

**CITY OF CALGARY  
NOTICE OF 2026 FEBRUARY 17  
PUBLIC HEARING ON  
PLANNING MATTERS**

**Members of the public wishing to address Council, on any public hearing matter on this Agenda, may participate remotely and pre-register by contacting the City Clerk's Office electronically at [www.calgary.ca/publicsubmissions](http://www.calgary.ca/publicsubmissions)**

**The information available on the website is not provided as an official record but is made available online as a public service for the public's convenience. The City of Calgary assumes no liability for any inaccurate, delayed or incomplete information provided on the website. In case of any discrepancies between the documents and materials on this website and the official documents and materials at the Office of the City Clerk, the official documents and materials at the Office of the City Clerk shall prevail. Please contact 403-268-5311 as soon as possible if you notice any errors or omissions in the documents and materials.**

**THE CITY OF CALGARY  
NOTICE OF PUBLIC HEARING  
OF CALGARY CITY COUNCIL  
PLANNING MATTERS**

To be held at the Council Chamber, Calgary Municipal Building, 800 Macleod Trail SE, on **Tuesday, 2026 February 17, commencing at 9:30 a.m.**

A copy of the proposed bylaws and documents relating to these items are available on the City of Calgary website [www.calgary.ca/planningmatters](http://www.calgary.ca/planningmatters). The information available on the website is not provided as an official record but is made available online as a public service for the public's convenience. The City of Calgary assumes no liability for any inaccurate, delayed or incomplete information provided on the website. In case of any discrepancies between the documents and materials on this website and the official documents and materials at the Office of the City Clerk, the official documents and materials at the Office of the City Clerk shall prevail. Please contact 403-268-5311 as soon as possible if you notice any errors or omissions in the documents and materials.

Persons wishing to submit a letter, public opinion poll or other communication concerning these matters you may do so electronically or by paper, and include the name of the writer, mailing address, e-mail address (as applicable) and must focus on the application and its planning merits. Submissions with defamatory content and/or offensive language will be filed by the City Clerk and not published in the Council Agenda or shared with Members of Council. Only those submissions **received** by the City Clerk **before 12:00 p.m. (noon), Monday, 2026 February 9**, will be included in the Agenda of Council.

Submissions submitted by hand delivery or mail must be addressed to Office of the City Clerk, The City of Calgary 700 Macleod Trail SE P.O. Box 2100, Postal Station 'M' Calgary, Alberta T2P 2M5.

Submissions may be hand delivered, mailed, faxed to 403-268-2362, or submitted online at [Calgary.ca/PublicSubmissions](http://Calgary.ca/PublicSubmissions).

*Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017, Section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act of Alberta, and/or the Municipal Government Act Sections 216.4 and 606, for the purpose of receiving public participation in municipal decision-making. Your name and comments will be made publicly available in the Council agenda. If you have questions regarding the collection and use of your personal information, please contact the City Clerk's Office Legislative Coordinator by email at [PublicSubmissions@calgary.ca](mailto:PublicSubmissions@calgary.ca), or by phone at 403-268-5861, or by mail at Mail Code 8007, P.O. Box 2100, Postal Station "M", Calgary, Alberta T2P 2M5.*

Submissions received by the published deadline will be included in the Council Agenda, and will only be used for City Council's consideration of the issue before them.

**Any person who wishes to address Council on any planning matter mentioned herein may do so for a period of FIVE MINUTES.** The five (5) minutes will not include any time required to answer questions. Persons addressing Council must limit their comments to the matter contained in the report and the recommendations being discussed.



**To participate remotely, please pre-register by contacting the City Clerk's Office electronically at [www.calgary.ca/publicsubmissions](http://www.calgary.ca/publicsubmissions).**

Anyone wishing to distribute additional material at the meeting must supply the City Clerk's Office with an electronic copy online at: [Calgary.ca/PublicSubmissions](http://Calgary.ca/PublicSubmissions), or a paper copy at the meeting. It should be noted that such additional material will require approval of the Chair of the meeting before distribution to Members of Council.

**The uses and rules that apply to different land use designations are found in the Land Use Bylaw 1P2007 [www.calgary.ca/landusebylaw](http://www.calgary.ca/landusebylaw), except Direct Control Districts which are available from Planning & Development.**

**Please direct questions with regard to the matters mentioned herein to 403-268-5311.**

## INDEX OF ADVERTISED PLANNING ITEMS

For the meeting of City Council re: Public Hearing  
on Proposed Amendments to the Land Use Bylaw  
1P2007, and Other Planning Matters, to be held on  
Tuesday, 2026 February 17 at 9:30 a.m.

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### PLANNING MATTERS FOR PUBLIC HEARING

- |         |  |
|---------|--|
| Item 1  | Land Use Amendment in Bowness (Ward 1) at 6516 – 35 Avenue NW,<br>LOC2025-0107, CPC2025-1003<br>Proposed Bylaw 23D2026   |
| Item 2  | Outline Plan and Land Use Amendment in Moraine (Ward 2) at multiple<br>addresses, LOC2025-0078, CPC2025-0946<br>Proposed Bylaw 25D2026                         |
| Item 3  | Outline Plan, Policy and Land Use Amendment in Country Hills (Ward 3) at<br>multiple addresses, LOC2024-0215, CPC2025-1026<br>Proposed Bylaws 7P2026 & 24D2026 |
| Item 4  | Outline Plan and Land Use Amendment in Aspen Woods (Ward 6) at multiple<br>addresses, LOC2025-0046, CPC2025-1018<br>Proposed Bylaw 21D2026                     |
| Item 5  | Land Use Amendment in Tuxedo Park (Ward 7) at 253 – 19 Avenue NE,<br>LOC2025-0140, CPC2025-0950<br>Proposed Bylaw 16D2026                                      |
| Item 6  | Policy and Land Use Amendment in Downtown East Village (Ward 7) at<br>multiple addresses, LOC2025-0067, CPC2025-1024<br>Proposed Bylaws 5P2026 & 18D2026       |
| Item 7  | Policy and Land Use Amendment in Beltline (Ward 8) at 906 – 12 Avenue<br>SW, LOC2025-0041, CPC2025-0891<br>Proposed Bylaws 6P2026 & 19D2026                    |
| Item 8  | Land Use Amendment in Shaganappi (Ward 8) at multiple addresses,<br>LOC2025-0154, CPC2025-1006<br>Proposed Bylaw 22D2026                                       |
| Item 9  | Land Use Amendment in Bankview (Ward 8) at 2213 and 2215 – 14 Street<br>SW, LOC2025-0166, CPC2025-0993<br>Proposed Bylaw 15D2026                               |
| Item 10 | Land Use Amendment in Altadore (Ward 8) at 1537 and 1539 – 34 Avenue<br>SW, LOC2025-0167, CPC2025-0959<br>Proposed Bylaw 12D2026                               |

- Item 11            Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses, LOC2023-0167, CPC2025-0952  
Proposed Bylaw 1C2026 & 13D2026
- Item 12            Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at 3610 Macleod Trail SE, LOC2023-0166, CPC2025-0602  
Proposed Bylaw 2C2026 & 14D2026
- Item 13            Policy Amendment in Ogden (Ward 9) at 7428 – 24 Street SE, LOC2025-0173, CPC2025-0972  
Proposed Bylaw 3P2026
- Item 14            Policy Amendment in Ogden (Ward 9) at 7235 – 25 Street SE, LOC2025-0174, CPC2025-0992  
Proposed Bylaw 4P2026
- Item 15            Land Use Amendment in Forest Lawn (Ward 9) at 2001 and 2007 – 37 Street SE, LOC2025-0160, CPC2025-0902  
Proposed Bylaw 17D2026
- Item 16            Land Use Amendment in Mahogany (Ward 12) at 2120 Mahogany Boulevard SE, LOC2025-0156, CPC2025-1020  
Proposed Bylaw 20D2026

## **OTHER REPORTS FOR PUBLIC HEARING**

*(including non-statutory)*

- Item 17            Policy and Land Use Amendment in Springbank Hill (Ward 6) at 30 Elveden Drive SW, LOC2025-0011, C2026-0114  
Proposed Bylaws 76P2025 & 26D2026
- Item 18            Electronic Notification Bylaw – C2026-0026  
Proposed Bylaw 1H2026

**Land Use Amendment in Bowness (Ward 1) at 6516 – 35 Avenue NW, LOC2025-0107**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.11 hectares  $\pm$  (0.27 acres  $\pm$ ) located at 6516 – 35 Avenue SE (Plan 4610AJ, Block 26, a portion of Lot 3) from Residential – Grade-Oriented Infill (R-CG) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 18:**

That Council give three readings to **Proposed Bylaw 23D2026** for the redesignation of 0.11 hectares  $\pm$  (0.27 acres  $\pm$ ) located at 6516 – 35 Avenue SE (Plan 4610AJ, Block 26, a portion of Lot 3) from Residential – Grade-Oriented Infill (R-CG) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 December 18:

“The following documents were distributed with respect to Report CPC2025-1003:

- Revised Attachment 3; and”

**HIGHLIGHTS**

- This land use amendment seeks to redesignate the subject property to allow for multi-residential buildings in a variety of forms including townhouses and fourplexes that may contain suites, up to a maximum building height of 12 metres (three to four storeys).
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Bowness Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed M-CG District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**Land Use Amendment in Bowness (Ward 1) at 6516 - 35 Avenue NW, LOC2025-0107**

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**DISCUSSION**

This application, in the northwest community of Bowness, was submitted by Horizon Land Surveys on behalf of the landowner, Jeff Jiang, on 2025 May 25. No development permit has been submitted at this time, however, as noted in the Applicant submission (Attachment 2), the applicant is looking for the uses and height within the M-CG District.

The approximately 0.11 hectare (0.27 acre) midblock site is located on 35 Avenue NW. The subject parcel is 15 metres wide with lane access. The site is currently developed with a single detached dwelling and a detached garage. Surrounding development consists of single detached dwellings, duplexes, townhomes and a multi-residential development directly to the north. The site is in close proximity to nearby shopping and amenities. The site is also within 350 meters (a six-minute walk) of the Bowness Road NW Neighbourhood Main Street.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant contacted the Bowness Community Association, nearby residents and the Ward Councillor's Office. Postcards were delivered and door knocking was conducted within a 100 metre radius of the subject property. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

Three letters of opposition were received from the public, highlighting the following concerns:

- increased height and density;
- increased traffic and parking issues;
- loss of mature vegetation;
- loss of community character; and
- neighbourhood safety.

The Bowness Community Association (CA) provided a letter in opposition on 2025 November 12 (Attachment 4), noting the parcel is not located within the Main Street zone and is therefore not an appropriate site for intensification. Administration contacted the CA to follow up and provide clarification on the applicable policy. No additional response was received.

**Land Use Amendment in Bowness (Ward 1) at 6516 - 35 Avenue NW, LOC2025-0107**

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Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units and on-site parking will be reviewed and determined at the development permit stage.

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

**IMPLICATIONS**

**Social**

The proposed land use would allow for additional housing types and may better accommodate the housing needs of different age groups, lifestyles, and demographics.

**Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

**Economic**

The proposed land use would allow for a more efficient use of the land, existing infrastructure, and services. The future development may also support local business and employment opportunities in the area.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. **Revised** Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 23D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Bowness, midblock along 35 Avenue NW, between 64 Street NW and 67 Street NW. The Canadian Pacific Kansas City Railway corridor is approximately 65 metres to the west. The site is approximately 0.11 hectares (0.27 acres) in size and is approximately 15 metres wide and 70 metres deep. The parcel has limited lane access characterized by a three-metre frontage in the northeast corner. The lane is unpaved and can be accessed from 36 Avenue NW to the north. The existing access to the site is from 35 Avenue NW. The site is currently developed with a single detached dwelling and a large detached garage.

Surrounding development consists of single and semi-detached dwellings designated as Residential – Grade-Oriented Infill (R-CG) District. Directly north of the subject site is a multi-residential development designated Multi-Residential – Contextual Grade-Oriented (M-CG) District and directly east is a development designated Multi-Residential – Contextual Low Profile (M-C1) District.

The subject site is conveniently located within walking distance of a variety of parks, services and amenities. The Bowness Road NW Neighbourhood Main Street area is located approximately 350 metres (a six-minute walk) to the northeast. The Irish Cultural Society, Bowness Lawn Bowling Club and Bowness Seniors' Center are located 150 metres (a two-minute walk) to the east. Superstore and an associated commercial plaza are 750 metres (a 12-minute walk) the west. Two school sites are within 1.2 kilometre (a 20-minute walk) of the site (Bowcroft School and Thomas B. Riley Junior High School).

## Community Peak Population Table

As identified below, the community of Bowness reached its peak population in 1982.

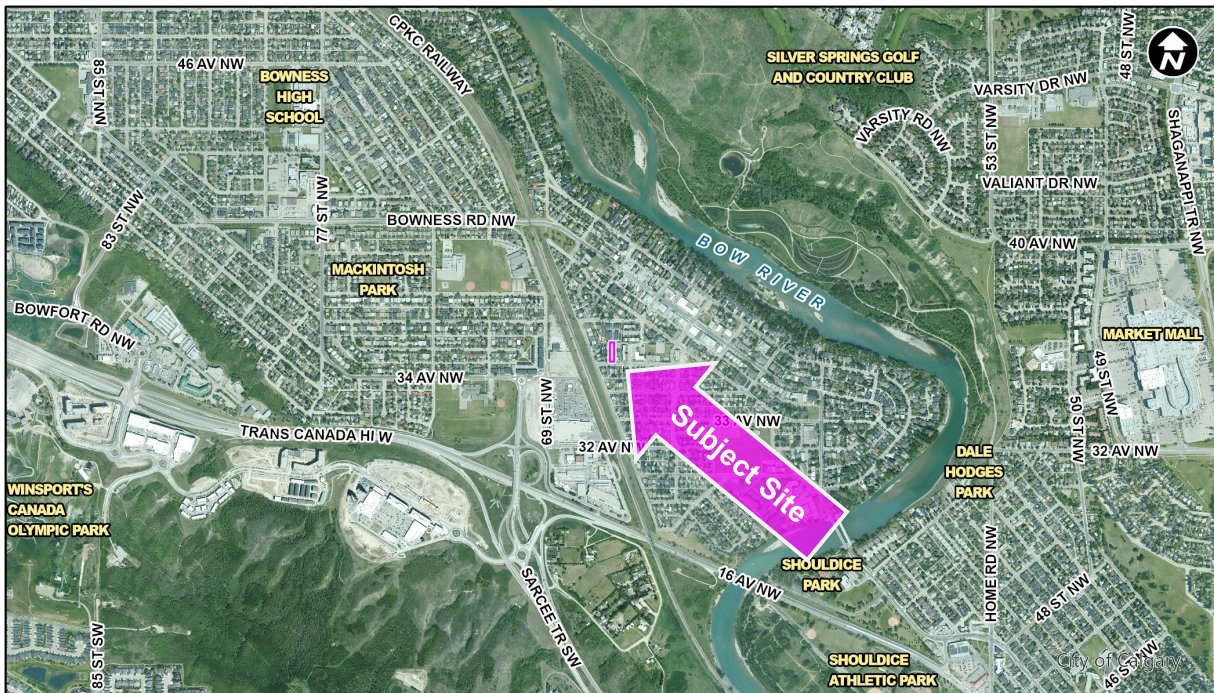
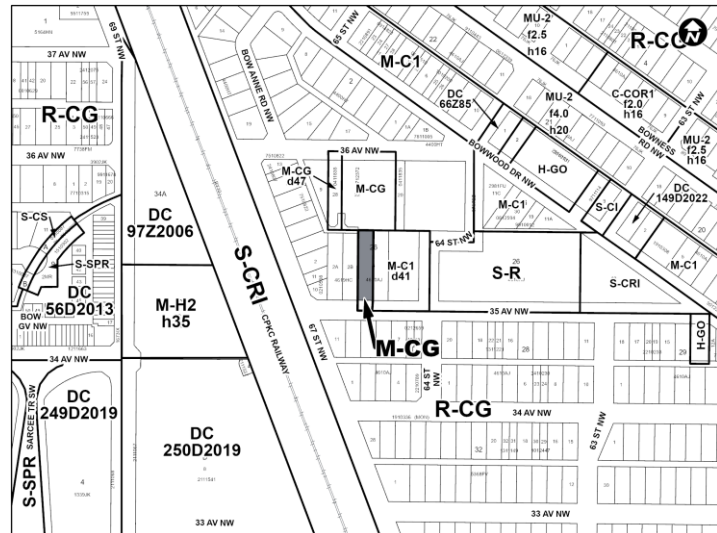
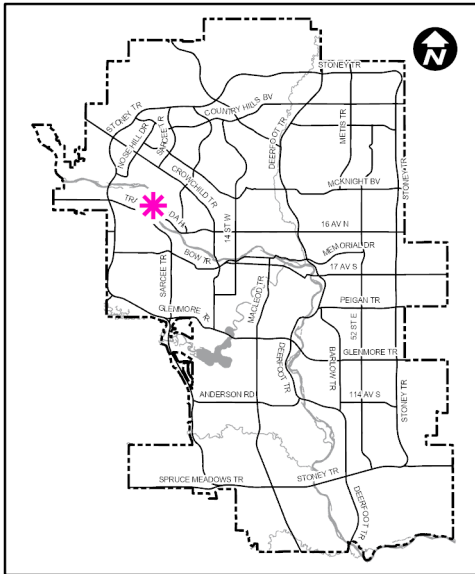
<b>Bowness</b>	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-1,984
Difference in Population (Percent)	-15.1%

