - 1010 10th Street N.W.  
 Calgary, Alberta, Canada  
 Phone: (403) 243-1111  
 Fax: (403) 243-1112  
 Email: info@casaliskoppe.com  
 Website: www.casaliskoppe.com

**GIO**  
 PROJECT ARCHITECT/ENGINEER  
 1000 - 1010 10th Street N.W.  
 Calgary, Alberta, Canada  
 Phone: (403) 243-1111  
 Fax: (403) 243-1112  
 Email: info@gio.ca  
 Website: www.gio.ca

**South & West Elevations**  
 SHEET NO.:  
 DATE:  
 DRAWN BY:  
 CHECKED BY:  
 APPROVED BY:

**DP3.2**  
 DEVELOPMENT PERMIT  
 2017-3511  
 1000 - 1010 10th Street N.W.  
 Calgary, Alberta, Canada

# Development Permit Plans

**SW Corner**

**SE Corner**

**casola koppe ARCHITECTS**  
 916-526-2652 | 2652 Avenue NW, Calgary, AB, Canada  
 Unit 26-04, Block 11, Floor 244810

**PROJECT:** SW & SE Perspectives

**DATE:** 2018/01/11

**SCALE:** AS SHOWN

# Development Permit Plans

**PERMIT INFORMATION**

PROJECT: **casold & koppe**  
 ARCHITECT: **casold & koppe**  
 8800-11810-100 Ave NW, Suite 2000, Edmonton, AB T6E 6K6  
 TEL: (780) 443-2222 FAX: (780) 443-2223

PROJECT NUMBER: **DP3.4**

DATE: **2018/01/18**

SCALE: **1/8" = 1'-0"**

**PROFESSIONAL INFORMATION**

DESIGNER: **GJO**  
 1111-25th Avenue N.W., Calgary, AB, Canada  
 TEL: (403) 243-1111 FAX: (403) 243-1112

PROJECT NUMBER: **DP3.4**

DATE: **2018/01/18**

SCALE: **1/8" = 1'-0"**

**CLIENT INFORMATION**

CLIENT: **NW & NE Perspectives**  
 117-25th Avenue N.W., Edmonton, AB T6E 6K6  
 TEL: (780) 443-2222 FAX: (780) 443-2223

PROJECT NUMBER: **DP3.4**

DATE: **2018/01/18**

SCALE: **1/8" = 1'-0"**

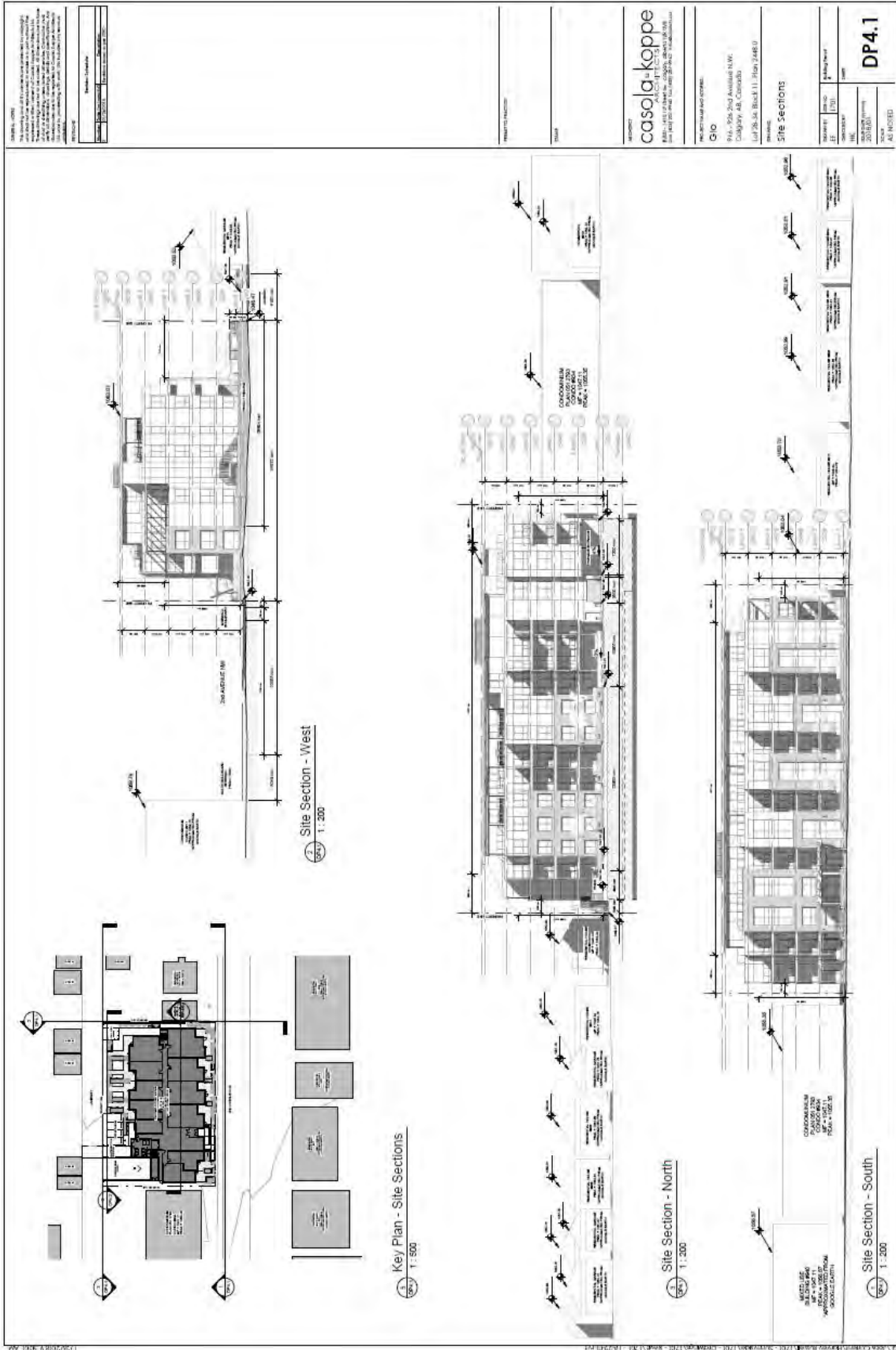


**1 NW Corner**



**2 NE Corner**

# Development Permit Plans



# Development Permit Plans

**GENERAL NOTES:**

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF CALGARY DEVELOPMENT PERMIT REGULATIONS AND THE ALBERTA BUILDING CODE (ABC) UNLESS OTHERWISE SPECIFIED.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CALGARY AND THE PROVINCE OF ALBERTA.

<p><b>PROJECT INFORMATION:</b></p> <p>PROJECT NAME: <b>casajd koppe</b></p> <p>ARCHITECT: <b>casajd koppe ARCHITECTS</b></p> <p>ADDRESS: <b>1015 - 45th Avenue N.W., Calgary, AB, Canada</b></p> <p>PROJECT NUMBER: <b>1015-45th Avenue N.W. 1015-45th Avenue N.W.</b></p>	<p><b>CLIENT:</b></p> <p><b>GIO</b></p> <p>1015 - 45th Avenue N.W., Calgary, AB, Canada</p> <p>1015-45th Avenue N.W. 1015-45th Avenue N.W.</p>
<p><b>Building Sections</b></p>	
<p>DATE: <b>2017-07-20</b></p> <p>SCALE: <b>1/2" = 1'-0"</b></p> <p>PROJECT NUMBER: <b>DP4.2</b></p> <p>PROJECT NAME: <b>casajd koppe</b></p> <p>ARCHITECT: <b>casajd koppe ARCHITECTS</b></p> <p>ADDRESS: <b>1015 - 45th Avenue N.W., Calgary, AB, Canada</b></p> <p>PROJECT NUMBER: <b>1015-45th Avenue N.W. 1015-45th Avenue N.W.</b></p>	