Source: *The City of Calgary 2019 Civic Census*

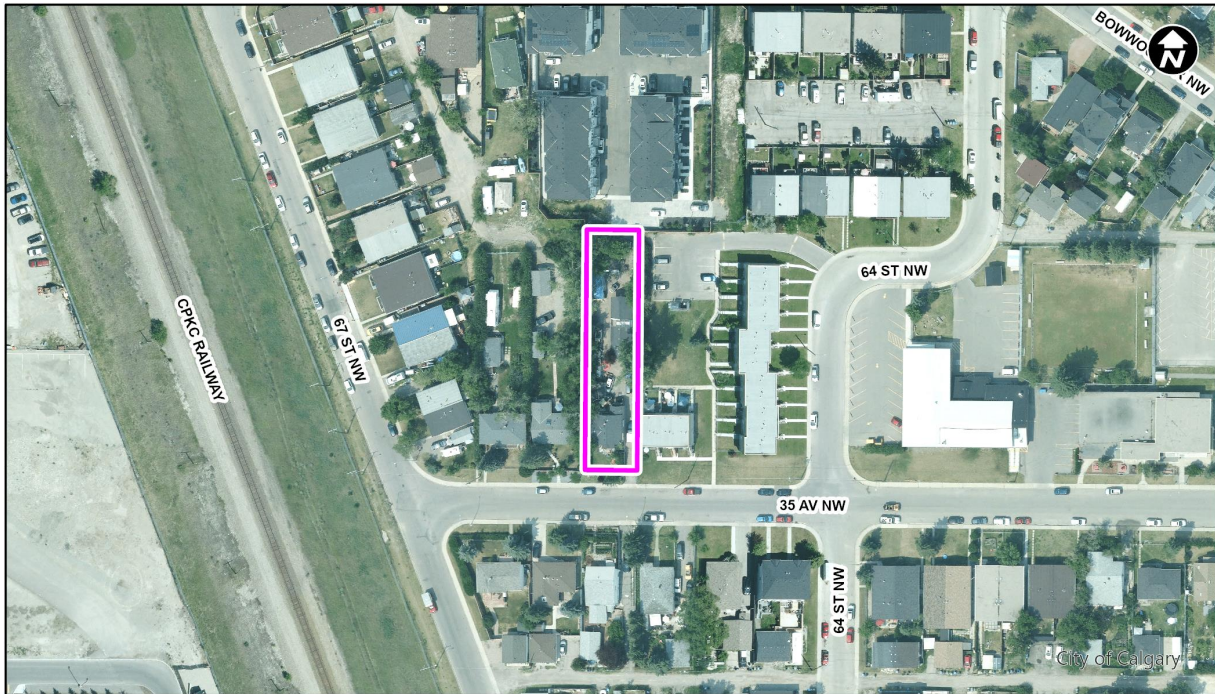
Additional demographic and socio-economic information may be obtained online through the [Bowness Community Profile](#).



## Location Maps







## Previous Council Direction

None

## Planning Evaluation

### Land Use

The existing Residential – Grade-Oriented Infill (R-CG) District is intended to accommodate a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. This district allows for a maximum building height of 11 metres and a maximum allowable density of 75 units per hectare. Based on the subject site parcel area, this would allow for up to eight dwelling units. Secondary suites are a permitted use within the R-CG District.

The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District allows for Multi-Residential Development in various forms with some or all units having direct access to grade. The M-CG District is also intended to be in close proximity or adjacent to low density residential development. The M-CG District allows for a maximum building height of 12 metres and a maximum density of 111 units per hectare. Based on the subject site parcel area, this would allow up to 12 dwelling units.

### Development and Site Design

The rules of the proposed M-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this interior lot, additional items that will be considered through the development permit process include, but are not limited to:

- site access, including options to access the site from the lane;
- shadowing, overlooking and privacy concern mitigation; and
- site design and building layout, including an appropriate unit count.

### **Transportation**

Pedestrian access to the site is facilitated by a sidewalk along 35 Avenue NW. 35 Avenue NW is classified as a Residential Road. Nearby Bowness Drive NW is part of the Always Available for All Ages and Abilities (5A) Network, supporting access to and from the site by various travel options.

The site is well served by Calgary Transit. Bowness Road NW is part of the Primary Transit Network with stops for Routes 1 (Bowness/Forest Lawn) and 53 (Brentwood Station/Greenwood) approximately 300 metres (a five-minute walk) from the subject site. Vehicular access to the site is from 35 Avenue NW. Upgrades to the existing lane are anticipated to support access to the site, which will be explored further at the development permit stage. On-street parking is also available on 35 Avenue NW. There are currently no parking restrictions adjacent to the subject site. The parcel is not located within an existing Residential Parking Permit (RPP) Zone.

A Transportation Impact Assessment was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary sewer and storm sewer mains are available to service the subject site. Details of site servicing will be considered and reviewed as part of a future development permit application.

## **Legislation and Policy**

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

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

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

The subject parcel is located within the Residential – Developed – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage intensification of transition zones to higher density areas, such as main streets, while ensuring that new development is compatible with the existing neighbourhood. The proposal is in keeping with the relevant MDP policies as the proposed M-CG District allows for a modest intensification of density that provides an appropriate transition to the nearby Bowness Road Neighbourhood Main Street while maintaining a compatible built form. This application also aligns to the city-wide policy of shaping a more compact urban form. The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Bowness Area Redevelopment Plan (Statutory – 1995)**

The subject site is identified as Residential: Low & Medium Multi-Dwelling on Map 2: Land Use Policy Area of the [Bowness Area Redevelopment Plan](#) (ARP). This policy area allows for multi-residential development and does not specify a minimum or maximum density requirement. The proposed land use aligns with the applicable residential policies of the ARP (Section 6.3).

### **Location Criteria for Multi-Residential Infill (Non-statutory – 2016)**

The proposed land use aligns with several of the [Location Criteria for Multi-Residential Infill Development](#) in low density residential areas. The criteria are not meant to be applied as a checklist but are used in conjunction with other relevant planning policy, such as the MDP and ARP, to assist in determining the appropriateness of an application in the local context. The proposed land use amendment meets the following criteria:

- within 400 metres of a transit stop;
- within 600 metres of an existing or planned primary transit stop;
- adjacent to existing multi-unit development;
- along or in close proximity to an existing or planned corridor or activity centre; and
- direct lane access.

# Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

LOC Number (office use only):

LOC2025-0107

Applicant's Name:

Lei Wang

Date:

May 20th, 2025

On behalf of the landowner, please accept this application to redesignate a +/-0.11 hectare site from R-CG to M-CG to allow for:

- allows for varied building height and front setback areas in a manner that reflects the immediate context
- be in close proximity or adjacent to low density residential development
- a maximum building height of 12 metres (an increase from the current maximum of 11 metres)
- the uses listed in the proposed M-CG designation.

The subject site, 6516 35 Ave NW, is a mid-block lot in the community of Bowness along 35 Ave NW. The lot is currently developed with a single detached dwelling built in 1935. Multi-residential developments exist to the north and east of the site with single house located to the west of the site. The site is in close distance to Kinsman Club of Calgary, Bowness Recreation Centre, Fire station and Superstore. The site is also within 200 meters of the Bowness main street.

The site is approximately 0.11 hectares in size. A rear lane exists to the north of the site. Current vehicle access is from curb cut in the front. Back land stops at the west edge of the site.

The site meet multiple location criteria of multi-residential infill including: within 400 metres of a transit stop; adjacent to existing multi-unit development; in close proximity to an existing activity centre; direct lane access. The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable 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 row housing. The Municipal Development Plan 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 the relevant policies of the MDP



as the rules of the M-CG provide for development forms that may be sensitive to existing residential development in terms of height, built form and density.

Housing diversity and choice policies encourage the provision of a wide range of housing types, tenures and densities that may meet affordability, accessibility, life cycle and lifestyle needs of different groups; an adaptation of the City's existing housing stock to enable changing households to remain in the same neighbourhood for longer time periods through allowing accessory suites in low density areas. So we sincerely hope city can support our application.



# Applicant Outreach Summary

2025 December 18



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

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**Project name:** 6516 35 Ave NW

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Before undertaking the project, our office completed the "Community Outreach Assessment". The project's impact score is "1B". So we are implementing a direct approach to reach to community association, local residents within a 100 meters radius and also Ward Councilor Office.

On May 7th, 2025, our survey crews did the survey on subject lots and immediately neighbors in the block. In addition, our crew also did deliver fliers to residents within 100 meters radius and spoke with people who is at home.

On May 5th, 2025, we contacted community association through email, but received no reply. Again on Nov. 4th, we followed up with community association again.

On June 6th, we discuss the project with previous councillor and again on Dec. 17th, we spoke with current councillor through virtual meeting. Councillor encourage us to continue engage with community association.

### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

Immediate neighbour, local residents, community association and ward councillor office

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)





## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

The concerns are most coming from the number of units M-CG can bring to this lot. Due to the restriction of access to the site and the shape of the lot, the final number of units would be a lot less than that is allowed under M-CG. We will continue engage with the community association and local residents to find a balance outcome.

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Continue engage with local residents, Councillor office and community association. And better explain to local residents about proposed developments and restrictions under M-CG.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# Community Association Response

2025 November 12

This lot is not within the main street corridor, so it does not fall into the designated zone for higher density land uses (H-GO, etc.). We do not see an increased density land use designation like M-CG to be an appropriate transition for a midblock lot that is already zoned as R-CG. There is not enough information about the proposed plans to support this application.

# PROPOSED

CPC2025-1003  
ATTACHMENT 5

## BYLAW NUMBER 23D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0107/CPC2025-1003)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

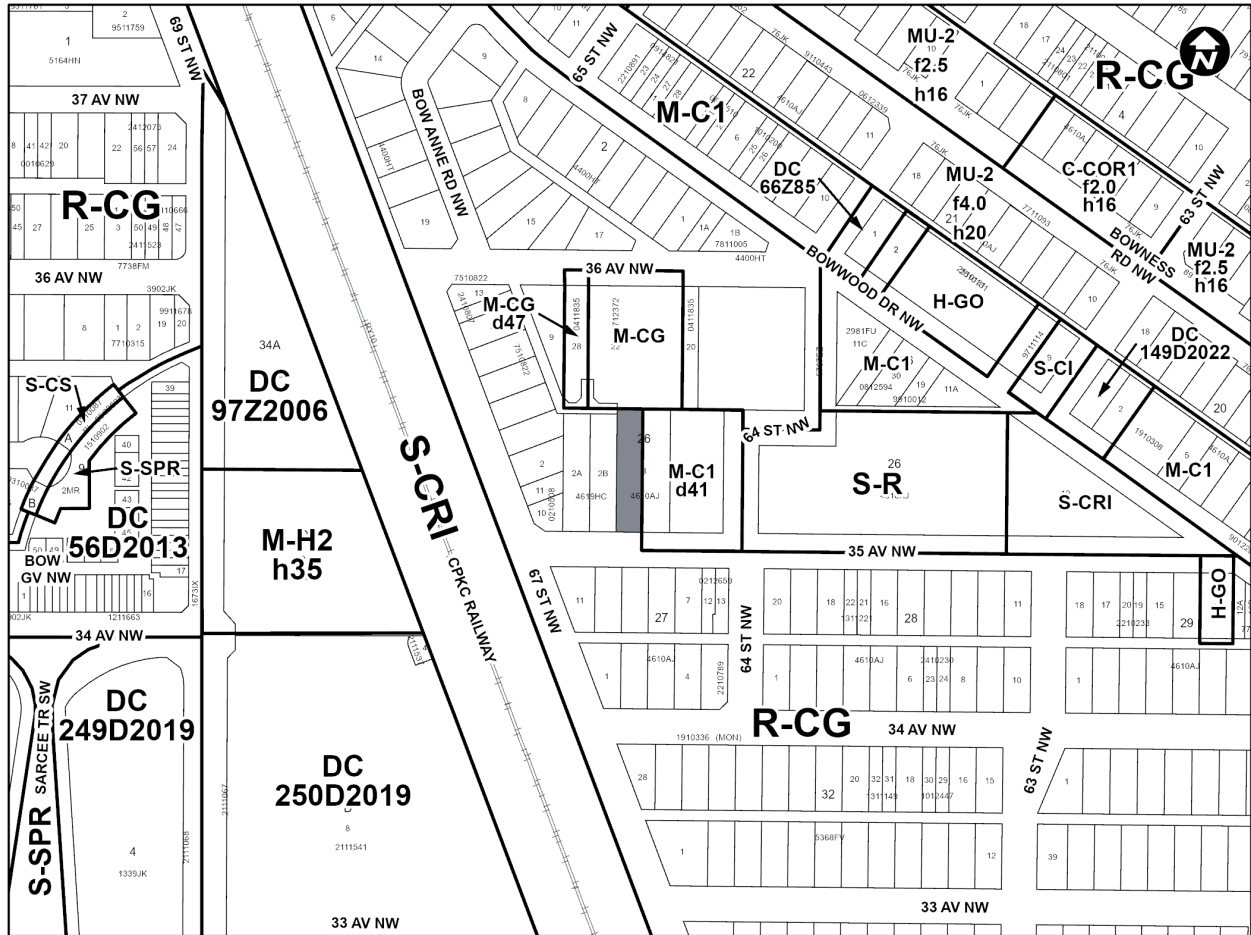
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2025-0107/CPC2025-1003  
BYLAW NUMBER 23D2026

## SCHEDULE A



# PROPOSED

AMENDMENT LOC2025-0107/CPC2025-1003  
BYLAW NUMBER 23D2026

## SCHEDULE B



**Outline Plan and Land Use Amendment in Moraine (Ward 2) at multiple addresses, LOC2025-0078**

**RECOMMENDATIONS:**

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 15655 – 14 Street NW (Portion of NE1/4 Section 5-26-1-5) to subdivide 4.60 hectares  $\pm$  (11.37 acres  $\pm$ ), with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 75.05 hectares  $\pm$  (186.46 acres  $\pm$ ) located at 15353 and 15655 – 14 Street NW and 1600 – 144 Avenue NW (NE1/4 Section 5-26-1-5; Portion of SE1/4 Section 5-26-1-5) from Special Purpose – Future Urban Development (S-FUD) District 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 – Low Profile Support Commercial (M-X1) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 DECEMBER 18:**

That Council give three readings to **Proposed Bylaw 25D2026** for the redesignation of 75.05 hectares  $\pm$  (186.46 acres  $\pm$ ) located at 15353 and 15655 – 14 Street NW and 1600 – 144 Avenue NW (NE1/4 Section 5-26-1-5; Portion of SE1/4 Section 5-26-1-5) from Special Purpose – Future Urban Development (S-FUD) District 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 – Low Profile Support Commercial (M-X1) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 December 18:

**“Moved by** Commissioner Gordon

That with respect to Report CPC2025-0946, the following be approved:

That Attachment 2 be amended to delete Condition of Approval 1 and renumber the subsequent conditions accordingly.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 18

ISC: UNRESTRICTED  
CPC2025-0946  
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**Outline Plan and Land Use Amendment in Moraine (Ward 2) at multiple addresses, LOC2025-0078**

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For: Director Fleming, Commissioner Hawryluk, Commissioner Small,  
(7) Commissioner Gordon, Commissioner Campbell-Walters, Commissioner Damiani, and Commissioner Wagner

**MOTION CARRIED**

**Moved by** Commissioner Small

That with respect to Report CPC2025-0946, the following be approved, **as amended**:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 15655 – 14 Street NW (Portion of NE1/4 Section 5-26-1-5) to subdivide 4.60 hectares  $\pm$  (11.37 acres  $\pm$ ), with conditions (**Amended** Attachment 2).

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 75.05 hectares  $\pm$  (186.46 acres  $\pm$ ) located at 15353 and 15655 – 14 Street NW and 1600 – 144 Avenue NW (NE1/4 Section 5-26-1-5; Portion of SE1/4 Section 5-26-1-5) from Special Purpose – Future Urban Development (S-FUD) District 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 – Low Profile Support Commercial (M-X1) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

For: Director Fleming, Commissioner Hawryluk, Commissioner Small,  
(7) Commissioner Gordon, Commissioner Campbell-Walters, Commissioner Damiani, and Commissioner Wagner

**MOTION CARRIED”**

**HIGHLIGHTS**

- This application seeks to revise an existing outline plan (LOC2020-0212) and redesignate land to allow for mixed use and residential development, a Neighbourhood Activity Centre (NAC), a school site, parks and open space, and supporting public infrastructure.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Glacier Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposal will allow for increased housing choice within a compact greenfield development, which will be served by neighbourhood parks and local commercial uses.



**Outline Plan and Land Use Amendment in Moraine (Ward 2) at multiple addresses, LOC2025-0078**

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- Why does this matter? Development of a greenfield site will contribute to Calgary's overall economic health by housing new residents within Calgary's city limits.
- No development permit has been submitted at this time.
- There was previous Council direction provided on 2021 September 13 when a Motion Arising with respect to Report (CPC2021-1063) directed Administration to reassess the planned road right-of-way for 160 Avenue NW to determine feasibility of reducing the road from six to four vehicular lanes to facilitate a multi-modal roadway that accommodates separate active modes infrastructure for pedestrians and cyclists.

**DISCUSSION**

This application, in the northeast community of Moraine was submitted on 2025 April 2 by B&A Studios Inc. on behalf of the landowner, Carma Cabana Corporation (Brookfield Residential). The site for the proposed land use amendment is approximately 75.05 hectares (185.46 acres). It is currently undeveloped and primarily being used for agricultural purposes. The land use amendment seeks to obtain land use approval for the remaining portion of the existing outline plan area, which was previously excluded from the original approval due to water servicing capacity limitations in north Calgary.

As outlined in the Applicant Submission (Attachment 3), this proposal seeks to revise a portion of the previously approved outline plan (LOC2020-0212, Attachment 4) for an area that is approximately 4.60 hectares (11.37 acres) in size. The application includes two key components: (1) modifying the 160 Avenue NW cross-section by reducing the road right-of-way from six lanes to four, which will allow for greater lot depths for adjacent residential parcels and (2) assigning land use to the remainder of the outline plan area.

The proposal also updates conditions from the existing outline plan to reflect additional water servicing capacity provided by the North Calgary Water Servicing Project. This project involves constructing 22-kilometre water feeder main and related facilities to deliver drinking water to existing and future communities in northwest Calgary.

The land use redesignation proposal seeks to accommodate a mix of low- and medium-density residential development, local commercial uses, municipal school reserve, parks and open space and a future municipal facility. The Proposed Outline Plan (Attachment 5) and Land Use Amendment Map (Attachment 7) show a modest increase in the size of 63 low-density residential units and a reduced road right-of-way, as detailed in the Proposed Data Sheet (Attachment 6). Minor revisions have also been made to cross sections 'E' and 'F' to clarify that no encumbrances or utility easements are permitted along Municipal School Reserve parcels.

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

**ENGAGEMENT AND COMMUNICATION**

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

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## Outline Plan and Land Use Amendment in Moraine (Ward 2) at multiple addresses, LOC2025-0078

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### Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the Community Association was appropriate. The applicant did not conduct engagement based on the application being a greenfield site located within a developing area. The Applicant Outreach Summary can be found in Attachment 8.

### City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners. No public comments were received.

There is no community association for the subject area.

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

## IMPLICATIONS

### Social

The proposal would allow for a variety of housing choices in low and medium density residential building forms, providing a range of housing opportunities. The proposal would also provide education, employment and retail areas that would meet some of the need of residents locally.

### Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

### Economic

Development of this greenfield site would contribute to Calgary's overall economic health by housing new residents within City limits.

### Service and Financial Implications

No anticipated financial impact.

### RISK

There are no known risks associated with this proposal.

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**Outline Plan and Land Use Amendment in Moraine (Ward 2) at multiple  
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**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Approved Amended** Conditions of Approval
3. Applicant Submission
4. Previously Approved Outline Plan (LOC2020-0212)
5. **Approved** Outline Plan
6. **Approved** Outline Plan Data Sheet
7. Proposed Land Use Amendment Map
8. Applicant Outreach Summary
9. **Proposed Bylaw 25D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest developing community of Moraine. The site associated with the land use amendment is approximately 75.05 hectares (185.46 acres) in area or a quarter section (less one parcel) and a portion of second quarter section. The plan area is undeveloped and was previously being used for agriculture. The lands to the west, north and east are currently being farmed while the area to the south of the site is undergoing development. The site is bounded by 160 Avenue NW to the north, and 14 Street NW to the east which provides direct access to Stoney Trail NW.

This application includes a revision to the previously approved outline plan (LOC2020-0212). The area of the revision is approximately 4.60 hectares (11.37 acres) in size. The outline plan amendment primarily revises the cross sections of 160 Avenue NW by reducing the number of lanes from six lanes to four lanes and providing multi-modal roadway that accommodates separate active modes infrastructure.

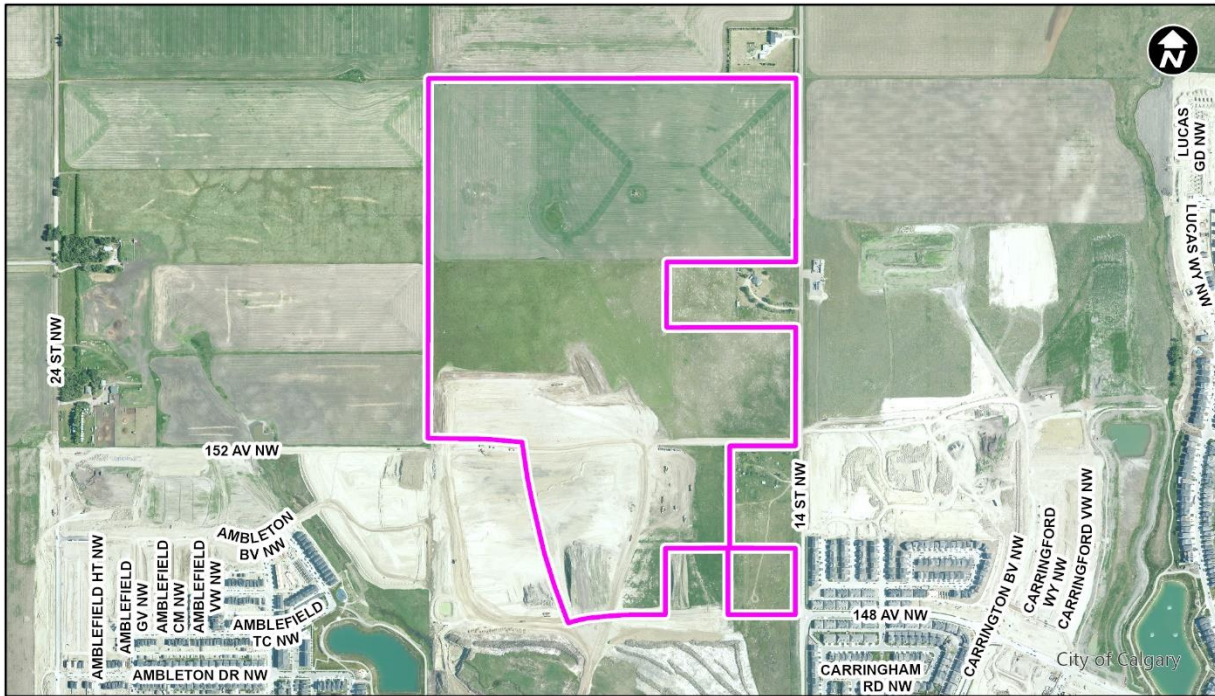
When the existing outline plan was approved, the local water utility system did not have enough capacity to service the entire area. As a result, part of the subject site received outline plan approval but was not redesignated. That previously excluded portion is now being proposed for land use redesignation.

## Community Peak Population Table

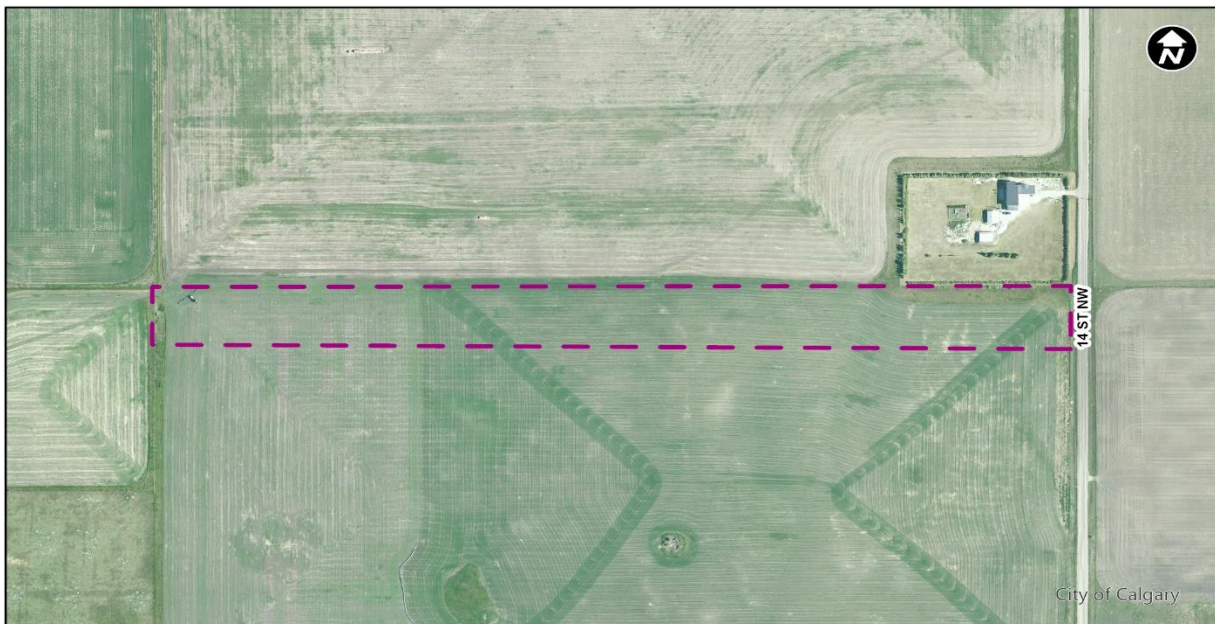
There is no population data for the subject area as this is a new community.







Outline Plan Area



## Previous Council Direction

On 2021 September 13 the following Motion Arising was adopted related to Report CPC2021-1063:

That with respect to Report CPC2021-1063, the following Motion Arising be adopted:  
That Council direct Administration to:

1. Reassess the planned road right-of-way for 160 Avenue N, including but not limited to matters such as cross-section and width, to determine the feasibility of the following approaches:
  - a. Reducing 160 Avenue N from six to four vehicular lanes; and
  - b. Implementing a future cross-section for 160 Avenue N to facilitate an actual multi-modal roadway that accommodates separate active modes infrastructure for pedestrians and cyclists.
  - c. Coordinate review with affected area Landowners / Developers and active outline plan applications.
2. Final recommendations to be reflected in outline plans / cross sections to be advanced to Calgary Planning Commission for Approval.

## Planning Evaluation

### Land Use

The existing land use is the Special Purpose – Future Urban Development (S-FUD) District which is intended for lands awaiting urban development and utility servicing.

This application proposes several residential, commercial and special purpose districts, including:

- 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 – Low Profile Support Commercial (M-X1) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – City and Regional Infrastructure (S-CRI) District.

The proposed R-G District is intended for low-density neighbourhoods in master-planned communities in suburban greenfield locations. The district is designed to support a variety of low-density residential building forms including single detached dwellings, duplex dwellings and rowhouse buildings, along with secondary suite and backyard suites. The maximum building height in this district is 12 metres. The application proposes a mix of both laned and laneless R-G parcels.

The proposed R-Gm District has the same intent as the R-G District but does not allow for permitted use Single Detached Dwellings, instead including them as a discretionary use. Like the R-G District, the maximum building height is 12 metres.

The proposed M-1 District is intended for multi-residential development of low height and medium density. It is intended for areas in proximity or adjacent to low density residential



development. The M-1 District allows for a maximum building height of 14 metres. It lists a minimum density of 50 units per hectares and a maximum of 148 units per hectare.

The proposed M-X1 District is intended for multi-residential development with support commercial uses, where a higher number of dwelling units and traffic generation are supported, compared to low density residential districts and the M-1 District. The M-X1 District requires a minimum amount of non-residential uses, while allowing for a variety of mixed-use built forms. Residential development is required to meet the minimum requirement of 50 units per hectare with a maximum height 14.0 metres.

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities with parcels of various sizes and use intensities. The district is to be used for land dedicated as municipal school reserve or other forms of municipal reserve (MR) pursuant to the *Municipal Government Act* (MGA). This applies to the planned community association site and recreational facilities.

The proposed S-CRI District is intended to provide for city and regional infrastructure necessary for the proper servicing of the development. The site is expected to accommodate an emergency services station in the future.

### **Subdivision Design**

The application does not propose changes to the subdivision design from the approved existing outline plan (LOC2020-0212). The proposed outline plan revision amends the road cross-section for the northern boundary as directed by Council and does not affect the outline plan's function nor design.

### **Density and Intensity**

The approved existing outline plan (LOC2020-0212) anticipates a residential density of 20.8 units per hectare (8.6 units per acre) and 7,444 people and 390 jobs where intensity is anticipated at 70 people and jobs per gross developable hectare.

The proposed changes increase lot widths and depths without changing the total number of lots, resulting in no changes to the anticipated density and intensity for the outline plan area.

### **Transportation**

The site is bounded by arterial roads providing access to the subject lands including 14 Street NW to the east, 160 Avenue NW to the north and 144 Avenue NW to the south. A local street pattern and hierarchy is developed from these three arterial streets to service the plan area.