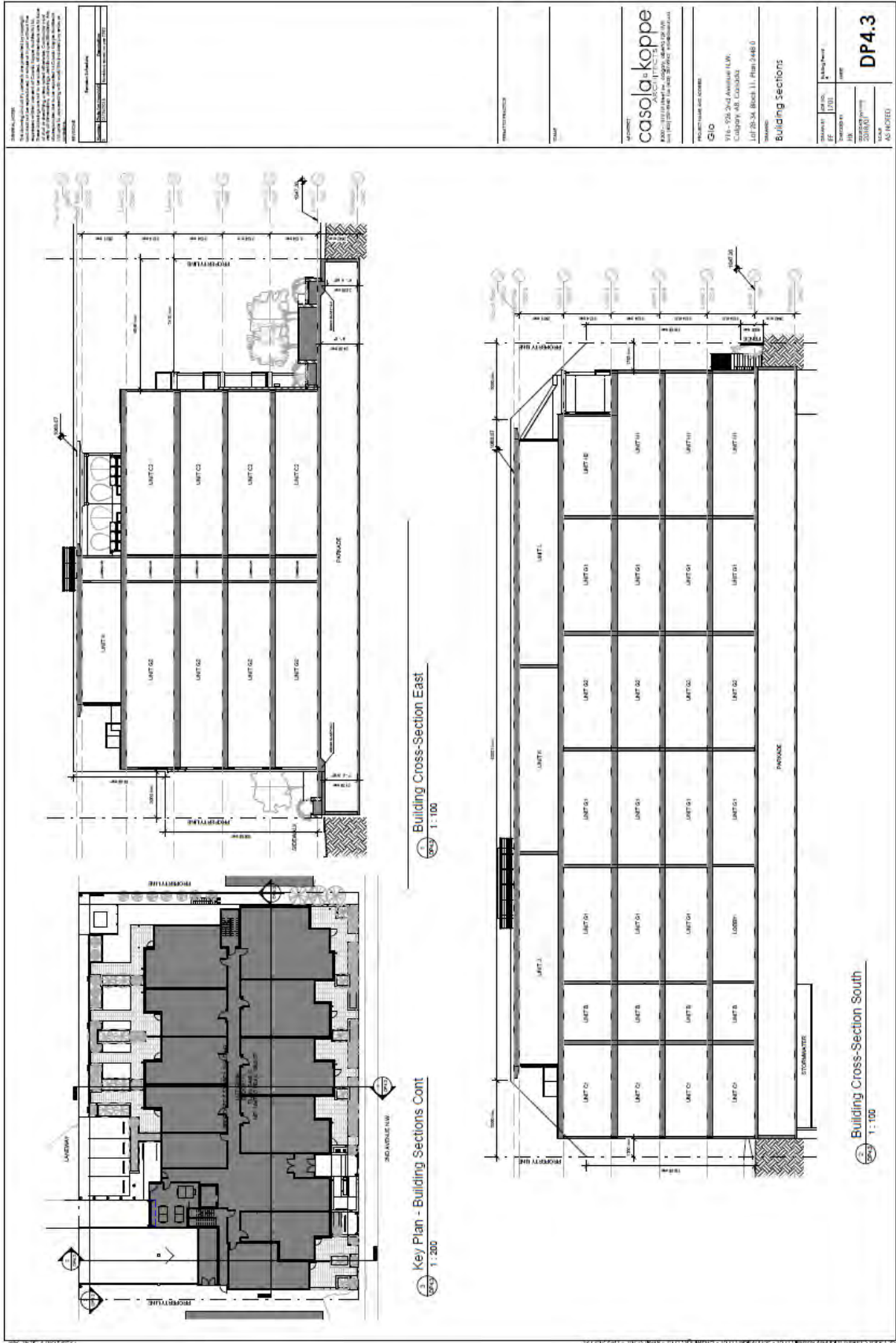
**Key Plan - Building Sections**  
1:200

**Parking Ramp**  
1:100

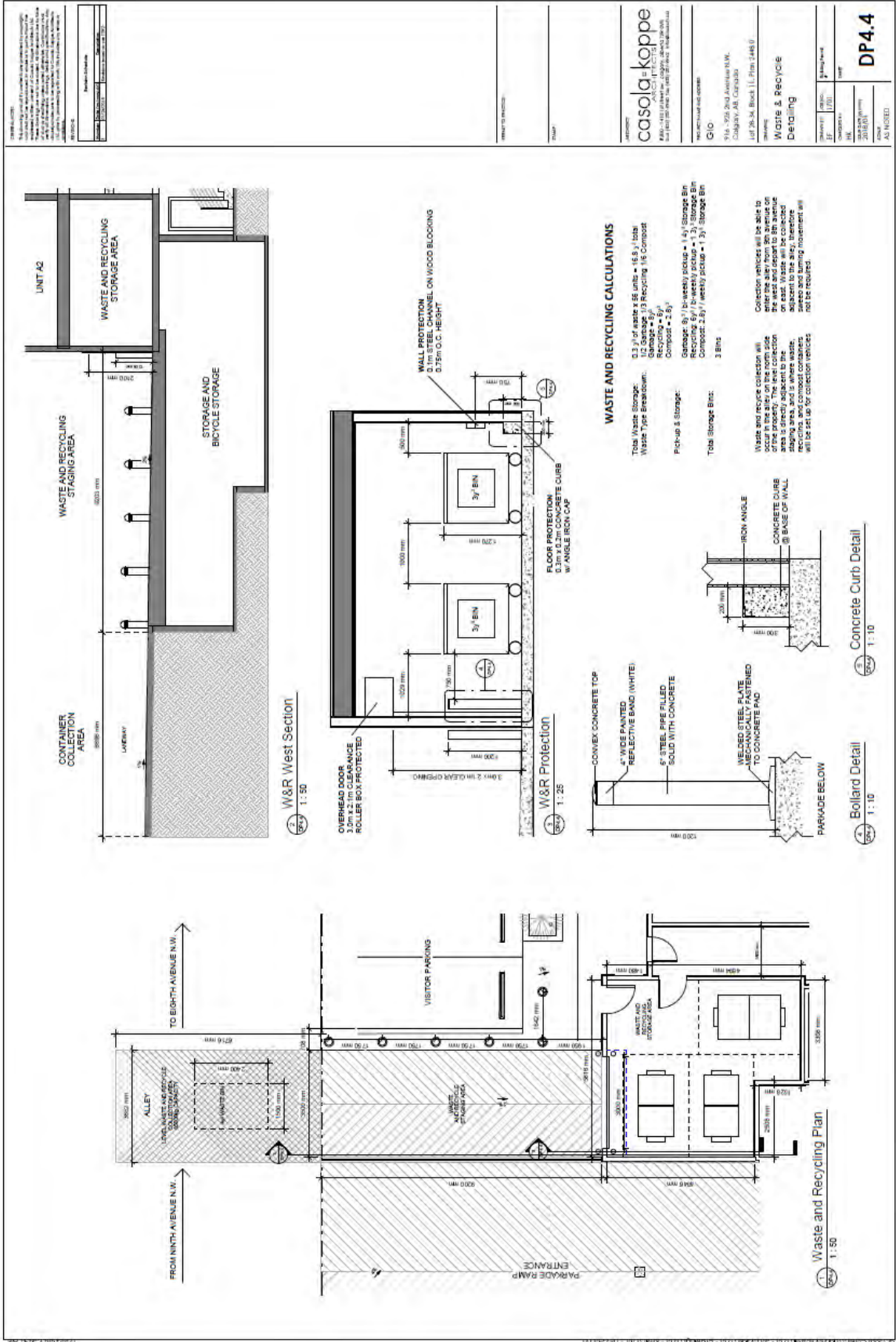
**Visitor Parking Section**  
1:100

**Building Sections**  
1:100

# Development Permit Plans



# Development Permit Plans



# Development Permit Plans

**PROJECT INFORMATION**

PROJECT NAME: \_\_\_\_\_

OWNER: \_\_\_\_\_

**casola | koppe**  
ARCHITECTS

916 - 556-2661  
1175 - 55th Avenue N.W.  
Langley, BC, Canada  
V1M 3K4

**PROJECT ADDRESS**

\_\_\_\_\_

**DATE**

\_\_\_\_\_

**SCALE**

1:100

**DATE**

2018/01

**PROJECT NUMBER**

DP5.1

**PROJECT ADDRESS**


\_\_\_\_\_

**DATE**


2018/01

**PROJECT NUMBER**

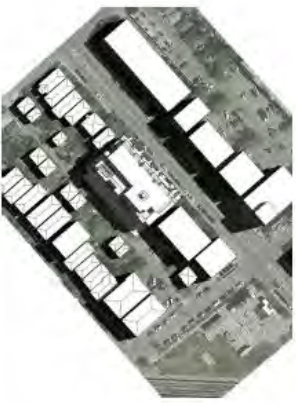
DP5.1




Spring & Fall Equinox  
4pm




Summer Solstice  
4pm




Spring & Fall Equinox  
Noon




Summer Solstice  
Noon



Winter Solstice  
Noon



Spring & Fall Equinox  
8am



Summer Solstice  
8am

## SHADOW STUDIES



# Development Permit Plans

1. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
2. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
3. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
4. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
5. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
6. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
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9. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
10. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
11. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
12. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
13. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
14. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.
15. The applicant shall provide a copy of this plan to the City of Chicago for review and approval.