The proposal provides a mobility network that includes connectivity for pedestrians, cyclists, transit and private automobiles. The combination of a modified grid street pattern, limited block sizes, complete streets design, pathways and park spaces and in some limited cases pedestrian walkway connections.

A Functional Study for 160 Avenue NW was submitted and accepted for the proposed outline plan and land use redesignation. The road right-of-way has been sized in accordance with the recommended cross sections as a four-lane arterial road (two travel lanes in each direction), a bike lane and a separate sidewalk.

A Transportation Impact Assessment (TIA) was previously submitted and approved for the outline plan (LOC2020-0212), which evaluated the proposed land use. The current application introduces a change that is expected to have a minimal impact on the finding of that TIA.

### **Environmental Site Considerations**

No significant contamination concerns were identified through the Environmental Site Assessment associated with (LOC2020-0212) from the previous agricultural uses on the site.

### **Utilities and Servicing**

The required servicing infrastructure for the subject outline plan will be constructed by the developer at the subdivision stage. Full servicing of the outline plan area will be possible once the North Calgary Water Servicing Project (NCWS) is complete and operational.

At present, water servicing for the Moraine community is limited to 650 units (approximately 2,000 residents) due to water servicing limitations. With Stage 1 of the NCWS, anticipated for commissioning in 2027, capacity will increase by 694 units, for a total of 1,344 units. This additional allocation is contingent on Stage 1 being fully operational. Further capacity to service the entire outline plan area is expected with the full buildout of the NCWS system, anticipated by 2029.

### Fire Infrastructure

Emergency fire response is currently available from the Livingston Community Centre (1248 Livingston Way NE). A future fire hall is planned in the northeast of the outline plan area.

## **Legislation and Policy**

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

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

### **Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 2012)**

The site is within the Policy Area on Map 1: Plan Area of the [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP). The application was circulated to Rocky View County for their review and no concerns were identified. The proposal is consistent with the policies of the IDP.

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

The subject lands are identified as Developing Planned Greenfield areas with an existing Area Structure Plan as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The revised outline plan and land use amendment and in alignment with the MDP by providing a variety of dwelling types (housing choice) and a mix of land uses, a mixed-use NAC central to the neighbourhood, parks and recreational space and meeting minimum intensity and density targets.

The MDP set out minimum density and intensity (population and jobs) targets for new communities at a density of 20 units per hectare (8 units per acre) and 60 people and/or jobs per gross developable hectare. The existing outline plan (LOC2020-0212) projects a residential density of 20.8 units per hectare (8.6 units per acre), supporting approximately 7,444 residents

and 390 jobs. This results in an overall intensity of 70 people and jobs per gross developable hectare. The proposal remains in alignment with the targets set out by the MDP.

**Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2025](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

**Glacier Ridge Area Structure Plan (Statutory – 2015)**

The subject site is located within the [Glacier Ridge Area Structure Plan](#) (ASP). The ASP identifies the subject lands as predominantly residential, commercial and mixed use, with a NAC policy area in the central-northeast portion of the subject site. This application fulfills the policy objectives for this area by providing a range of housing forms within the community, open spaces that are sufficiently sized and spread throughout the plan area, and the provision of one and a half joint-use sites. This application aligns with applicable ASP policies.

# Approved Conditions of Approval, as amended

**If this Application is approved, the following Conditions of Approval shall apply:**

## **Planning**

1. Compensation for over-dedication of roadways/public utilities is to be deemed to be \$1.00.
2. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall provide Calgary Parks and Open Spaces with a copy of the Water Act approval, issued by Alberta Environment and Protected Areas, for the proposed wetland disturbance.
3. Until receipt of the Water Act approval by the applicant from Alberta Environment and Protected Areas, the wetland(s) affected by the development boundaries shall not be developed or disturbed in any way and shall be protected in place.
4. 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.
5. Rehabilitate all portions of the Municipal School Reserve/Municipal Reserve/Environmental Reserve/Public Utility Lot lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Calgary Parks and Open Spaces.
6. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
7. The developer shall restore, to a natural state, any portions of the Environmental Reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector. The associated restoration plan shall conform to requirements detailed in the City of Calgary Habitat Restoration Project Framework and be approved by Calgary Parks and Open Spaces.
8. Prior to the approval of a development permit for excavation, stripping and grading, a development agreement or a subject area tentative plan of subdivision, Calgary Parks and Open Spaces requires details pertaining to the total limit of disturbance adjacent to Municipal Reserve extents resulting from the proposed development in its entirety.
9. Prior to approval of the tentative plan of subdivision, finalized all Municipal Reserve landscape concepts as per Section 2.1 of the Calgary Parks and Open Spaces Development Guidelines and Standard Specifications for Landscape Construction (current edition) for Landscape Construction Approvals review and approval and be refined to add:
  - a. A site plan showing general conformance to outline plan landscape concepts, intended park program, site layout, and preliminary planting.

- b. Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.
  - c. Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
10. Prior to approval of the first tentative plan of subdivision or development permit for excavation, stripping and grading permit (whichever comes first), it shall be confirmed that grading of the development site will match the grades of adjacent parks and open spaces (Municipal Reserve and/or Environmental Reserve), with all grading confined to the private property, unless otherwise approved by Calgary Parks and Open Spaces.
11. Prior to approval of the tentative plan of subdivision, landscape construction drawings that are reflective of the subject tentative plan of subdivision for the proposed Municipal Reserve and Municipal and School Reserve lands are to be submitted to the Coordinator, Landscape Construction Approvals for review and approval prior to construction.
12. All proposed parks and Regional/Local Pathways and Trails must comply with the *Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction* (current edition).
13. All shallow utility alignments, including street light cables, shall be set back 1.5 metres from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of *Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction* (current edition).
14. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve/Municipal School Reserve parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the *Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction* (current version).
15. All street cross-sections are to ensure that there is a minimum of 1.0 metre from the edge of the proposed Regional/Multi-Use Pathways, free of all obstructions and collision hazards.
16. Utilities are not permitted within Environmental Reserve or Municipal Reserve parcels unless otherwise approved by Calgary Parks and Open Spaces.
17. Proposed trapped lows or catch basins located within Environmental Reserve or Municipal Reserve parcels are not permitted for the purpose of facilitating adjacent private residential lot drainage unless otherwise approved by the Director of Parks and Open Spaces.
18. Storm water or other drainage from privately-owned parcels onto adjacent Environmental Reserve and Municipal Reserve parcels is not permitted, unless approved by Calgary Parks and Open Spaces. Any unauthorized drainage from private parcels onto adjacent Municipal Reserve, Environmental Reserve or municipal school

reserve parcels must be resolved to the satisfaction of the Director, Parks and Open Spaces and any damage resulting from such drainage will require restoration at the developer's expense. Resolution of drainage issues must be approved by the Parks Development Inspector.

19. There shall be no retaining walls placed within the Municipal Reserve and Environmental Reserve lands, unless approved by Calgary Parks and Open Spaces. Grade matching and slope stability is to be handled within the confines of private property boundaries.
20. Backsloping of private lots into Environmental Reserve, Municipal and School Reserve and Municipal Reserve lands will not be permitted. Site grading on private lots shall match the grades of adjacent MR, MSR and ER lands with all grading confined to private property, unless otherwise approved by the Director of Parks and Open Spaces.
21. Stockpiling or dumping of construction materials on Reserve lands is not permitted, unless otherwise authorized by Calgary Parks and Open Spaces in writing.
22. All landscape rehabilitation on Parks land and assets shall be performed and inspected in accordance with the Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction (current edition). The disturbed area shall be maintained until establishment and approved by the Parks Development Inspector. Contact the Parks Development Inspector at 403-804-9397 to arrange an inspection.
23. Prior to the approval of the affected tentative plan of subdivision, the developer shall confirm fencing requirements adjacent to Municipal Reserve parcels to the satisfaction of the Director, Calgary Parks and Open Spaces.
24. Prior to approval of the first tentative plan of subdivision or development permit for excavation, stripping and grading (whichever comes first), confirm that concrete swales where private residential lots back or side onto Municipal Reserve parcels will be provided at detailed design. All swales should be located wholly in private land.
25. Prior to approval of the tentative plan, approval from Calgary Parks and Open Spaces is required for all utility rights-of-ways proposed within existing or future Reserve lands.
26. Throughout the development process, adhere to all recommendations and mitigation measures outlined in the approved Biophysical Impact Assessment report (LOC2020-0212).

#### Utility

27. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - Geotechnical Report (Cabana Lands ASP - Update), prepared by McIntosh Lalani Engineering Ltd. (File No ML 9334), dated June 25, 2021.
28. Concurrent with the registration of the legal plan of subdivision, 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 Coordinator, Utility Generalists and the City Solicitor prior to endorsement of the legal plan of subdivision. A standard template for the agreement can be found at <https://www.calgary.ca/planning/publications>.

29. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Low Impact Development and stormwater source control is recommended.
30. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
31. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
32. Prior to endorsement of any legal plan of subdivision/prior to release of a development permit, execute a Development Agreement. Contact the Infrastructure Strategists, Development Commitments for further information.
33. Off-site levies, charges and fees are applicable. Contact Development Commitments, Development Engineering for further information.
34. 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 14 Street NW along the east boundary of the plan area.
  - c. Construct the underground utilities and surface improvements within 144 Avenue NW along the south boundary of the plan area.
  - d. 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.
  - e. Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) where they abut 144 Avenue NW and 14 Street NW along the boundary of the plan area.
  - f. Construct the Municipal and School Reserve / Municipal Reserve within the plan area.

- g. Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
35. Prior to Endorsement of the legal plan of subdivision, make satisfactory cost sharing arrangements with (Qualico Developments West Ltd.) for part cost of the existing (storm and sanitary) installed/constructed in (144 Avenue NW) that was paid for and/or constructed by (Qualico Developments West Ltd) under (DA2013-0029 Evanston Phase 24).
36. Prior to approval of any tentative plan of subdivision within the outline plan/land use area, a phasing plan must be provided, including cumulative unit and population totals for the overall community. Tentative plan approvals will be subject to available water servicing capacity within the north sector.

Currently, 650 units have been allocated to the Moraine community, with 646 units already assigned across Phases 1 through 5. No further approvals can proceed until additional capacity becomes available.

Additional capacity is anticipated with the Stage 1 commissioning of the North Calgary Water Servicing (NCWS), expected in 2027. This would provide capacity for an additional 694 units, bringing the total to 1,344 units. This incremental capacity allocation is conditional on Stage 1 of NCWS being fully operational.

Further capacity will become available with the full buildout of the NCWS system, anticipated by 2029.

## **Mobility**

37. In conjunction with the applicable tentative plan of subdivision, the cross section and right-of-way requirements for 160 Avenue NW shall comply with the 160 Avenue NW corridor study. Adjustments to the tentative plan boundary and impacted lots may be required to accommodate all necessary right-of-way changes due to the results of the 160 Avenue Corridor study. Prior to the approval of the affected tentative plan, the design and right-of-way for 160 Avenue NW will be determined to the satisfaction of Manager, Development Engineering.
38. In conjunction with the applicable tentative plan(s) of subdivision, construct the west carriageway and boulevard of 14 Street NW adjacent to the associated phase or projection of associated phase (in the case of 15151 – 14 Street NW and 15525 – 14 Street NW not in outline plan boundary) to the satisfaction of the Manager, Development Engineering.
39. In conjunction with applicable tentative plan(s) of subdivision north of Starling Drive NW, road plans for the ultimate west carriageway and boulevard of 14 Street NW shall be registered adjacent with the associated phase or projection of associated phase (in the case of 15151 – 14 Street NW and 15525 – 14 Street NW not included in the outline plan boundary) to the satisfaction of the Manager, Development Engineering.
40. In conjunction with the applicable tentative plan(s) of subdivision, the developer shall submit detailed construction drawings with cross-sections, for the interim and ultimate grades for 14 Street NW and 160 Avenue NW adjacent to and within the outline plan



boundary. Cross-sections shall indicate and provide dimensions for any proposed road widening to accommodate grades. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements. Prior to the approval of the affected tentative plan, the design and right-of-way for the subject roads will be determined to the satisfaction of the Manager, Development Engineering.

41. In conjunction with all tentative plan(s) of subdivision and development permit(s), all roads, intersections, driveways, and intersection spacing shall be designed and constructed at the developer's sole expense and to the satisfaction of the Director, Development Engineering.
42. In conjunction with each tentative plan of subdivision, the developer shall register road plans for collector standard streets within the subject lands to the satisfaction of the Director, Development Engineering that provides continuous active modes and vehicle routing through the community with at least two points of public access around the tentative plan boundary connecting to the arterial street network. The continuous collector street network is required to ensure that efficient transit routing through the plan area can be accommodated, while the two points of access to the plan area ensures resident will have two routes into and out of the plan area.
43. In conjunction with the applicable tentative plan of subdivision, and prior to approval of construction drawings and permission to construct surface improvements, the developer shall provide signed copies of backsloping agreements (and Ministerial consent, if applicable) where private lands (including City of Calgary lands) are impacted by the proposed development.
44. In conjunction with the applicable tentative plan of subdivision or development permit, the developer shall enter into a Construction Access Roads Agreement with Mobility.
45. In conjunction with the applicable tentative plan of subdivision or development permit, all community entrance features must be located outside the public right-of-way.
46. In conjunction with the applicable tentative plan of subdivision or development permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Manager, Development Engineering. All bus zones shall be located:
  - a. Where commercial areas are concentrated;
  - b. Where the grades and site lines are compatible to install bus zones; and
  - c. Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
47. **A restrictive covenant shall be registered** against the specific lot(s) identified by the Manager, Development Engineering concurrent with the legal plan of subdivision prohibiting the construction of front driveways over the bus loading area(s).
48. In conjunction with the applicable tentative plan of subdivision, transit stops along 144 Avenue NW, 14 Street NW and 160 Avenue NW are to be developed as bus bays and/or bus facilities to the satisfaction of the Manager, Development Engineering.

49. In conjunction with the applicable tentative plan of subdivision, no direct vehicle access is permitted to collector standard roadways, or along regional and multi-use pathways for all R-G residential lots to the satisfaction of the Manager, Development Engineering. Vehicular access shall be provided by rear lanes. **Restrictive covenants shall be registered** on all applicable titles concurrent with the registration of the legal plan of subdivision to that effect.
50. No direct vehicular access is permitted along 144 Avenue, 14 Street NW and 160 Avenue NW from the subject lands. **A restrictive covenant shall be registered** concurrent with the registration of the legal plan of subdivision to that effect.
51. In conjunction with the applicable tentative plan of subdivision or development permit, access for all multi-family, mixed-use, and commercial sites shall be designed and located to the satisfaction of the Manager, Development Engineering.
52. In conjunction with the applicable tentative plan of subdivision or development permit, the developer shall provide a Letter of Credit or payment for pedestrian-actuated crossing signals. Pedestrian-actuated crossing signals shall be located to the satisfaction of the Manager, Development Engineering as follows:
- where regional pathways or multi-use pathways intersect with a street;
  - at mid-block crossings; and
  - at intersections or pedestrian crossings adjacent to joint use sites.
- 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 or payment, and is required to submit payment in support of the tentative plan of subdivision or development permit.
53. In conjunction with the applicable tentative plan of subdivision, sidewalks along a school site frontage shall be designed and constructed at the developer's sole expense as mono-walks with a minimum width of 2.0 meters. Where a multi-use or regional pathway is adjacent to a school site frontage, it shall be developed as a 3.5 metre wide monolithic pathway.
54. In conjunction with the applicable tentative plan of subdivision or development permit, the developer shall provide curb extensions along streets adjacent to school sites (entire parcel) to the satisfaction of the Manager, Development Engineering.
55. In conjunction with the applicable tentative plan of subdivision or development permit, a noise attenuation study is required for residential development adjacent to all Arterial standard streets, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Development Engineering for approval. Note that where sound attenuation is not required adjacent to Arterial streets, a uniform screening fence shall be provided to the satisfaction of the Director, Development Engineering.
56. In conjunction with the applicable tentative plan of subdivision or development permit, all noise attenuation features (noise walls, berms, etc.) and ancillary facilities required in support of the development shall be constructed entirely within the development

boundary (location of noise walls, berms, etc. and associated ancillary works shall not infringe into the road right-of-way).