**NOT FOR CONSTRUCTION**



**PLANTING SCHEDULE**

Planting	Quantity	Planting	Quantity
1. 12' round tree	10	11. 12' round tree	10
2. 12' round tree	10	12. 12' round tree	10
3. 12' round tree	10	13. 12' round tree	10
4. 12' round tree	10	14. 12' round tree	10
5. 12' round tree	10	15. 12' round tree	10
6. 12' round tree	10	16. 12' round tree	10
7. 12' round tree	10	17. 12' round tree	10
8. 12' round tree	10	18. 12' round tree	10
9. 12' round tree	10	19. 12' round tree	10
10. 12' round tree	10	20. 12' round tree	10

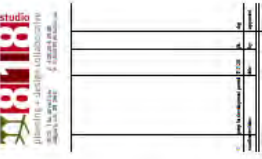
**2 Key plan at grade**

**Legend**

- plant in vicinity of base of stairs
- grass seed
- sedum and succulent groundcover
- perennial grasses, etc.
- Highway hybrid grass
- multispecies vegetated road grass
- streaked bark mulch

**Planting Schedule**

Planting	Quantity	Planting	Quantity
1. 12' round tree	10	11. 12' round tree	10
2. 12' round tree	10	12. 12' round tree	10
3. 12' round tree	10	13. 12' round tree	10
4. 12' round tree	10	14. 12' round tree	10
5. 12' round tree	10	15. 12' round tree	10
6. 12' round tree	10	16. 12' round tree	10
7. 12' round tree	10	17. 12' round tree	10
8. 12' round tree	10	18. 12' round tree	10
9. 12' round tree	10	19. 12' round tree	10
10. 12' round tree	10	20. 12' round tree	10



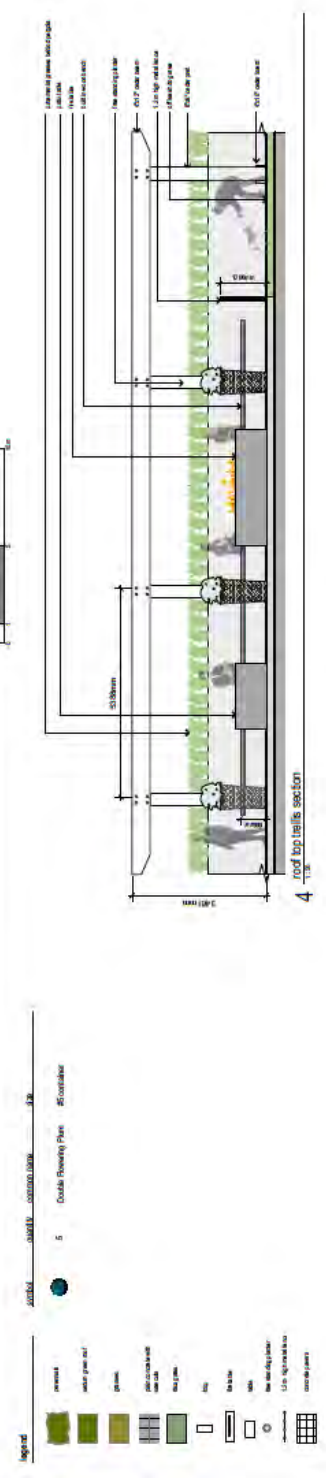
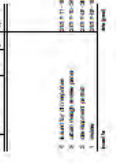
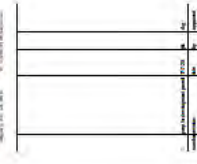
G10  
916-526 2 avenue nw  
lot 28-34, block 11, plan 2448 0  
landscape plan

**DPL1**

# Development Permit Plans

**NOT FOR CONSTRUCTION**

1. The owner is responsible for the design and construction of the roof garden and roof terrace. The design and construction shall be in accordance with the applicable codes and standards.
2. The roof garden shall be designed and constructed in accordance with the applicable codes and standards.
3. The roof terrace shall be designed and constructed in accordance with the applicable codes and standards.
4. The roof garden and roof terrace shall be designed and constructed in accordance with the applicable codes and standards.
5. The roof garden and roof terrace shall be designed and constructed in accordance with the applicable codes and standards.
6. The roof garden and roof terrace shall be designed and constructed in accordance with the applicable codes and standards.
7. The roof garden and roof terrace shall be designed and constructed in accordance with the applicable codes and standards.
8. The roof garden and roof terrace shall be designed and constructed in accordance with the applicable codes and standards.
9. The roof garden and roof terrace shall be designed and constructed in accordance with the applicable codes and standards.
10. The roof garden and roof terrace shall be designed and constructed in accordance with the applicable codes and standards.



# Development Permit Plans

**NOT FOR CONSTRUCTION**

for review and comments only

**NOTES:**

1. All drawings shall be in accordance with the current edition of the International Building Code (IBC) and the current edition of the International Residential Code (IRC).
2. All drawings shall be in accordance with the current edition of the International Mechanical Code (IMC) and the current edition of the International Fuel Gas Code (IFGC).
3. All drawings shall be in accordance with the current edition of the International Electrical Code (IEC) and the current edition of the International Fire Code (IFC).
4. All drawings shall be in accordance with the current edition of the International Plumbing Code (IPC) and the current edition of the International Sanitary Code (ISC).
5. All drawings shall be in accordance with the current edition of the International Energy Conservation Code (IECC) and the current edition of the International Green Building Code (IGBC).
6. All drawings shall be in accordance with the current edition of the International Fire and Safety Code (IFSC) and the current edition of the International Fire Code (IFC).
7. All drawings shall be in accordance with the current edition of the International Fire and Safety Code (IFSC) and the current edition of the International Fire Code (IFC).
8. All drawings shall be in accordance with the current edition of the International Fire and Safety Code (IFSC) and the current edition of the International Fire Code (IFC).
9. All drawings shall be in accordance with the current edition of the International Fire and Safety Code (IFSC) and the current edition of the International Fire Code (IFC).
10. All drawings shall be in accordance with the current edition of the International Fire and Safety Code (IFSC) and the current edition of the International Fire Code (IFC).



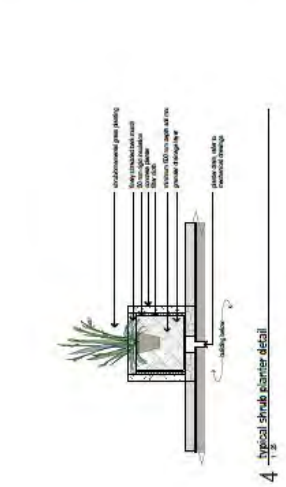
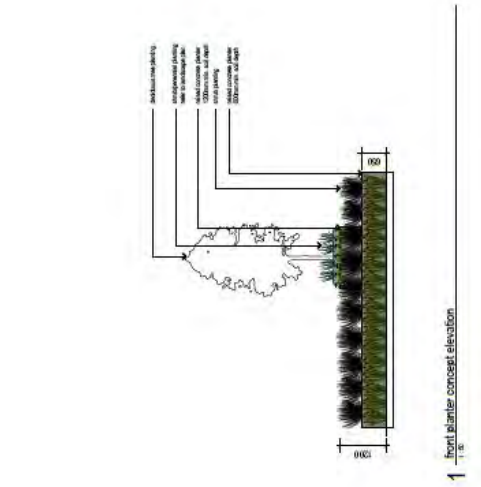
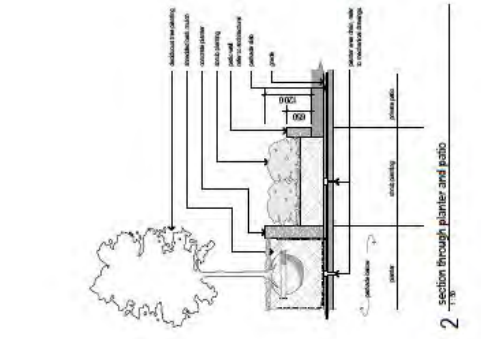
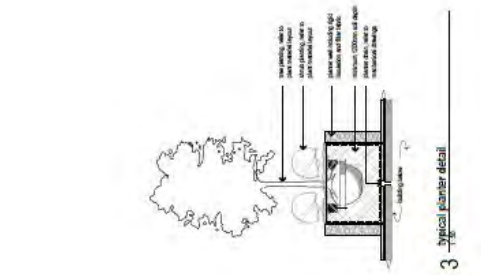
NO.	DATE	DESCRIPTION
1	10/10/17	ISSUED FOR PERMIT
2	10/10/17	ISSUED FOR PERMIT
3	10/10/17	ISSUED FOR PERMIT

DATE: 10/10/17  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO: 17-0000000000



916-926 2 avenue nw  
 lot 28-34, block 11, plan 2448.0

NO.	DATE	DESCRIPTION
1	10/10/17	ISSUED FOR PERMIT
2	10/10/17	ISSUED FOR PERMIT
3	10/10/17	ISSUED FOR PERMIT



## Conditions of Approval

### Prior to Release Requirements

---

If this Development Permit is approved, 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 seven (7) 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. Four (4) of the plan set(s) shall highlight all of the amendments.
- b. Four (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. Provide a Cheque to the City of Calgary for contribution to the Hillhurst/Sunnyside Community Amenity Fund. The Cash Contribution Rate for 2018 is \$17.85 per square metre over an FAR of 0.72. The amount required is \$62,270.97.
3. Provide photo documentation of 916, 918 and 920 2 Avenue NW for historical record, in accordance with the City of Calgary Documentation Guide. Contact the Erin van Wijk from the Heritage Planning Team for further information at (403) 268-2395.

#### Development Engineering:

4. Amend the plans to:

##### Waste & Recycling Services - General

- a. Indicate the lane to be paved as the containers will be rolled into the alley for collection.

##### Water Resources – Water Servicing

- a. Indicate and dimension an adequate “water meter room”, which shall be located internal to the building (**main floor/parkade**) adjacent to an exterior wall where the services (100mm and larger) enter the building,

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. The proposal to construct public infrastructure, **storm sewers and service connections** within City rights-of-way requires the **developer** to execute an Indemnification Agreement to the satisfaction of the Manager, Urban Development.

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](http://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.
- d. A detailed cost estimate for the scope of Work including GST prepared by the contractor.

***Storm sewer main extension is required from the existing main in lane north east of the site***

7. 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 [developmentsservicing2@calgary.ca](mailto:developmentsservicing2@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](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>

***A DSSP is required prior to release due to two sanitary mains being available, SSS will determine which main to tie to.***

8. **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,

## Conditions of Approval

Calgary Approvals Coordination at 403-268-6739 or email [offsitelevy@calgary.ca](mailto:offsitelevy@calgary.ca).

### Transportation:

9. Remit payment (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 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. Signalized pedestrian crossing of 2 Avenue at 8 Street NW

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 through the preliminary assessment.

10. 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 new 2m sidewalks on 2 Avenue NW;
- b. Lane paving from 8 Street NW to the westerly property line of the site; and
- c. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel.

11. 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

- b. Street lighting upgrading adjacent to site

### Conditions of Approval

12. Provide a specification for the proposed guardrail or barrier which delineates the parkade ramp from the waste and recycling staging area. Include the guardrail or barrier on the landscape and site plan drawings (reviewer note: appears to have been shown only on “perspectives” drawing following DTR1).
13. Amend the plans to clearly indicate the Class 2 (quantity and alignment) bicycle parking racks on both the site plans and landscape drawings.

**Parks:**

14. Amend the site and landscape plans to indicate all existing public trees within 6.0m of the development site. As per the Tree Protection Bylaw, provide the following information:
  - a. Tree species
  - b. Caliper of tree trunk (dbh)
  - c. Height of tree
  - d. Location of the centre point of the tree trunk
  - e. Scaled outline of the tree canopy dripline
  - f. Indicate whether the tree is to **remain** or to be **removed**

\*\*Public tree at eastern end of site along 2 AV NW

Tree Location	Species	Calliper	Canopy	Height
<b>2 AV NW</b>	<b>Manitoba Maple</b>	<b>31cm</b>	<b>5m</b>	<b>8m</b>

### Permanent Conditions

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If this Development Permit is approved, the following permanent conditions shall apply:

**Planning:**

15. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
16. No changes to the approved plans shall take place unless authorized by the Development Authority.
17. 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.
18. All roof top mechanical equipment shall be screened as shown on the approved plans.

### Conditions of Approval

19. Upon completion of the main floor of the building, proof of the geodetic elevation of the constructed main floor 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'.
20. Trees and shrubs shall be provided with an underground sprinkler irrigation system as identified on the approved plans. As the development utilizes low water landscaping, the delivery of irrigated water is confined to trees and shrubs, and is not to be utilized for lawn.
21. 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.
22. Crushed aggregate or materials including but not limited to brick, pea gravel, shale, river rock and gravel are not permitted within required landscape areas.
23. All electrical servicing for freestanding light standards shall be provided from underground.
24. A lighting system to meet a minimum of 54 LUX with a uniformity ratio of 4:1 on pavement shall be provided.
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. Barrier free parking stalls shall be clearly designated, signed and located close to the entrance of the building with barrier-free accessibility.
29. The garbage enclosure shall be kept in a good state of repair at all times and the doors shall be kept closed while the enclosures are not actively in use for delivery or removal of refuse.
30. Fascia signage shall be placed only in the designated sign area as indicated on the approved plans. Any damage to the building face, as a result of the sign installation or removal, shall be repaired to the satisfaction of the Development Authority.



## Conditions of Approval

### Development Engineering:

31. 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).
32. The development site lies within the Flood Fringe and as such must conform to Land Use Bylaw 1P2007, Part 3, Division 3. The 1:100 year designated flood level elevation is **1047.3m**.
33. Pursuant to Bylaw 2M2016, off-site levies are applicable.
34. **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](mailto:offsitelevy@calgary.ca)
35. 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](http://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.

### Conditions of Approval

36. 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.
37. 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.
38. 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.

### Transportation:

39. 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.
40. 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.

### Parks:

41. 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.
42. 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](http://www.calgary.ca) or call 311 for more information.
43. 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).

## COMMUNITY ASSOCIATION LETTER - 2017 SEPTEMBER 6

DP2017-3511  
ATTACHMENT 3



September 6, 2017

Development Circulation Controller  
Planning & Development #8201  
P.O. Box 2100 Station M  
Calgary AB T2P 2M5

Re: DP2017-3511 | New: Multi-Residential Development (1 Building, 56 Units) | 916, 918, 920, 926  
2<sup>nd</sup> Avenue NW | Russell Real Estate Development – “Glo”

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Dear Ms. Stephanie Loria,

Thank you for the opportunity to comment on this important application. The community association and neighbours were actively involved with this development from the outset at the Land Use Amendment stage (LOC2017-0091). This is a significant project as one of the first developments proposed within a strictly residential part of the community and due to its midblock location of the site.

The community generally supported the rezoning application to bring the Land Use District in line with the ARP. Neighbours and the community would like to see a new development that fits in with the character of the street and with the vision as outlined in the Transit Oriented Development policies of the Hillhurst Sunnyside Area Redevelopment Plan. The building should be held to a high design standard.

While not specific to the DP, the applicant's representative provided information and engaged in conversations that helped the project gain more acceptance at the rezoning stage including: exploration of public benefits (topics such as pedestrian interface and walkability improvements); infrastructure upgrades (such as improving the laneway); the use of contextual building materials; and the desire for a more inclusive social mix (such as the availability of affordable units and providing more bedrooms for families). Clarification should be provided on as soon as possible as to whether some or all of these are going to be pursued.

We have engaged neighbours on this proposed development through social media, direct email, and word of mouth. We reviewed this application using the plans available to us in the August 9, 2017 circulation. We are cognizant of City of Calgary timelines, and provided preliminary comments ahead of a public meeting.

Sincerely,

Hillhurst Sunnyside Planning Committee  
Hillhurst Sunnyside Community Association

cc: Robert McKercher, Chair, Hillhurst Sunnyside Planning Committee  
Chris Andrew, Decker Butzner, Peter Bolton, Ximena Gonzalez, Members, HSPC  
Lisa Chong, Community Planning Coordinator, HSCA  
Jennifer Dobbin, Applicant/Developer's Representative for Russell RED  
Dale Calkins, Communications & Community Liaison, Ward 7 Councillor's Office  
Development Permit Circulation Controller

# 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: DP2017-3511

Name of Planning Representative/s who completed this form:

Lisa Chong with feedback from neighbours (Charlie Lund, Dan Stillwell, Linda Grandinetti, Noel Keough, Peggi MacDougall, Robert Froese) and Hillhurst Sunnyside Planning Committee members (Peter Bolton, Robert McKercher, Tara Kunst, Ximena Gonzalez)

Community Association: Hillhurst Sunnyside

Date returned: September 6, 2017

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

## 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

- Vision and Guiding Principles of the ARP: Section 2.2.1 Increase Housing in the Transit Oriented Development area
  - Support for two- and three- bedroom units to support inner city families.
- Respectful setbacks in relation to the neighbouring buildings (see #3b).
- Individual front and alley entrances to activate frontages and hopefully increase safety in the laneway (see #2).
- Parking (see #3d).

#### Challenges

- Loss of community character. While there are some positives, we felt that more could be done to help integrate this building with the rest of the neighbourhood (see also #2).
  - ARP Section 2.2.2, *Require Well Articulated and Designed Major Buildings* – the building is very flat and should include more articulation.
  - ARP Section 2.2.7, *Promote Architecture that Stands the Test of Time* – the community association often hears concerns of how new development does not keep with the "village" feel of the community. While contemporary designs are expected, we would also like to see new development that also celebrates the history of this community, as one of the first suburbs of Calgary north of the river. We have heard positive feedback from residents on existing redevelopments such as:
    - The human scale of "Ven" condos on 5<sup>th</sup> Avenue between 7<sup>th</sup> and 8<sup>th</sup> Streets.