57. In conjunction with the applicable tentative plan of subdivision or development permit, temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction or construction phasing affects the operations of transit service, the developer is required to provide an interim transit route replacement, to the satisfaction of the Manager, Development Engineering. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than one year.
58. In conjunction with the applicable tentative plan of subdivision or development permit, as well as in conjunction with any land use amendment or outline plan proposal, further transportation analysis is required at the discretion and to the satisfaction of the Manager, Development Engineering.

# Applicant Submission

Company Name (if applicable):

B&A

LOC Number (office use only):

Applicant's Name:

Jack Moddle

Date:

November 14, 2025

The Subject Lands (75.05 ha) have already received Outline Plan approval, with conditions, as per LOC2020-0212. At the time of Outline Plan approval, only a portion of the lands within the Outline Plan were approved for Land Use Redesignation as a result of water capacity limitations.

As per the approval of the North Water Servicing Strategy in November 2024, continuous housing approvals have been enabled in North Calgary. Water Resources has identified they will continue to approve phases and are prepared to manage capacity limits through subdivision conditions. As this is the case, the landowner and developer of the Subject Lands, Brookfield Residential, is submitting this Land Use Redesignation application for the approval of land use on the remainder of the Outline Plan area.

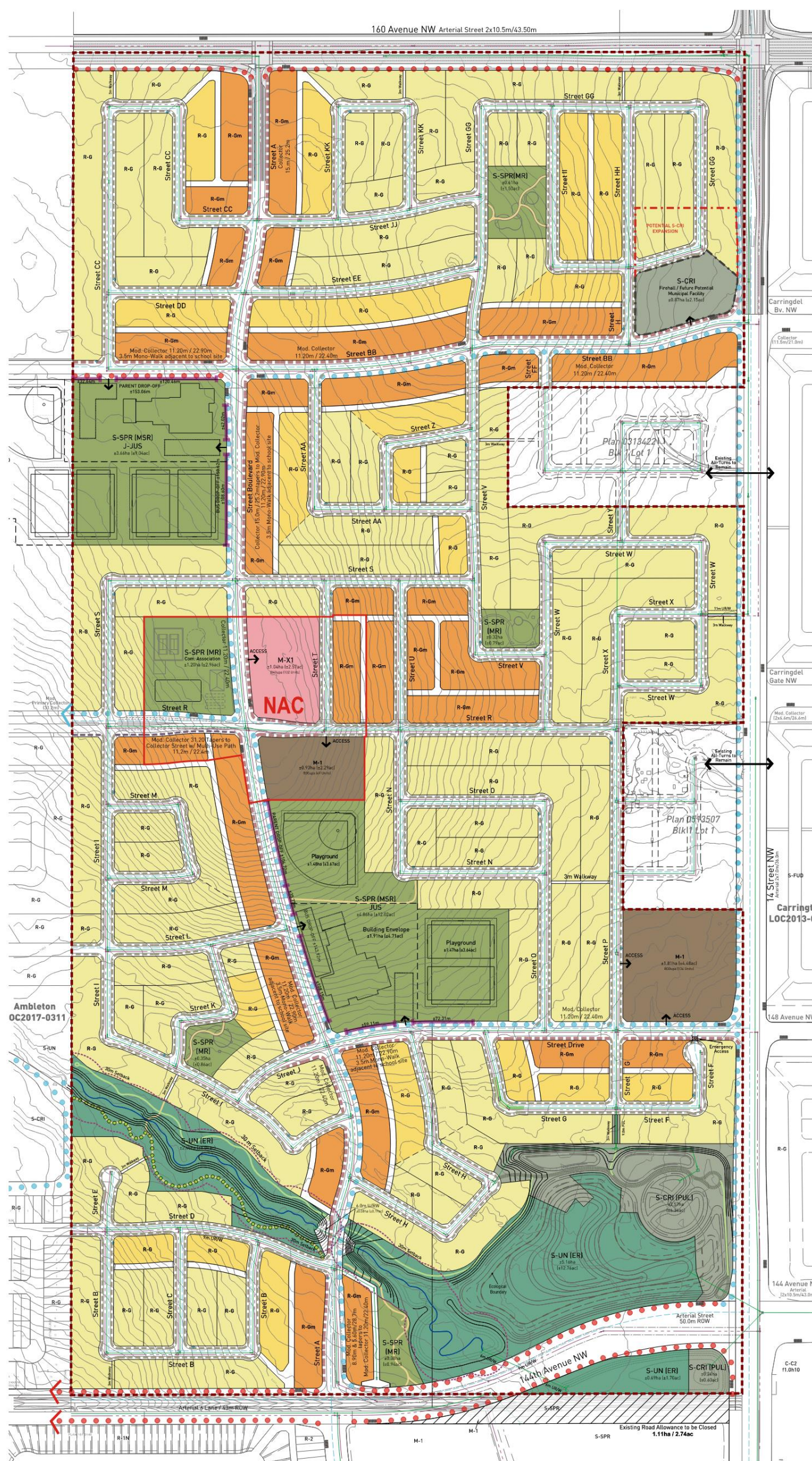
An Outline Plan application is also being submitted to accommodate a revision to the cross-section for 160 Avenue NW. This revision is minor in nature and only affects the adjacent residential blocks, which absorbed the reduce road right-of-way with increased lot depths. The Outline Plan application is also relevant for the purpose of revising conditions on the approved Outline Plan as related to water servicing capacity.

Overall, the application does not propose any material changes to the existing proposed Outline Plan or vision for the area, as it advances the same land uses that were previously shadow planned for in the approved plan.





## Previously Approved Outline Plan (LOC2020-0212)



- Outline Plan Boundary  
 Land Use Redesignation Boundary  
 Future Potential Municipal Facility  
 Potential S-CRI Expansion Area  
 0.5m Contours  
 1.5m Conc. Monowalk  
 2.0m Conc. Monowalk  
 2.0m Separate Conc. Sidewalk  
 2.5m Local Pathway  
 3.0m Regional Pathway  
 3.0m Multi-Use Pathway  
 3.0m Green Corridor  
 Trail  
 Bus Pad Location  
**Deep Services - Proposed**  
 Stormwater Servicing  
 Sanitary Servicing  
 Water Servicing/Hydrant

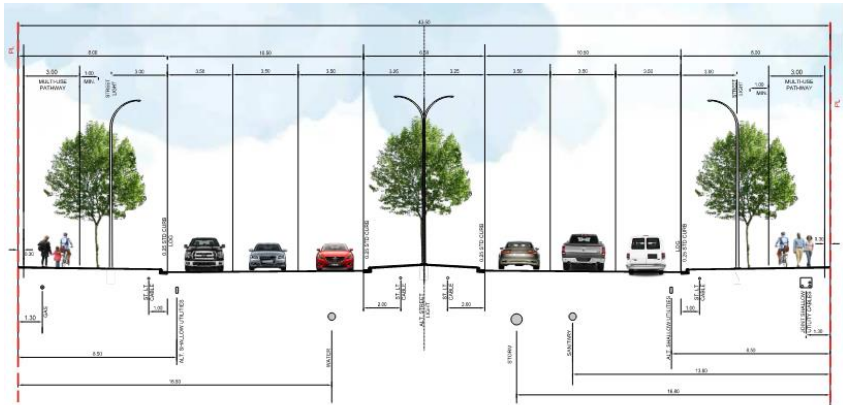
**Note:**

Residential roads are:  
laneless [8.5m/16.0m], laned [9.0m/16.0m] unless otherwise noted.  
All lanes are 7.0m wide unless otherwise noted.

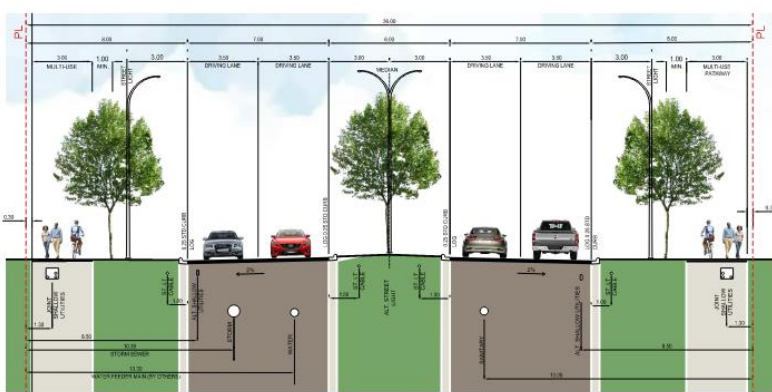


OUTLINE PLAN STATISTICS - STAGES 1 & 2							
	Lot width/ units per acre		Frontage	Hectares	Acres	Number of lots/units	% of GDA
	ft	(m)/upa	(m)	(+/-)	(+/-)		
TOTAL AREA				122.32	302.27		
LESS FIRE HALL (S-CRI)				0.87	2.15		
LESS ENVIRONMENTAL RESERVE				8.30	20.50		
GROSS DEVELOPABLE AREA (GDA)				113.16	279.62		100.0%
RESIDENTIAL							
Low Density							
Low Density Residential - Laneless R-G							
Anticipated number of lots based on lot width	35.00	10.70	3471.82	21.06	52.05	324 lots	16%
Zero lot line @8.84m/29' (69.5% of laneless)	29.33	8.94	7911.21	21.07	52.06	885 lots	
Low Density Residential - Laned R-G							
Anticipated number of lots based on lot width	26.00	7.92	2126.58	7.64	18.87	268 lots	13%
Low Density Residential - Semi-Detached / StreetTowns R-Gm							
Anticipated number of lots based on lot width	21.00	6.40	3677.73	12.61	31.17	575 lots	28.0%
Total			17187	62.38	154.14	2052	55.1%
Multi-Residential							
Multi-Residential - Low Profile Support Commercial District M-X1				1.04	2.57		
Anticipated number of units		40 upa				102 units	
Multi-Residential - Low Profile District M-1				2.74	6.77		
Anticipated number of units		30 upa				203 units	
Total Units				3.78	9.34	305 units	3%
Total Number of Lots / Units							
Total Anticipated Number of Lots / Units						2357 lots / units	
DENSITY							
Anticipated Density						20.8 upha	8.43 upa
MUNICIPAL RESERVE S-SPR				11.38	28.11		10.1%
Special Purpose - School, Park and Community Reserve District							
JUS (MSR)				8.52	21.06		
Community Centre (MR)				1.20	2.96		
Parks (MR)				1.66	4.09		
SPECIAL PURPOSE - CITY AND REGIONAL INFRASTRUCTURE DISTRICT (S-CRI (PUL))				2.84	7.02		2.5%
Stormwater Pond (PUL)				2.84	7.02		
ROADWAYS AND LANES				32.78	81.01		29.0%
160 Ave NW Road Widening				1.79	4.43		
14 Street NW Road Widening				1.17	2.90		
Arterial 6 Lane 43.0m 144 Ave NW				2.04	5.04		
Collector 25.2m				0.90	2.22		
Mod. Collector 28.7m tapers to 22.4m				0.36	0.88		
Mod. Collector 22.9m				2.42	5.97		
Mod. Collector 22.4m				2.71	6.70		
Mod. Collector 31.20m tapers to 22.4m				0.70	1.74		
Residential Road 16.0m				17.61	43.51		
Lanes 7.0m				3.08	7.62		

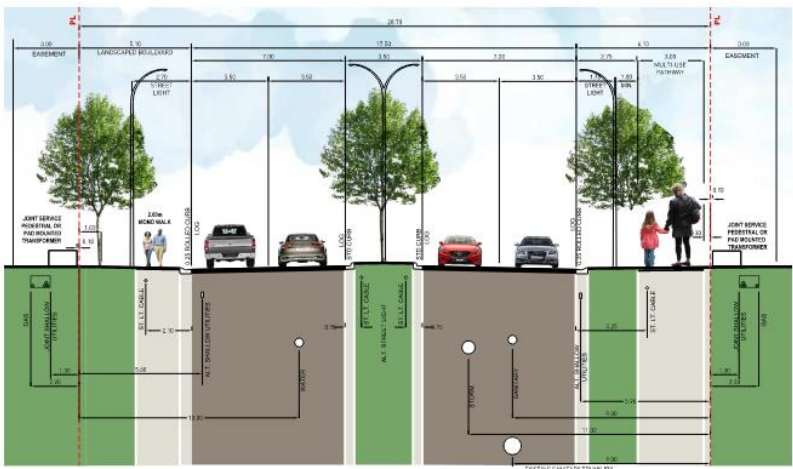




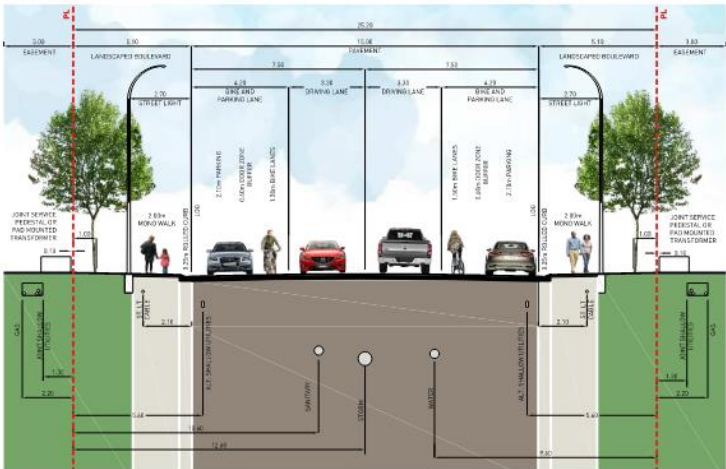
**A** Arterial Street (Ultimate) - (2x10.5m / 43.50m)  
6 Lanes & Multi-use Pathway on both sides - **160 Avenue NW** 1:200



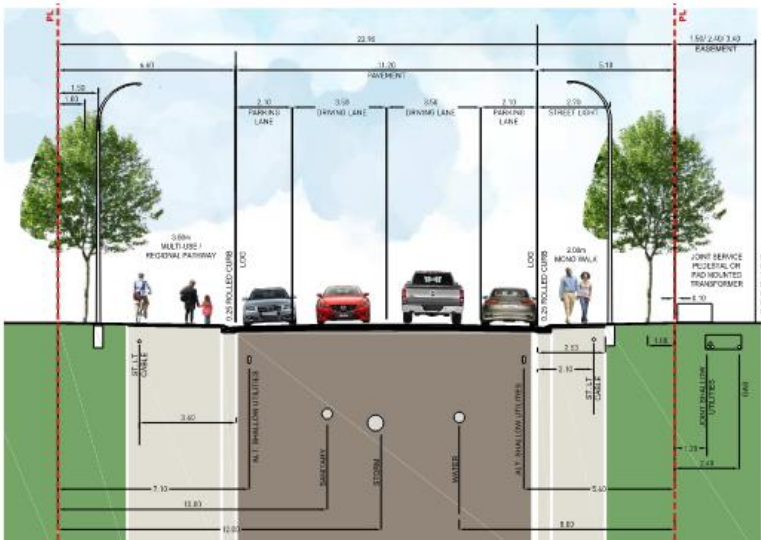
**B:** Arterial Street - (2x7.0m / 36.00m)  
**14 Street NW** 1:200



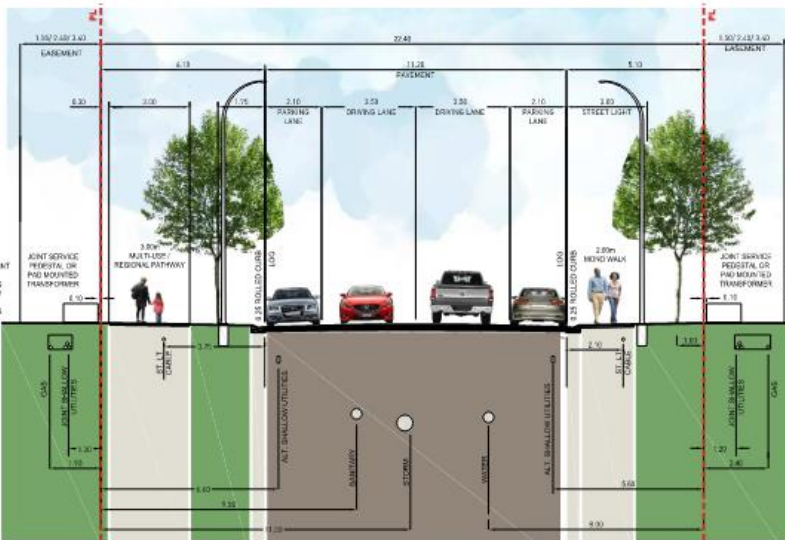
**C:** Mod. Primary Collector Street - (8.90m & 5.60m/ 28.7m)  
2.0m Separate Sidewalk & 3.0m Multi-Use Path 1:200



**D:** Collector Street - (15.00m / 25.20m) 2 Bike Lanes & 2 Parking Lane 1:200

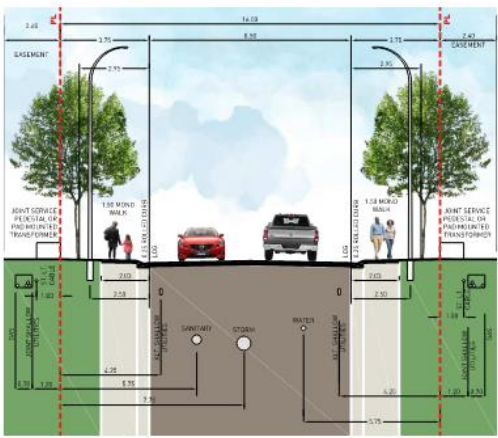
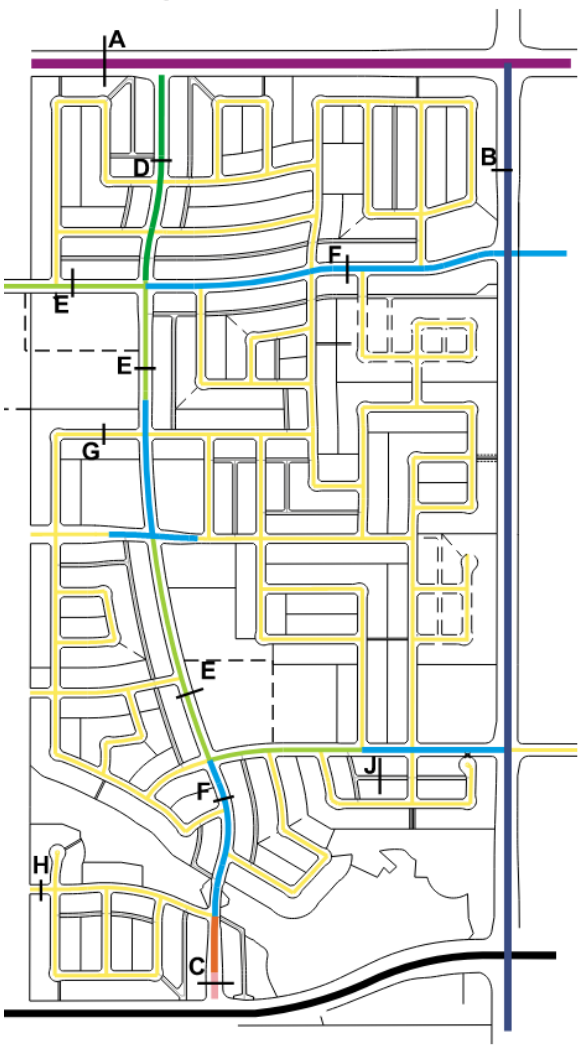


**E:** Mod. Collector Street - (11.20m / 22.90m) no Biking, Parking Both Sides & 3.5m Regional Pathway (Mono) 1:200  
(to be used adjacent to JUS or J-JUS sites)

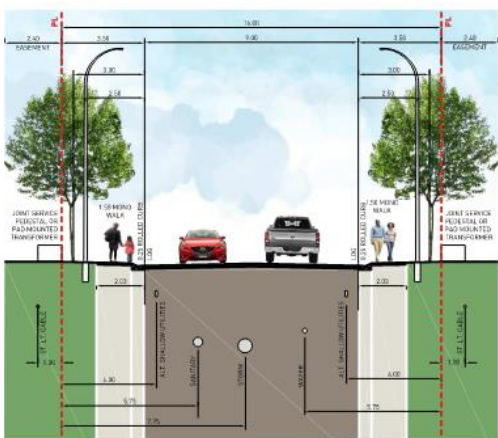


**F:** Collector Street with Transit - (11.20m / 22.40m) no Biking, Parking Both Sides & 3.0m Regional Pathway (Separate) 1:200

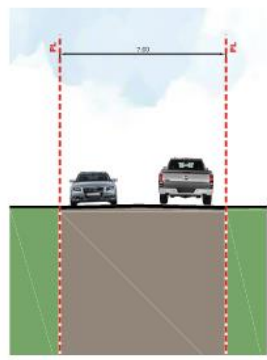
Key Map: Cross Sections



**G:** Residential 'M' Street  
(8.5m / 16.0m ROW)  
1:200



**H:** Residential 'M-L' Street  
(9.0m / 16.0m ROW)  
1:200



**J:** Lane (7.0m) 1:200



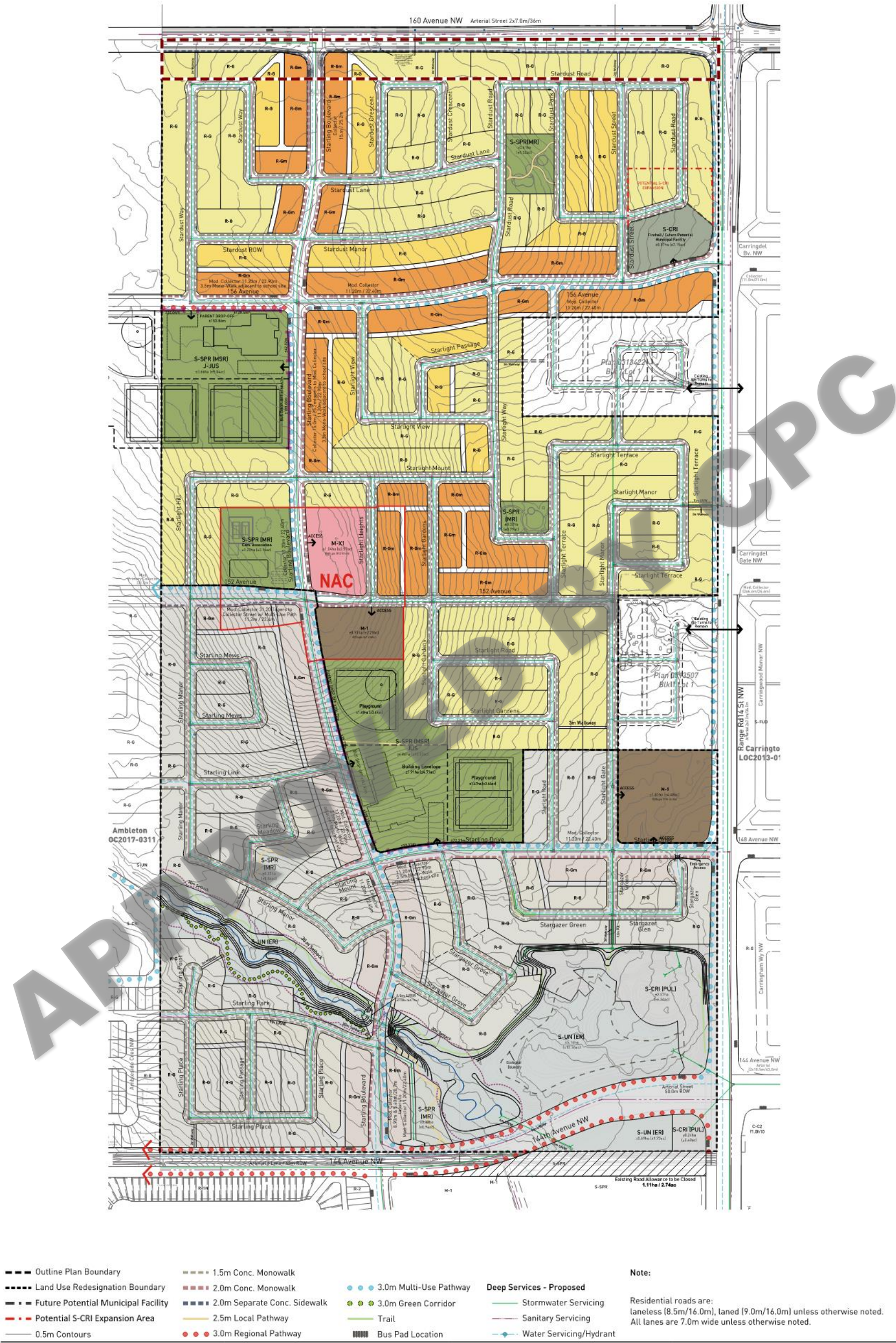
NTS

- Mod. Arterial Road from 43m to 50m - 144 Ave NW
- Mod. Arterial Road 38.8m - 160 Ave NW
- Arterial Road 36.0m - 14 Street NW
- Mod Primary Collector Road 28.7m
- Collector Road 25.2m
- Mod. Collector Road 22.9m (beside school)
- Mod. Collector Road 22.4m
- Residential Road 16.0m
- Lanes 7.0m



Approved Outline Plan

Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment is for Council's reference.

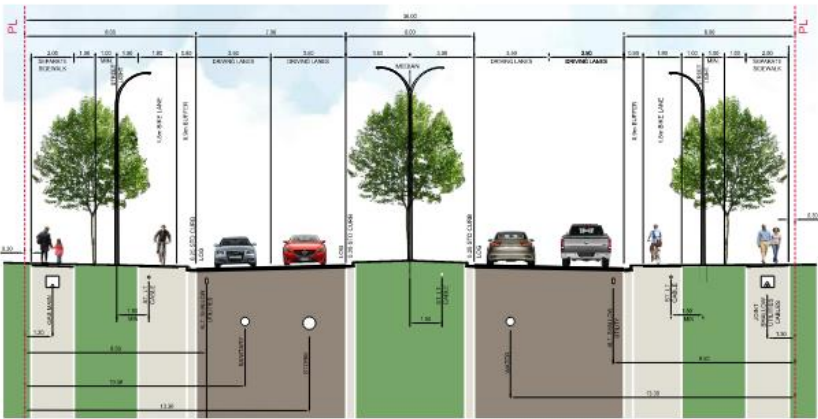




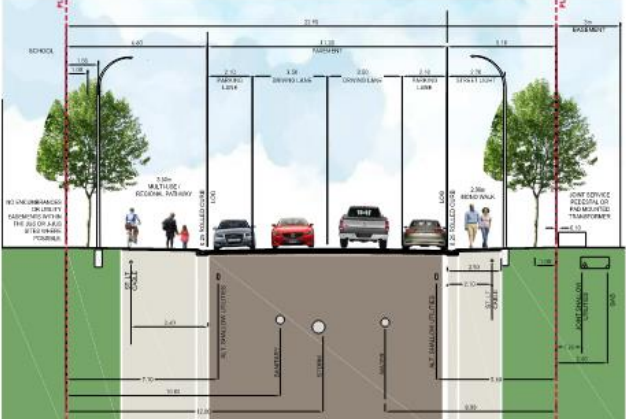
OUTLINE PLAN STATISTICS - STAGES 1 & 2							
		Lot width/ units per acre		Frontage	Hectares	Acres	Number of lots/units
		ft	(m)/upa	(m)	(+/-)	(+/-)	% of GDA
TOTAL AREA					4.60	11.37	
GROSS DEVELOPABLE AREA (GDA)					4.60	11.37	100.0%
RESIDENTIAL							
Low Density							
Low Density Residential - Laneless R-G							
Anticipated number of lots based on lot width		35.00	10.70	158.02	1.21	3.00	14 lots 26%
Zero lot line @8.84m/29' (69.5% of laneless)		29.33	8.94	360.07	1.21	3.00	40 lots 26%
Low Density Residential - Laned R-G							
Anticipated number of lots based on lot width		26.00	7.92	1.53	0.08	0.20	0 lots 2%
Low Density Residential - Semi-Detached / StreetTowns R-Gm							
Anticipated number of lots based on lot width		21.00	6.40	59.04	0.24	0.59	9 lots 5%
Total				579	2.75	6.79	63 59.7%
Total Number of Lots / Units							
Total Anticipated Number of Lots / Units						63 lots / units	
ROADWAYS AND LANES					1.85	4.58	40.3%
160 Ave NW Road Widening					1.56	3.85	
14 Street NW Road Widening					0.04	0.09	
Collector 25.2m					0.10	0.25	
Lanes 7.0m					0.13	0.31	
Walkway 3.0m					0.03	0.08	

LAND USE STATISTICS			
FROM	TO	AREA	
		ha (±)	ac (±)
S-FUD	R-G	43.78	108.18
S-FUD	R-Gm	14.17	35.01
S-FUD	M-1	2.97	7.35
S-FUD	M-X1	1.35	3.33
S-FUD	S-SPR(MR)	11.58	28.61
S-FUD	S-CRI	1.21	2.98
Total		75.05	185.46

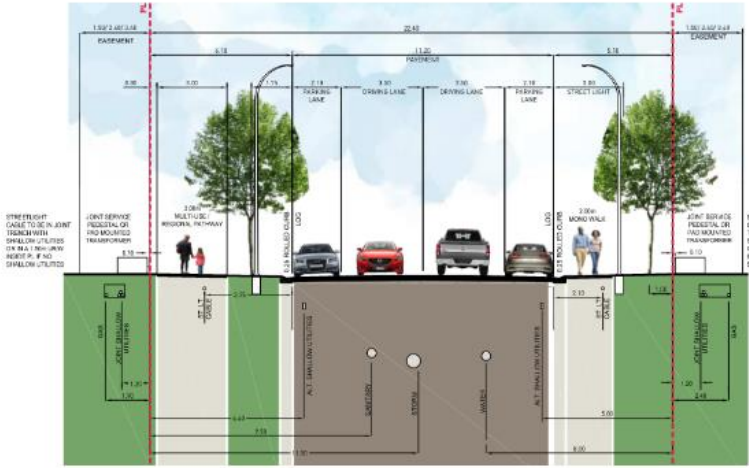
AMENDED CROSS-SECTIONS



A: Arterial Street - (2x7.0m / 36.00m)  
160 Ave NW 1:200

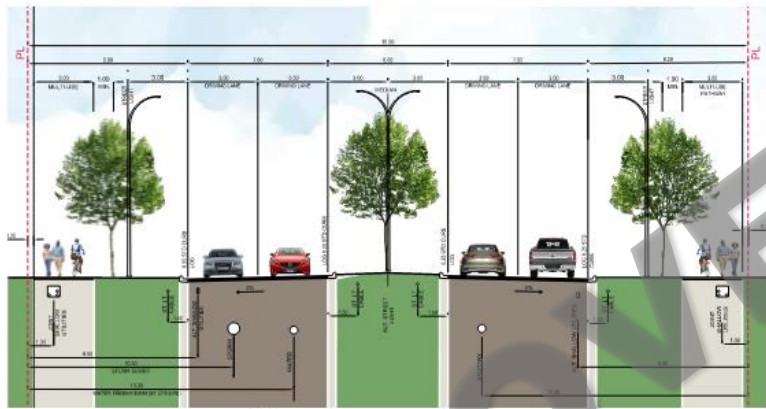


E: Mod. Collector Street - (11.20m / 22.90m) no Biking, Parking Both  
Sides & 3.5m Regional Pathway (Mono) 1:200  
(to be used adjacent to JUS or J-JUS sites)