## COMMUNITY ASSOCIATION LETTER - 2017 SEPTEMBER 6

- The *"St Johns on Tenth building"* that steps down its height towards the lower density buildings on 10A Street, incorporation of traditional cladding (brick and stucco), warm colours, and the heritage plaques and sidewalk medallions.
  - *"Palfeyville"* on the corner of 9 Street and 2 Avenue was cited by many residents as a good example of a mid-rise building in the same area due to the small scale, building materials, good landscaping and a modest level of density (19 units).
  - Loss of mature trees and green landscaping due to increased building footprint.
2. Are there changes that could be made to the proposed development to make it more compatible or beneficial to the area?
- 2nd Avenue NW, as the main street of Sunnyside enjoys a high level of urban life; close knit neighbours and sees significant pedestrian, bike and automobile traffic. We feel that there should be more attention to the design and the new development should contribute and enhance the character of the community.
    - TOD policies encourage *"new development should contribute to the distinctive and eclectic character of the area, including the traditional small lot pattern of development. Buildings should be articulated and detailed in manner that reinforces existing development rhythms"*. We appreciate that there has been thoughtful attempt at creating an active frontage by including ground-level units and patios. Massing should further be broken down.
    - The objectives of the 2012 Bow to Bluff Urban Design Framework describe the need for individual developments in the area to form a cohesive part of the 9A Street/LRT corridor. Bow to Bluff promotes developments that strengthen pedestrian connections and includes quality public realm recommendations (windows, street furniture, and well-defined main entrances).
    - Wood patio treatment at the rear of the building could be a beneficial design for the front of the building.
  - Upgrades to local infrastructure:
    - Consider discussions with neighbours about paving the laneway between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues with permeable pavement and traffic calming.
    - Add downward lighting to the laneway to increase safety for residents backing onto the alley and for those ground floor units facing the lane.
    - Upgrade the drainage capacity of the laneway and/or explore rerouting drainage to another line that has more capacity.
  - The HSCA Flood Task Force and local residents are strongly concerned about the overall capacity of drainage infrastructure. 2<sup>nd</sup> Avenue was the only means of evacuation during the 2013 flood with Memorial Drive inundated. The loss of permeable surface and the larger development footprint could have significant impacts on adjacent neighbours, the laneway and in the area.
    - The community would like to see permeable surfaces where possible (e.g., rear parking area and/or the laneway). For example: refer to the porous pavement used at the City of Calgary Water Centre, which resembles asphalt but allows for water to flow through, or the use of "beehive" blocks with grass.
  - Residents were supportive of "future-proofing" which is in line with the sustainability objectives in the ARP under 2.2.6 *Promoting an Environmentally Friendly Community*.
    - Suggestion to include electric vehicle charging stall(s), further bike accommodation and car sharing (see #3d).

## COMMUNITY ASSOCIATION LETTER - 2017 SEPTEMBER 6

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)*
    - While the proposed plans appear to be an appropriate use of the M-C2 Land Use District; the applicant should explore ideas on reducing the massing of this building and integrate better with neighbours at this midblock location. The multi-residential building to the west is not likely to be redeveloped for a long time and there are still homes in good condition on the same street and to the north.
  - b. *The site design*
    - Proposed setbacks are generally good. The front setback is relatively in line with that of the neighbours, except for the patio projections.
      - Front of the building should enhance the walking experience of 2<sup>nd</sup> Avenue. For example, proposed planters are tall and should be lowered. Other options such as lattice-style fencing, planters/plantings could be used while affording privacy for the proposed ground floor residences.
    - Generous setback at the rear of the building may help reduce the effect of overlooking and shadowing on the adjacent homes north of the laneway.
      - Current plans lack a shadow diagram to assess the impacts of the building.
    - Placement of 5th floor homes facing 2nd Avenue is better than having them face the lower density residences on the north side. Amenity space on the north side is suitable.
    - Off-leash dog area in the rear is an interesting concept for a common amenity space.
  - c. *The building design*
    - More articulation is needed to help break up the massing of the building.
    - We are strongly opposed to some of the proposed building material; vinyl siding is inappropriate. More durable building materials should be explored.
      - Per the ARP, *"Materials that add warmth, texture and visual interest are an important consideration in the feel of a pedestrian street."* Suggested building materials, particularly for the lower storeys include: brick, stone and concrete/stone composites, ceramic tile, concrete composite siding and panels, wood accents. Additionally, *"Building materials and colour palettes should be compatible with existing development"*.
      - Example images shown at the developer's April 13, 2017 open house showed contemporary designs that had more colour than various tones of grey. A warmer colour palette with a variety of building materials would be a better fit.
  - d. *Parking*
    - On-site parking remains controversial. While many residents express a general desire to reduce car usage, localized concerns about parking are also very high and thus reductions to parking can attract strong opposition from at least some residents.
    - We are not opposed to the parking relaxation to allow one parking stall per residential unit; any less could result with parking that spills onto the street.
      - Notwithstanding, the ARP prohibits parking spaces for multi-residential homes.
      - Parking restrictions were explored in the Land Use Amendment stage and must be enforced by Calgary Parking Authority.

## COMMUNITY ASSOCIATION LETTER - 2017 SEPTEMBER 6

- Sunnyside is a complete, walkable community with a gamut of transit, bicycle and car sharing infrastructure. We suggest creating dedicated and accessible bike storage separate from the general storage room. We also suggest creating a car sharing stall (whether Car2Go or otherwise). Factored together, this could help reduce demands on automobile ownership and use.
    - The applicant and the City should explore a comprehensive parking strategy (what is the right bicycle to vehicle mix?)
  - The plans indicate that out of 6 visitor parking stalls, 4 will be allocated for barrier-free parking spaces. The parking chart from the Building Code indicates that there should 3 designated barrier-free stalls within the 26-50 stall range.
    - Because Sunnyside already has a shortage of parking, and with so many visitor stalls designated as accessible, most of the visitor parking will remain unused for the vast majority of the time and will push more visitor, delivery and tradesmen parking to neighbouring streets (even when not permitted).
    - If desired, provision of barrier-free stall(s) in the parkade could accommodate additional barrier-free visitor parking.
4. Has the applicant discussed the development permit application with the Community Association?
- We contacted the applicant to request more information, such as a streetscape plan, colour renderings, an electronic copy of the plans and to discuss an open house.
    - The applicant provided colour renderings and has indicated that additional renderings will be provided once available.
    - Unfortunately at the time of our review, the plans lack a streetscape plan to evaluate the relationship of the proposed building with the existing multi- and single-detached homes on 2<sup>nd</sup> Avenue.
  - We understand that the applicant's team has been in contact with the City File Manager about appropriate timing for public engagement on the Development Permit plans. This application was received during the summer when many residents and planning committee members are busy or away. We look forward to reviewing this application more widely with residents and with the applicant's team through an open house in the fall.
5. Please provide any additional comments or concerns regarding the proposed development.
- We are not certain where public benefits fit with this development. Some options were suggested during the applicant's first few presentations to the planning committee and neighbours during the rezoning stage, but we are unclear about how these decisions are made.
  - During the Land Use Amendment stage, there was indication that 8 units would be sold at an "affordable" \$300,000 price point (source: [www.2avenw.ca](http://www.2avenw.ca)). We are not sure how this could be implemented or if there are controls to prevent property speculation.
  - We will likely have additional comments once additional renderings are received and after any amended plans are provided.

# COMMUNITY ASSOCIATION LETTER - 2017 November 9

DP2017-3511  
ATTACHMENT 4



November 9, 2017

Development Circulation Controller  
Planning & Development #8201  
P.O. Box 2100 Station M  
Calgary AB T2P 2M5

Re: DP2017-3511 | 916-926 2<sup>nd</sup> Avenue NW | Amended Plans

---

Dear Ms. Stephanie Loria,

The Hillhurst Sunnyside Planning Committee ("HSPC") would like to thank you for the opportunity to comment on the amended plans provided to us on November 2, 2017. As expected, there was more resident interest after the developer's open house when plans were presented in a more evolved and legible form than in with the August 9 paper plans. We compiled our input based on citizens' input received over email and in-person at the developer's October 19, 2017 open house. Please refer to Appendix I for verbatim comments gathered at the open house.

We have yet to see a streetscape drawing showing the context of the proposed development to its surroundings. We are strongly concerned that the approving authority will not have the information it needs to fully assess the scale of the proposed development in the middle of the block and its relation to the existing urban form.

While it appears that some changes have been made to the proposed building materials, setbacks and setbacks at the east and west elevations, the same "challenges" remain from our September 6, 2017 submission. We feel that our fundamental concerns remain unresolved through City Council's motion:

*"Withhold second and third readings pending the tentative approval of a Development Permit by Calgary Planning Commission, with particular regard to the following:*

- 1. Improved and more sensitive transition to low-density residential and M-CG designated parcels,*
- 2. Mitigation of overlooking issues to adjacent parcels,*
- 3. Improved material differentiation and durability, in accordance with the Hillhurst/Sunnyside Area Redevelopment Plan, and*
- 4. Facade articulation and grade-level interfaces that promote the pedestrian-scale vision of the Hillhurst/Sunnyside Area Redevelopment Plan"*

#### **Transit Oriented Development Policy**

Hillhurst Sunnyside is a community that has accepted and has seen a large amount of redevelopment since the TOD policy was approved (see Appendix II), mostly along the main streets and train corridors. As the first major development in the heart of the community, we once again stress the importance of sensitive transitioning the design of the proposed building to the existing built form. The Hillhurst Sunnyside Area Redevelopment Plan classifies this site as within the Medium-Density transition zone of



## COMMUNITY ASSOCIATION LETTER - 2017 November 9

the Transit Oriented Development Study Boundary, which states that new developments in the area should have the ability *"accommodate small-scale urban infill development, and the opportunity to provide new housing choices that fit within the existing community character and strengthen the pedestrian-friendly nature of the neighbourhood."*

### Community Character

- Community character is a central part of what makes Hillhurst Sunnyside unique; the ARP places high importance in maintaining the fine-grained urban village feel. Higher density development should enhance the qualities of the community, rather than detract from it; we feel the project as proposed, carries too much massing and height.
- The building should pay homage to the historical character of the neighbourhood; we appreciate that the building materials have been changed to reflect a higher caliber, more traditional material, with lighter cladding on the top floors.
- As pointed out by neighbours, greater articulation, residential rooflines and front entrances that respect the rhythm of the historic neighbourhood would make for more sensitive fit. At-grade differentiated townhouse-like units have been suggested, and would be a good fit for families.
- Measures have been taken to push parts of the building in; however it is still very massive when viewed from the vantage point of a pedestrian. The applicant should further break down the massing of the proposed development.
- Stepbacks at the third storey could help create a better relation to the scale of the street, taking into consideration the stepbacks that have already been proposed on the eastern side of the proposed building and in line with the three-storey multi-residential building to the west.

### Social Considerations and Livability

- Sunnyside has a unique mix of single detached and multi-residential housing, incomes, ages, renters, housing coops and homeowners. We are disappointed to see new condo buildings built in recent years that cater only to the single demographic of higher income single/double occupancies (see Appendix II).
- An important hallmark of the ARP encourages a variety of housing for a range of incomes, different age groups and for families with children and flexible housing choices. Affordable housing is an important tenet of the ARP to enhance and expand on the diversity of the neighbourhood.
- Residents have requested adding diversity in terms of floorplans such as more 2- and 3- unit bedrooms and interesting configurations, such as lock-off units for extended families.
- Residents appear to support the increase to bicycle storage stalls.

### Streetscape

- While some improvements have been made to the façade to create a more grounded building with traditional cladding; however enhancements to the pedestrian realm is still unsatisfactory.
- 2nd Avenue NW is the main street of Sunnyside; the proposed development should celebrate the housing diversity of the neighbourhood and "activate" the street. Suggestions from open house participants have included creating public seating, lighting, low impact landscaping, and trees that can thrive in Calgary's climate.
- We believe that the planters along 2nd Avenue are to be changed to a brick/concrete mix, however they appear to be entirely concrete in the plans.
- Frontage is homogenous; the building as proposed, is ~40 metres wide and lacks pedestrian interest. Adding different levels to the design could help create a more visually interesting structure.

## COMMUNITY ASSOCIATION LETTER - 2017 November 9

### Overlooking/Privacy

- Concerns remain with the side windows towering over the single detached residence to the east.
- The applicant should further explore ways to minimize impact to the neighbours on both sides of the proposed building and north across the alley.

The design of the project as presented has seen a largely negative reaction from community residents so far. While we are aware that neighbours have been a part of meetings with the developer and its applicant team, reports back have indicated that the residents and applicant have agreed to disagree on key elements of the design. We believe that more work is needed to address the concerns of building scale in terms of massing and height, to activate the streetscape and further refinements for a design which pays homage to the historical character of the neighbourhood. Lastly, we stress the importance of a new development that accommodates a variety of housing types to allow for a greater social mix.

As always, thank you Stephanie for keeping us informed throughout this application. Please do not hesitate to contact us should there be any questions.

Sincerely,

Hillhurst Sunnyside Planning Committee  
Hillhurst Sunnyside Community Association

cc: Robert McKercher, Chair, Hillhurst Sunnyside Planning Committee  
Chris Andrew, Decker Butzner, Peter Bolton, Ximena Gonzalez, Members, HSPC  
Lisa Chong, Community Planning Coordinator, HSCA  
Jennifer Dobbin, Applicant/Developer's Representative for Russell RED  
Dale Calkins, Communications & Community Liaison, Ward 7 Councillor's Office  
Development Permit Circulation Controller

## Urban Design Review Panel Comments

DP2017-3511  
ATTACHMENT 5

Urban Vitality			
	Topic	Best Practice	Ranking
1	<b>Retail street diversity</b>	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.	NA
	UDRP Commentary		
	No comments.		
	Applicant Response		
2	<b>Retail street transparency, porosity</b>	Retail street maximizes glazing - 70% and more. Maintains view into and out of retail, avoids display-only windows.	NA
	UDRP Commentary		
	No comments.		
	Applicant Response		
3	<b>Pedestrian-first design</b>	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 support the pedestrian experience.	Support with comment
	UDRP Commentary		
	The panel asked if the sidewalk width could be maintained to match that of the neighbours in exchange for more landscaping. It is understood that there may be City requirements that are dictating this width. The panel feels that the look and feel of this neighbourhood is characterized by the existing sidewalk widths and landscaping, and that the project might feel more integrated if the existing sidewalk section is maintained.		
	Applicant response		
	The applicant agreed with UDRP's comments regarding sidewalk width. Keeping the sidewalk the same width as the existing one would also provide a green strip approximately 300mm wide between sidewalk and the south planters to be used for more planting.		

## Urban Design Review Panel Comments

4	<b>Entry definition / legibility</b>	Entry points are clear and legible	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
5	<b>Residential multi-level units at grade</b>	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.	Support with comment
	UDRP Commentary		
	<p>The project provides for units with individual street entry facing 2<sup>nd</sup> Avenue. The outdoor patios are of size that can be occupied as recommended. The project could be improved if the patio walls were more articulated, lowered (with perhaps a decorative rail) to improve visibility. The applicant is encouraged to rethink the use of concrete for these walls and use a brick face instead. This was illustrated in some of the submission documents but not all. Low level lighting and street addresses incorporated into the wall design will enhance the unit entries (it is noted that street numbers are shown on the renderings) Further, the panel discussed the design of the laneway side of the project. Sunnyside is seeing a number of laneway housing projects being proposed. The panel asked if the yards could be increased for the rear units such that they extend to the lane. This might improve the desirability of these units and demonstrate a commitment to the use of the laneway for more uses, particularly if these units also have entries to the laneway from their yards.</p>		
	Applicant Response		
	<p>Patio walls have been modified so that they now step in height as you move from sidewalk to building. Brick has been incorporated on the majority of the planter and patio walls, with concrete being used for some of the larger tree planters. The north side of the building (laneway facing) has been given the same treatment as the south side. Yards have been extended, planters redesigned to frame individual patios, and units have been given direct access from the laneway. The lighting has also been revised, incorporating more wall hanging lamps on the exterior, and bollards to frame primary entrances.</p>		
6	<b>At grade parking</b>	At grade parking is concealed behind building frontages along public streets.	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
7	<b>Parking entrances</b>	Ramps are concealed as much as possible. Entrances to parking are located in discrete locations. Driveways to	Support with comment

## Urban Design Review Panel Comments

		garage entries are minimized, place pedestrian environment and safety first.	
	UDRP Commentary		
	If the four laneway parking stalls could be located below grade it would improve the laneway elevation		
	Applicant Response		
	The parking was revised as much as possible however due to parkade constraints 4 stalls are required to be kept at grade. Visitor stalls have been framed by planters and bollards in an effort to minimize the impact people parking there will have on nearby at-grade units.		
8	<b>Other</b>	No comments.	
	Applicant Response		
<b>Urban Connectivity</b> <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>			
	<b>Topic</b>	<b>Best Practice</b>	<b>Ranking</b>
9	<b>LRT station connections</b>	Supports LRT use via legible, dedicated pedestrian pathways to stations with direct routes. Avoids desire lines / shortcutting through parking areas.	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
10	<b>Regional pathway connections</b>	Supports LRT use via legible, dedicated pedestrian pathways to stations with direct routes. Avoids desire lines / shortcutting through parking areas.	NA
	UDRP Commentary		
	No comments.		
	Applicant Response		
11	<b>Cycle path connections</b>	Supports cycling via intentional, safe urban design connections to pathway systems and ease of access to bicycle storage at grade.	NA

## Urban Design Review Panel Comments

	UDRP Commentary		
	No comments.		
	Applicant Response		
12	<b>Walkability - connection to adjacent neighbourhoods / districts / key urban features</b>	Extend existing and provide continuous pedestrian pathways. Extend pedestrian pathway materials across driveways and lanes to emphasize pedestrian use.	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
13	<b>Pathways through site</b>	Provide pathways through the site along desire lines to connect amenities within and beyond the site boundaries.	NA
	UDRP Commentary		
	No comments.		
	Applicant Response		
14	<b>Open space networks and park systems</b>	Connects and extends existing systems and patterns.	NA
	UDRP Commentary		
	No comments.		
	Applicant Response		
15	<b>Views and vistas</b>	Designed to enhance views to natural areas and urban landmarks.	NA
	UDRP Commentary		
	No comments.		