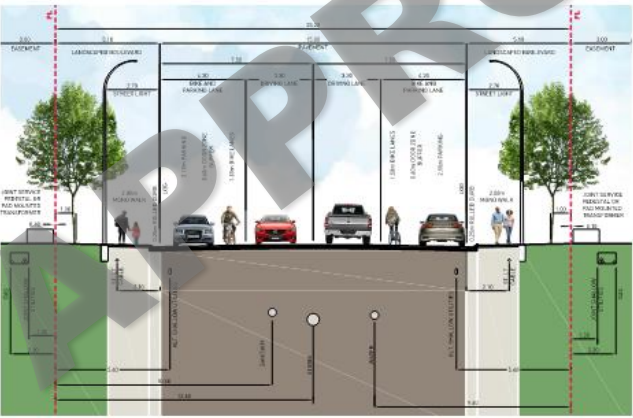


F: Collector Street with Transit - (11.20m / 22.40m) no Biking,  
Parking Both Sides & 3.0m Regional Pathway (Separate) 1:200

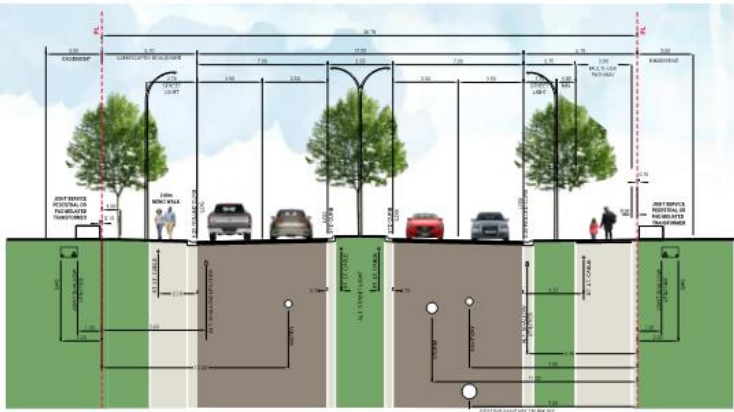
EXISTING CROSS-SECTIONS



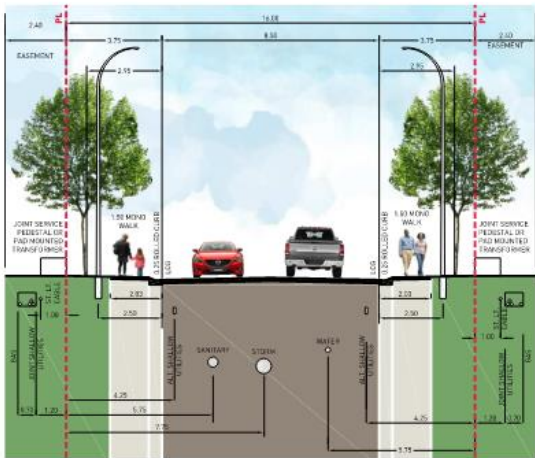
B: Arterial Street - (2x7.0m / 36.00m)  
14 Street NW 1:200



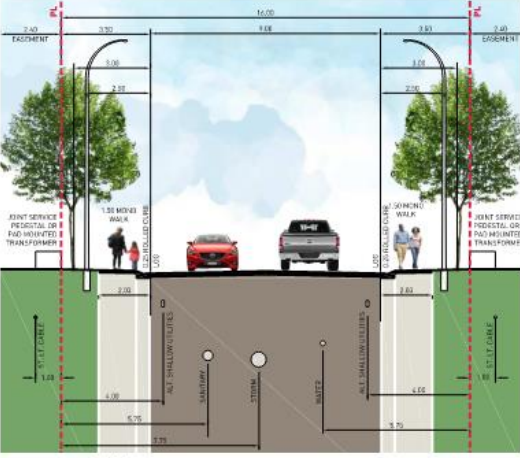
D: Collector Street - (15.00m / 25.20m) 2 Bike Lanes & 2 Parking  
Lane 1:200



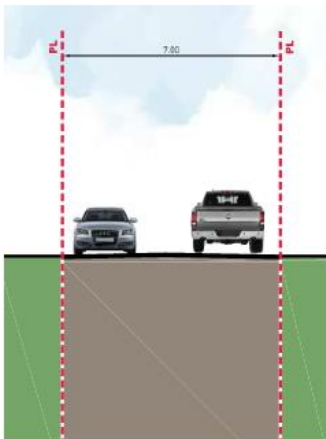
C: Mod. Primary Collector Street - (18.90m & 5.60m/ 28.7m)  
2.0m Separate Sidewalk & 3.0m Multi-Use Path 1:200



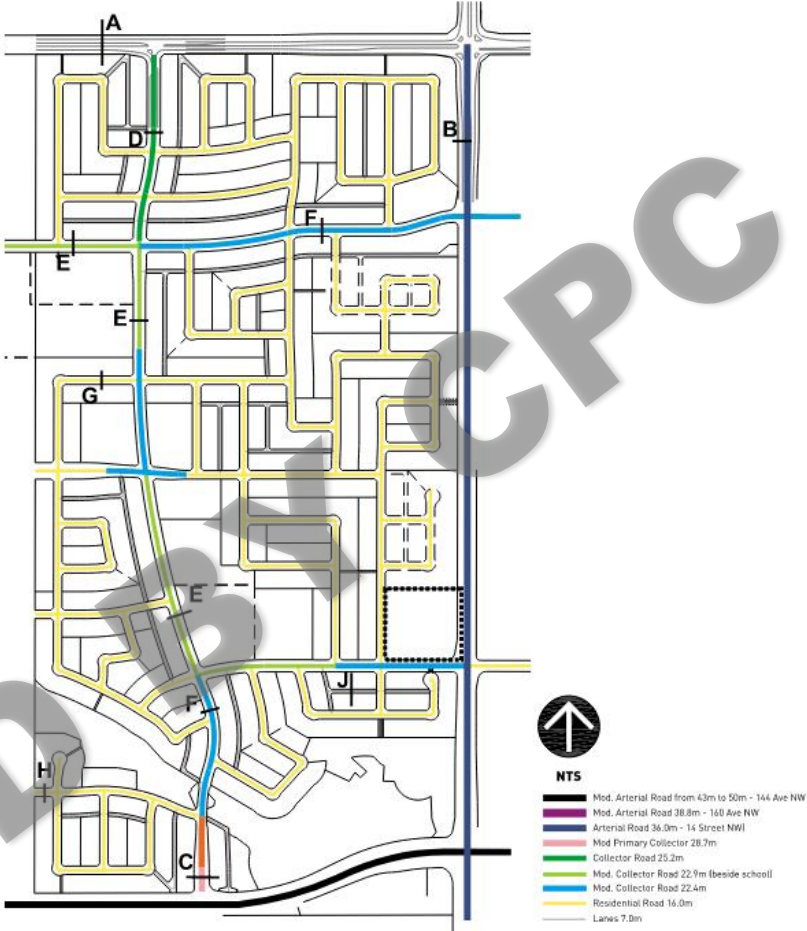
G: Residential 'M' Street  
(8.5m / 16.0m ROW)  
1:200



H: Residential 'M-L' Street  
(9.0m / 16.0m ROW)  
1:200



J: Lane (7.0m) 1:200



Key Map: Cross Sections

# Approved Outline Plan Data Sheet

*Calgary Planning Commission is the Approving Authority for the Outline Plan.  
Attachment for Council's reference only.*

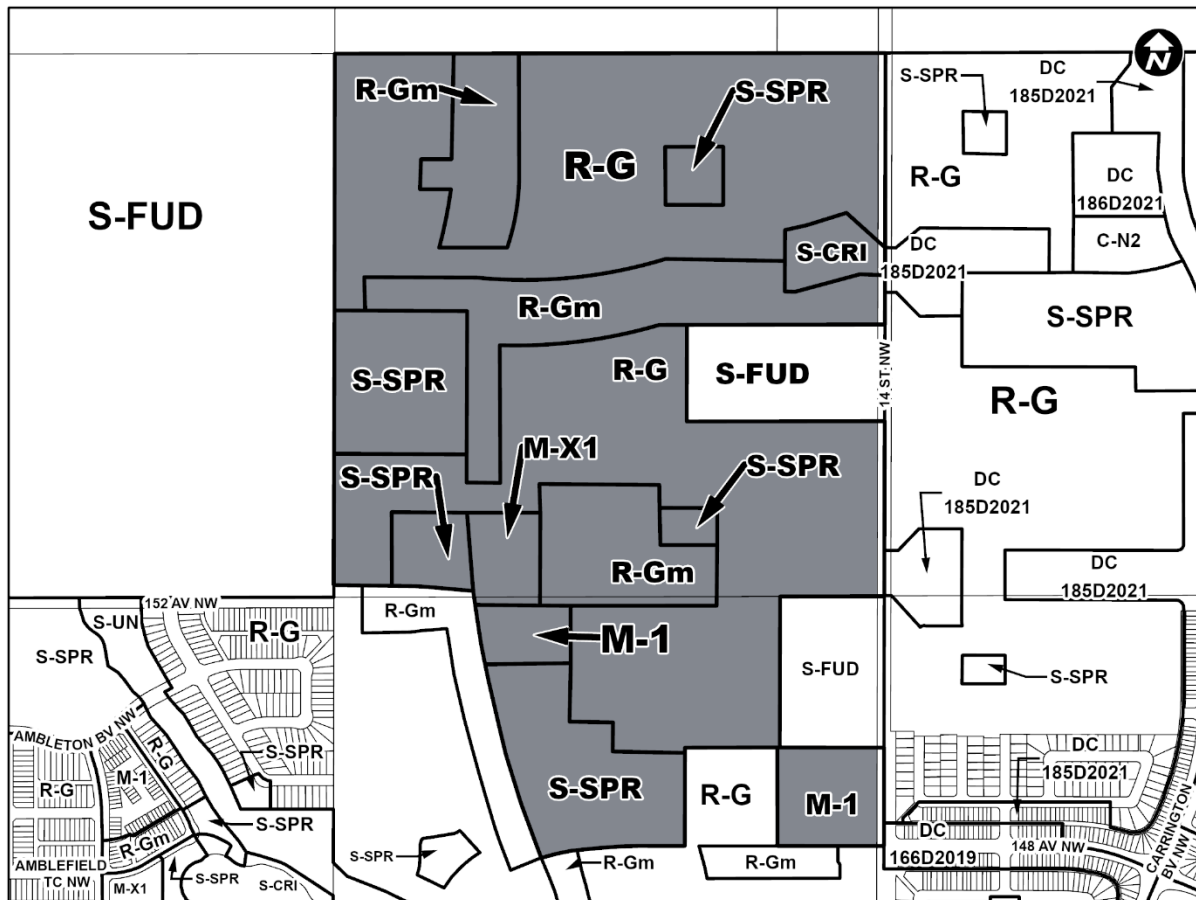
	HECTARES	ACRES
GROSS AREA OF PLAN	4.60	11.37
NET DEVELOPABLE AREA	4.60	11.37

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G Laned	0.08	0.20	0	
R-G Laneless	2.42	6.00	54	
R-Gm	0.24	0.59	9	
<b>Total Residential</b>	<b>2.74</b>	<b>6.79</b>	<b>63</b>	

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	1.85	4.58	40.3%



# Proposed Land Use Amendment Map



# Applicant Outreach Summary

2025 October 23



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** Starling Outline Plan and Land Use Amendment

Did you conduct community outreach on your application? ☐ YES or ☒ NO

If no, please provide your rationale for why you did not conduct outreach.

This is a greenfield site in a developing area. Based on the minor nature of the amendments in line with the initially approved Outline Plan, no public engagement was conducted.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

N/A

### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

N/A

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

n/a

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

n/a

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

n/a

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



# PROPOSED

CPC2025-0946  
ATTACHMENT 9

## BYLAW NUMBER 25D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0078/CPC2025-0946)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

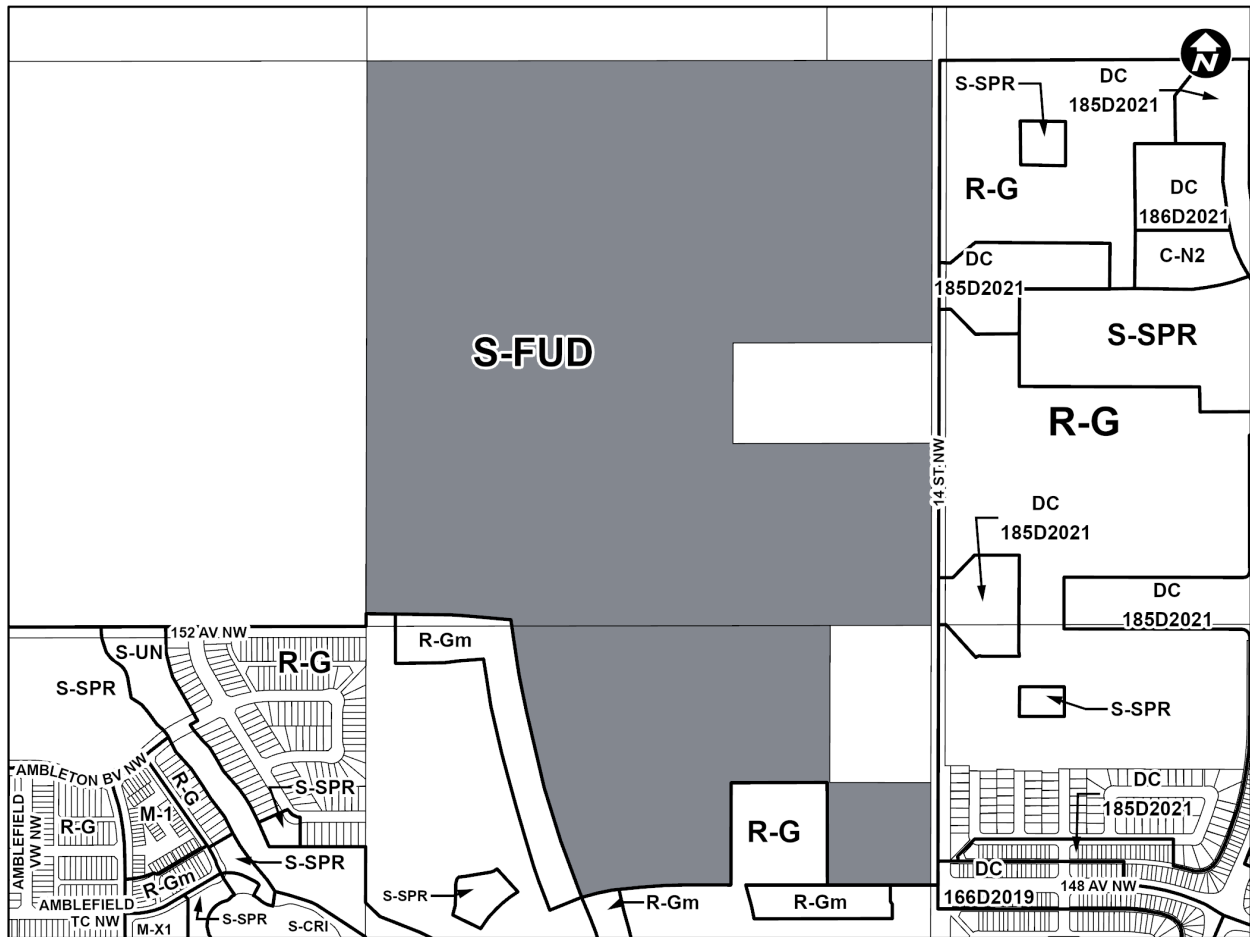
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2025-0078/CPC2025-0946  
BYLAW NUMBER 25D2026

## SCHEDULE A





**Outline Plan, Policy and Land Use Amendment in Country Hills (Ward 3) at multiple addresses, LOC2024-0215**

**RECOMMENDATIONS:**

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 9797 Harvest Hills Boulevard NW and 656 Country Hills Road NW (Plan 9712649, Blocks 1, Lot 41; Plan 9813226, Block 13, Lot 2) to subdivide 1.70 hectares  $\pm$  (4.20 acres  $\pm$ ) with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for an amendment to the Calgary North Area Structure Plan Phase 1 (Attachment 3); and
3. Give three readings to the proposed bylaw for the redesignation of 1.70 hectares  $\pm$  (4.20 acres  $\pm$ ) located at 9797 Harvest Hills Boulevard NW and 656 Country Hills Road NW (Plan 9712649, Blocks 1, Lot 41; Plan 9813226, Block 13, Lot 2) from Special Purpose – City and Regional Infrastructure (S-CRI) District to Mixed Use – General (MU-1f4.0h25) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 DECEMBER 18:**

That Council:

1. Give three readings to **Proposed Bylaw 7P2026** for an amendment to the Calgary North Area Structure Plan Phase 1 (Attachment 3); and
2. Give three readings to **Proposed Bylaw 24D2026** for the redesignation of 1.70 hectares  $\pm$  (4.20 acres  $\pm$ ) located at 9797 Harvest Hills Boulevard NW and 656 Country Hills Road NW (Plan 9712649, Blocks 1, Lot 41; Plan 9813226, Block 13, Lot 2) from Special Purpose – City and Regional Infrastructure (S-CRI) District to Mixed Use – General (MU-1f4.0h25) District.