## Urban Design Review Panel Comments

	Applicant Response	
16	<b>Vehicular interface</b>	NA
	UDRP Commentary	
	No comments.	
	Applicant Response	
17	<b>Other</b>	No comments.
	Applicant Response	
<b>Contextual Response</b> <i>Optimize built form with respect to mass, spacing and placement on site in consideration to adjacent uses, heights and densities</i>		
<b>Topic</b>		
<b>Best Practice</b>		
<b>Ranking</b>		
18	<b>Massing relationship to context</b>	Relationship to adjacent properties is sympathetic
	UDRP Commentary	
	<p>The panel feels the massing is respectful of the evolving context where multifamily residential is being integrated into existing single family areas. The applicant has responded to the community concerns by recessing the upper floor units and decreasing the canopy to reduce the overall mass. Further, the front façade has been articulated into five smaller “masses” introducing a cadence that represents the former five residences it replaces. Further, the elevation has been broken down with material changes that creates individual identity for the five masses. The panel notes that the applicant is working to create further distinction and cautions from pushing this too far from the solution presented to the panel. The only item the panel discussed was the potential for canopy elements for the residential entries from the street to further emphasize the granular street feel. The panel encourages the applicant to look at this as a “variation on a theme” of the main building entry, rather than exploring entirely new architectural materials and elements.</p>	
	Applicant Response	
	<p style="color: green;">Material palette has been chosen to be both visually intriguing while remaining conscious and respectful of the character of Sunnyside. The entrance canopy has been pushed further to become more expressive of the entrance while fitting in nicely with the narrative of the building design.</p>	
19	<b>Massing impacts on sun shade</b>	Sun shade impacts minimized on public realm and adjacent sites
		Support

## Urban Design Review Panel Comments

	UDRP Commentary		
	No comments.		
	Applicant Response		
20	<b>Massing orientation to street edges</b>	Building form relates / is oriented to the streets on which it fronts.	Support
	UDRP Commentary		
	Refer to comments for item 18 above		
	Applicant Response		
21	<b>Massing distribution on site</b>		Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
22	<b>Massing contribution to public realm at grade</b>	Building form contributes to a comfortable pedestrian realm at grade	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
23	<b>Other</b>	No comments.	
	Applicant Response		
<b>Safety and Diversity</b> <i>Promote design that accommodates the broadest range of users and uses. Achieve a sense of comfort and security at all times.</i>			



## Urban Design Review Panel Comments

Topic		Best Practice	Ranking
24	<b>Safety and security</b>	CPTED principles are to be employed - good overlook, appropriate lighting, good view lines, glazing in lobbies and entrances.	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
25	<b>Pedestrian level comfort - wind</b>	Incorporate strategies to block wind, particularly prevailing wind and downdrafts. Test assumptions and responses via Pedestrian Level Wind Analysis. Particular attention to winter conditions.	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
26	<b>Pedestrian level comfort - snow</b>	Incorporate strategies to prevent snow drifting. Test assumptions and responses via Snow Drifting Analysis. Particular attention to winter conditions.	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
27	<b>Weather protection</b>	Weather protection is encouraged at principal entrances. Continuous weather protection is encouraged along retail / mixed used frontages.	Support with comment
	UDRP Commentary		
	Refer to comment regarding residential ground floor entries for item 18 above.		
	Applicant Response		
	Plans amended to reflect this comment.		

## Urban Design Review Panel Comments

28	<b>Night time design</b>		Support with comment
	UDRP Commentary		
	Low level lighting at the patio entry shining on the sidewalk – mounted within the patio wall is encouraged.		
	Applicant Response		
	Lighting plans have been amended to improve quality.		
29	<b>Barrier free design</b>	Site access to be equal for able and disabled individuals. Provide sloped surfaces 5% grade or less vs ramps.	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
30	<b>Winter city</b>	Maximize exposure to sunshine for public areas through orientation, massing. Design public realm that supports winter activity.	Support
	UDRP Commentary		
	No comments.		
	Applicant Response		
31	<b>Other</b>		
	Applicant Response		
<b>Service / Utility Design</b> <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>			
<b>Topic</b>		<b>Commentary</b>	<b>Ranking</b>
32	<b>Waste / recycling</b>	This element to be developed to the satisfaction of CWUD	TBD
33	<b>Enmax (Power) / Atco (Gas)</b>	This element to be developed to the satisfaction of CWUD	TBD

## Urban Design Review Panel Comments

34	<b>Transformer / switchgear</b>	This element to be developed to the satisfaction of CWUD	TBD
35	<b>Exhaust / intake</b>	This element to be developed to the satisfaction of CWUD	TBD
36	<b>Electrical vaults</b>	This element to be developed to the satisfaction of CWUD	TBD
37	<b>Loading</b>		Support
38	<b>Fire truck access</b>		Support
39	<b>Other</b>		

## Comments from Applicant Open House

DP2017-3511  
ATTACHMENT 6

### Scale, Historical Character and Design

“As a resident of 3<sup>rd</sup> Avenue – we will have to endure gloomy shadowy Christmases. This proposal is too large and does not fit into the “character” of Sunnyside. How about some peaked roofs – (sob!)”

“The blocky design is heavy and massive, does not fit in with century homes vernacular street appeal”

“Rather not see it go up in this location, this historical neighbourhood.”

“The height is still overbearing! The integrity of the neighbourhood is lost with excessive building of overbearing structures”

“Sorry this doesn’t work for obvious reasons. Too great in terms of height/mass. Not keeping with historical homes”

“Needs to pick up more element of a classic look, keeping with the ago of Sunnyside”

““Eclectic” is not necessarily an accurate word for this design – wording? – mundane?”

“The compatibility with adjacent buildings – from the perspective of the laneway is not well integrated at all. Sunnyside is a neighbourhood of space & air.”

“Out of place on this block”

“Balconies are on both sides of the building which is good -> but McHugh’s Bluff is gorgeous & a selling point: views blocked by embedded balconies”

“The inspiration for the entranceway includes a “20’ plus” setback and path to entrance: set building back much farther to replicate this inspiration otherwise the sense of awe is lost and it’s just a door”

“Design: street entrances good, but maybe too much concrete. Building sides may be concrete jungle – urban blight”

“Overall design – a bit generic similar to many buildings in Calgary. Try to be distinctful (Pixel, Bucci, etc.)”

### Shadowing

“Sunny”side?? NO more?!”

“A shadow study has been provided -> were there any changes made to the design based on this study? E.g., design to decrease large shadow blocks does not appear to have been done”

### Landscaping

“Garden plots in green space.”

“To ensure that the trees planted last longer than a couple of years. Skinny Aspens do not last here and just die off.”

“Lacks green space”

“Landscaping does not echo the current neighbourhood – Sunnyside is a green space. Sunnyside has a lot of perennial regrowth”

## Comments from Applicant Open House

### Social Considerations

“3 bedroom units priced for young families”

“This building caters to one demographic and does not promote or contribute to the diverse community we live in.”

“Where would the kids get to play?”

### Mobility

“Be sure that indoor bike storage areas are filtered from the dust & dirt of the garage. Few people use the parkade bike storage in my 3-yr-old condo bldg. because it’s so dusty & dirty.”

“Good that more indoor bike storage has been added, as well as outdoor bike storage.”

“Bike maintenance area including stand, bike wash, tools.”

“No on-street permits – good City enforcement -> not good historically – Pixel + Lido have acquired permits”

“As usual – NOT enough visitor car parking!! Not everyone can or wants to take public transit when it takes over an hour to wait. Car is more convenient. Also not everyone can or wants to bike – especially in winter!! Start facing reality. People drive cars!”

### Support and Engagement

“Good job addressing all the concerns. Love the changes. Good job.”

“You listened to the community – thanks!”

“Appreciate the opportunity to talk. How do we work together as community w/ developers & City to find good balance to ensure Sunnyside uniqueness can continue”

## City Wide Urban Design Comments

DP2017-3511  
ATTACHMENT 7

### Site Design & Landscaping

1. Establish a well-defined spatial progression from public to semi-public to private transition at the street frontage along 2 Avenue NW. Consider the following:
  - a) Provide a distinct and separate entry way from the public sidewalk here to each of the dwelling units at grade.
  - b) Revise the spatial configuration and landscape treatment to facilitate the progression of movement from public to private spaces as well as the effective function and use of each patio for occupants of each unit. This could require setting the dwelling units at-grade further inwards from the south property line. Use the placement of soft landscaping to effectively delineate the private realm from the public realm.
2. Ensure all retaining walls, including the walls of landscape planters, are no higher than 0.9m, at the street frontage along 2 Avenue NW. This would add in generating a more pedestrian-friendly frontage here.
3. Ensure adequate external lighting at both the rear and the front of the proposed development, with compliance to CPTED requirements and principles. Consider the use of pedestrian lighting and low wall lights to facilitate safe movement and access to the entrances of units at grade.
4. Increase the side setback at the east property line and incorporate landscaping like a row of Columnar Aspen trees to provide a more sensitive interface treatment with the single family home east of the proposed development. This would help with mitigation of overlook and privacy concerns at this edge.
5. Ensure all landscaping design treatments in this development adhere to CPTED requirements for the safe use of proposed amenity areas by building occupants.
6. Provide a section through the west property line to the proposed parkade ramp to show clearly how the different grades and levels work, as well as the design details of the landscape treatment here. Consider the provision of safety railing if necessary.
7. Consider incorporating low-impact development elements/features at grade to manage storm-water sustainably in this proposed development. (Note: Collaborate with Development Engineering and Parks to determine LID provisions.)

### Building & Facade Treatment:

1. Step back the upper parts of proposed building, from the 4<sup>th</sup> level upwards, to mitigate the impact of the building's bulk especially at the east property line. The mass of a 3-storey built form adjacent to a single to family home would provide a more sensitive transition.

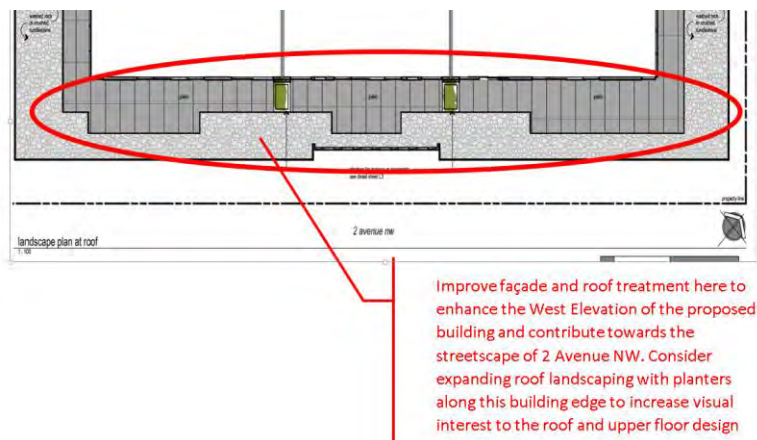
## City Wide Urban Design Comments

2. Provide a more robust building façade treatment at 2 Avenue NW, to offer a greater street presence here as well as to the neighbourhood character. Consider strengthening the definition of the façade articulations with more depth to the proposed projections and recesses; use of a wider range of colours; add variations to the window configurations and other building components; incorporate more landscaping to the roof level for the dwelling units at this level – see figure at end of this document.
3. Provide further accentuation to the main building entrance to improve its legibility.
4. Distinguish the door design of individual dwelling units at grade, from that of the main building entrance.
5. Clarify where faux grass would be used. The use of natural and living vegetation is strongly encouraged.
6. Provide a material sample board of the materials proposed for this development.

### Accuracy of Plan Information:

1. Amend plans to reflect information of proposed development accurately. Plan revisions are to include:
  - a) A door at the eastern escape staircase for access to the external emergency metal staircase;
  - b) Correct annotations of several proposed building materials/finishes on the building elevations. (Note: Delete the shop drawing numbering of proposed windows and doors to avoid confusing these with the annotations for building materials/finishes.); and
  - c) Showing the proposed fence along the east property line, with annotations.

### Figure illustrating comment on roof landscaping at the south-facing façade:



# Applicant Response to Community Association Letter

DP2017-3511  
ATTACHMENT 8



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Friday, November 28, 2017  
Hillhurst Sunnyside Community Association

## Re: Russell RED Multi-family Development 916 2<sup>nd</sup> Avenue N.W., DP2017-3511

We are pleased to provide a response to comments provided by the community association received on November 9, 2017, as well as what we heard at the open house on October 19, 2017. The purpose of this letter is to address the feedback we have heard in regards to the proposed 5-storey development that we have designed on 2<sup>nd</sup> Avenue N.W. The redesigns that you now see reflect our efforts made following months of public engagement, an open house, as well as a presentation before the City's Urban Design Review Panel.

I am sympathetic to many of the concerns, particularly those about community character and losing single family heritage homes which form an important part of the community. I myself live in an established community which is just starting to see some bigger development. Of-course, as the applicant, and representative of the developer, I have to take a bit of a step back from this, and I can only assess and commence based on existing policy and be respectful of community context. The reality is that this highly desirable area of Calgary has been transitioning for decades, and that there is a multitude of poorly planned multi-family housing stock, typically found in 2.5 to 3.5 storey walk up product.

With so much focus on the block, it seems that we forget about large and unsightly multi-family buildings across the street, which form as much of the context as the low density traditional housing stock. Simply put, when the developer purchased this land, policy was in place which provided opportunity to build a 16m high multi-residential building. We, as applicants, were tasked to design something which would meet market demands, while being appropriate and suitable to the fabric of the overall community.

All of the comments, feedback, and suggestions we have received have gone into refining our project in order to better fit within the fabric and character of your community. The primary areas that we have addressed are as follows:

- Further breakdown the building mass and ease the transition between us and our single family neighbours.
- Respect privacy and soften corners.
- Improve articulation and reduce mass by expressing thin, vertical projections.
- Reconsider material choices in order to respect the character and history of the community.
- Ease transition between the sidewalk and ground floor patios through planter variation and manipulation.

Many of the concerns revolved around breaking down the mass of the building, and easing the transition between our single family neighbours to the north and east of our site. To achieve this, we have pulled our building an additional 466mm away from the east property line in order to maintain a 2.4m separation between our building and the adjacent home at the SE corner. As you move north, this separation steps back further so that we maintain a 4.2m distance between our building and our neighbours backyard. We have also stepped back our fourth floor by 3m along this property line by removing a large portion of that unit. This move is intended to reduce on-looking and preserve a degree of privacy for our neighbour. To

1 of 2



## Applicant Response to Community Association Letter

increase this privacy, we are also proposing to plant trees along our east property line, which we are now able to do due to the extra 466mm we gained by reducing our building footprint.

In addressing the concerns over articulation, we have made a number of redesigns in order to break up large sections of mass, emphasize the buildings verticality, and to soften its corners. The floorplans have been manipulated so that each unit is individually expressed as thin vertical projections. The corners have been softened by stepping the units back and replacing much of the brick with glazing. This reduces the feeling of a large mass to the pedestrian and helps to maintain the appearance of low density from street level.

In regards to colour and materiality, the building has undergone a number of iterations in order for the building fit within the context of the community. Where we sit now incorporates the use of red/brown heritage brick, complementary dark and light Hardie panels, wood and black steel accents, and concrete elements. Much of the inspiration for our colour palette came from walking through Sunnyside and using a selection of common tones that we found on both single and multi-family developments.

Following our meeting with the Urban Design Review Panel, there was a request on behalf of the panel members to improve the transition from sidewalk to patio, and to treat the north-facing ground floor units with the same language that we use for those facing south. To achieve this, we have created a series of stepping planters which move from sidewalk to patio that shift in materiality as well as height. We have also redesigned the north side of the building so that it possesses the same patio, shrub and tree planter elements as the south side of the building. This move respects our neighbours to the north by eliminating the 'back of the building' feeling, and creates more expressive opportunities for planting and vegetation.

We have also heard comments about making the building more visually striking. As architects we are challenged with balancing 'monumental' architecture which is largely self-referential and draws attention to itself, and creating projects that fit into the urban fabric, meaning it should suitably fit into the context and character of a community. As directed by policy and common sense, we focused primarily on the context, as over time this multi-family texture will become more dominant in most inner city communities. Just the same, we have amended the design to provide a little quiet pop to the design, particularly in the addition to window wall elements on the ends, creating a more transparent high end appearance to the building.

Hillhurst & Sunnyside Area Redevelopment Plan calls for density in the form of 4 storey multi-family developments, which is exactly what we are proposing to deliver. We do, however, remain sympathetic to your concerns and have tried to implement as many redesigns as we can in order to ease the transition between our building and our single family neighbours. We hope that you are able to acknowledge the changes we have made to a building which we feel will make a positive contribution to the overall fabric of your community.

Sincerely Yours,



**Hans Koppe, Principal**  
Architect, AAA, MAA, SAA, LEED® AP  
Casola Koppe Architects

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