**HIGHLIGHTS**

- This application seeks to establish a subdivision and policy framework and to redesignate lands in the community of Country Hills to allow for mixed-use, multi-residential development and a new roadway.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- The *Calgary North Area Structure Plan Phase 1* (ASP) specifies that if the proposed densities at the outline plan stage exceed 17 units per hectare (7 units per acre), the applicant shall obtain the approval of the Calgary Planning Commission for the increased densities to ensure the area can be adequately serviced with utilities and that

**Outline Plan, Policy and Land Use Amendment in Country Hills (Ward 3) at  
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the roads proposed can accommodate the increase in traffic volumes. A policy amendment to the ASP is required to support higher-density development on this site.

- What does this mean to Calgarians? The proposal would allow for a more efficient use of land and an increase in density directly adjacent to transit, linking more residents to sustainable transportation options.
- Why does this matter? The proposal establishes a road network, a land use plan and policy framework that would allow for the logical development of remnant parcels of land, paving way for more housing options to better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this application.

**DISCUSSION**

This application, in the northwest community of Country Hills, was submitted on 2024 August 26 by Situated Consulting Co. on behalf of the landowner, City of Calgary (Real Estate & Development Services). The site is currently undeveloped and temporarily used as an off-leash dog area. The area subject to the outline plan is approximately 1.7 hectares (4.2 acres) and includes portions of an existing driveway that wrap around the northwest and eastern parts of the site. The driveway provides access to both the subject site and the neighbouring Harvest Hills Alliance Church through a mutual access easement agreement registered on title. The easement is to be maintained until replaced by a public lane dedication through the outline plan and subsequent subdivision. Approximately 0.3 hectares (0.7 acres) on the southeast corner of the site area has been set aside for a future transit terminal. The plan also features two sites that will accommodate mixed-use, multi-residential development adjacent to the future 96 Avenue Green Line Light Rail Transit (LRT) Station along Harvest Hills Boulevard N. There are two existing Bus Rapid Transit (BRT) routes close to the site, Route 301 BRT North (Downtown Connector) and Route 300 BRT Airport/City Centre (Airport Connector), both with transit stops within 100 metres (a two-minute walk) of the site. Harvest Hills Park, within 800 metres (a 13-minute walk) and Country Hills Park, which is 300 metres away (a five-minute walk), offer a variety of open space needs. There are also commercial developments across the street from the site which include a grocery store and restaurants.

As referenced in the Applicant Submission (Attachment 4), the proposal seeks outline plan, policy and land use amendment approval to accommodate the proposed mixed-use, multi-residential sites. The Proposed Outline Plan (Attachment 5) and the Proposed Land Use Amendment Map (Attachment 6) anticipate 321 ± residential units as shown in the Proposed Outline Plan Data Sheet (Attachment 7). The applicant's vision is to create a mixed-use, multi-residential site to address Calgary's growing need for market and non-market housing.

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

**ENGAGEMENT AND COMMUNICATION**

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

## **Outline Plan, Policy and Land Use Amendment in Country Hills (Ward 3) at multiple addresses, LOC2024-0215**

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### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with relevant public groups and the respective community association was appropriate. In response, the applicant completed the following:

- developed a project email list and project website for online engagement;
- held an in-person open house on 2024 June 11;
- shared development plans with the Northern Hills Community Association, Harvest Hills Alliance Church, Ward 3 Office and the Sierras of Country Hills Condo Board, virtually and in-person; and
- had follow-up meetings with the Northern Hills Community Association, Harvest Hills Alliance Church and the Sierras of Country Hills Condo Board in June 2025, following revisions to the plans.

A comprehensive summary is available for review in the Applicant Outreach Summary (Attachment 8).

### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received 18 responses from the public, two in support and two neutral, while 14 were in opposition, noting the following areas of concern:

- inadequate infrastructure to support the additional density;
- inadequate parking requirements relative to the density and proposed LRT station;
- proposed development would exacerbate existing traffic and parking issues in the area;
- concerns over privacy, massing and shadowing impacts due to proposed height;
- potential disruption of community character and beauty;
- crosswalk on Country Hills Road NW and Country Hills Landing NW is unsafe with multiple accidents and excessive speeding;
- inadequacy of three-way stop at Country Hills Drive NW and Country Hills Road NW with the increased density;
- further decrease in already diminished bussing capacity (Route 301); and
- inadequate traffic mitigation strategy for the area.

The comments in support noted that the proposal:

- is well-situated near transit;
- makes efficient use of space in a walkable area;
- offers a mix of residential and commercial uses that strengthen community value;
- could necessitate the need for a new school due to increased density; and
- creates potential for small-scale businesses like a grocer or sit-down restaurant to locate in the area.



## **Outline Plan, Policy and Land Use Amendment in Country Hills (Ward 3) at multiple addresses, LOC2024-0215**

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The neutral comments suggested agreement on increasing density, but limiting the height to four storeys as more appropriate for the surrounding context. Uncertainty about the specific built form made it difficult to fully support or oppose the proposal.

The Northern Hills Community Association (CA) provided a response indicating general acceptance of the proposed application (Attachment 9). The CA noted residents' concerns and hopes issues such as pedestrian safety, high traffic volume, intersection improvements, replacing the off-leash dog park, and adding public amenities, will continue to be addressed moving forward.

Administration considered the relevant planning issues specific to the application and has determined the proposed land use to be appropriate. The MU-1 District provides for street-oriented, mixed-use development especially in Transit Oriented Development (TOD) areas such as the subject site. The proposed land use provides an appropriate density increase within a neighbourhood while being sensitive to adjacent development. The MU-1 District contains regulations that aim to manage building heights for parcels adjacent to low-density residential districts, ensuring a gradual transition in building height. The applicant has proposed a signalized intersection at Country Hills Road NW and Country Hills Landing NW to mitigate traffic safety concerns. Calgary Transit has made improvements to North Central BRT to provide shorter transit travel times, improve reliability, comfort, convenience, and accessibility, while enhancing walking and wheeling amenities. In addition, parking and alignment with infrastructure capacity and other considerations will be assessed as part of the development permit process.

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

### **IMPLICATIONS**

#### **Social**

The proposed application allows for the development of a variety of housing forms which may increase the diversity of housing options in the area. The MU-1 District encourages development that is oriented towards pedestrians and public transportation, which can promote walkability, reduce traffic congestion, and increase access to amenities. This can benefit social well-being by providing residents with more opportunities for social interaction and physical activity.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050* at the land use stage. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

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**Economic**

The proposed outline plan, policy and land use amendment would allow for a more efficient use of land, existing infrastructure and services, and provide more compact housing in the community.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Approved** Outline Plan Conditions of Approval
3. **Proposed Bylaw 7P2026**
4. Applicant Submission
5. **Approved** Outline Plan
6. Proposed Land Use Amendment Map
7. **Approved** Outline Plan Data Sheet
8. Applicant Outreach Summary
9. Community Association Response
10. **Proposed Bylaw 24D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject parcel is located in the northwest community of Country Hills, at the intersection of Harvest Hills Boulevard N and Country Hills Road NW, on the northwestern side. The site is bordered by driveways along its northern and northwestern edges. To the northwest, across the driveway, is the Sierras of Country Hills residential development, with the Harvest Hills Alliance Church located to the north. The Harvest Hills Alliance Church shares access with the subject site through a registered access easement agreement. The approximately 1.70 hectare (4.20 acre) site measures roughly 230 metres in width and 90 metres in depth. It consists of two separate lots that will be consolidated and subdivided. The site is currently vacant and is accessible from both adjacent streets. A portion of the land is informally used as an off-leash dog park. The topography features a gentle slope of approximately 3-4 percent from the northeast to the southeast corner of the site.

The site is currently owned by the City of Calgary and was initially designated by Calgary Transit for a bus terminal and Park and Ride facility. However, following a recent needs assessment and optimization of transit infrastructure, Calgary Transit determined that the site is no longer required for a Park and Ride facility. The requirement for a bus terminal remains. This reevaluation created an opportunity to repurpose part of the land to support Calgary's housing needs. The future bus terminal, approximately 0.30 hectares (0.74 acres ) in size, will be located on the southeast portion of the block and is shown excluded from the outline plan area, immediately adjacent to Country Hills Road NW and Harvest Hills Boulevard N.

The site is adjacent to a MAX Bus Rapid Transit (BRT) Station and the future 96 Avenue Green Line Light Rail Train (LRT) station. The surrounding development consists of a mix of single detached, multi-residential, institutional and commercial development.

Located across the site to the southeast and southwest are Ashton Square and Harvest Hills Crossing, two established shopping centres that offer a diverse range of services. These include self-storage facilities, restaurants, a grocery store, automotive repair shops, healthcare services, postal services and childcare. Together, they provide convenient amenities that support the existing surrounding residential development and would support the proposed mixed-use site. Ascension of Our Lord School (Calgary Catholic School District K-9) is within 800 metres (a 13-minute walk) northeast of the site, and the Children's Village School (Calgary Board of Education K-6) is within 1.9 kilometres (a 32-minute walk) of the site. Additionally, there are park spaces, services and amenities in close proximity including:

- Harvest Hills Park, which includes an outdoor rink, a community garden, a walking trail and two baseball diamonds, is within 800 metres (a 13-minute walk) to the northeast;
- Country Hills Village, designated as a Community Activity Centre, is located 1.4 kilometres north (a 23-minute walk). It features Notre Dame High School, commercial amenities, open spaces, Country Hills Fire Station No. 31, the Calgary Public Library, the Northern Hills Community Association building, and the North Pointe Transit Terminal;
- Country Hills Park, an open green space with a baseball diamond, is 300 metres (a five-minute walk) to the north;
- Country Hills Golf Course is 260 metres (a four-minute walk) to the southwest; and

- West Nose Creek, with Nose Creek Pathway and adjacent open space is 800 metres (a 13-minute walk) to the south.

## Community Peak Population Table

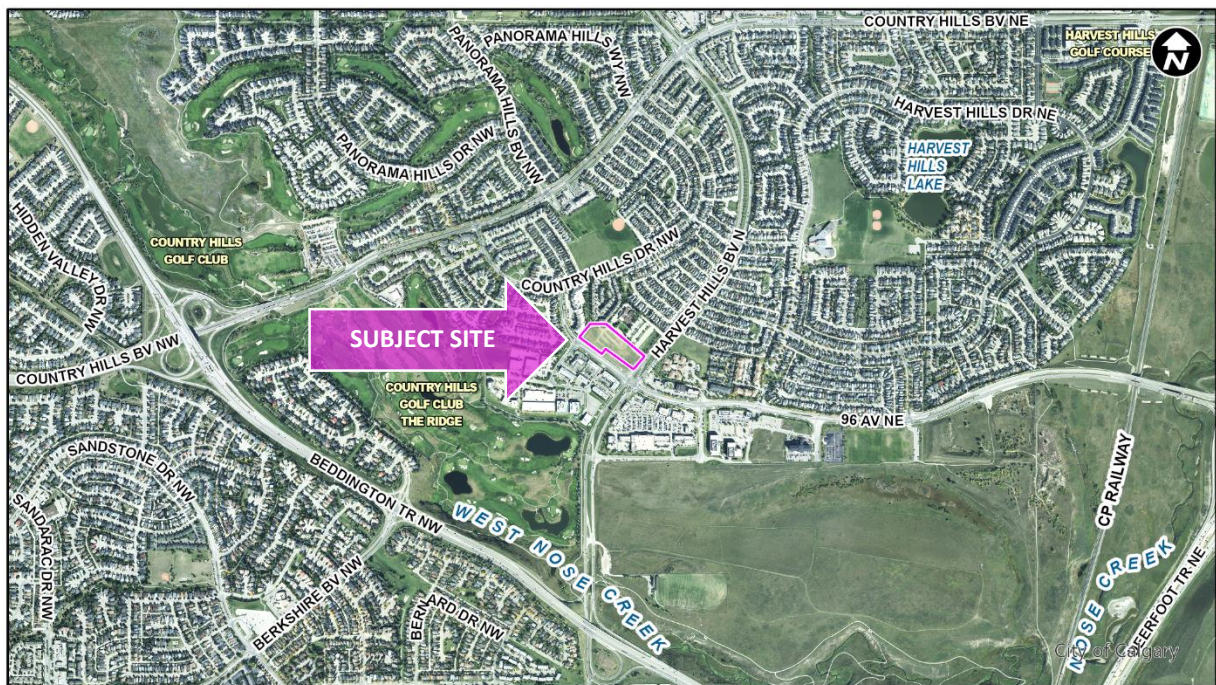
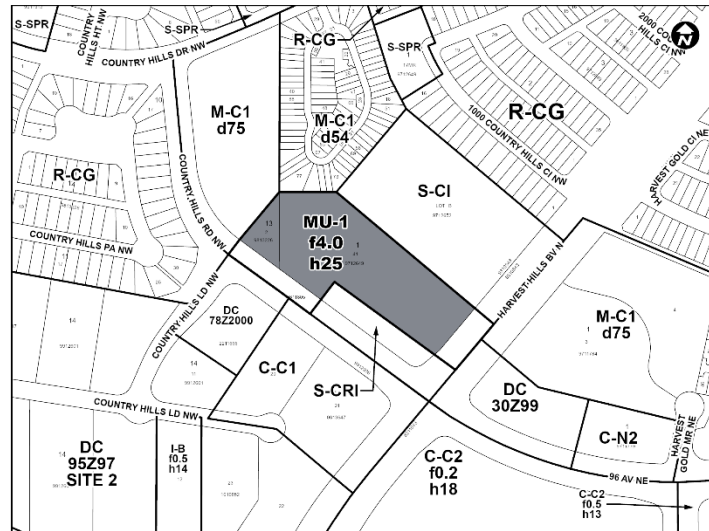
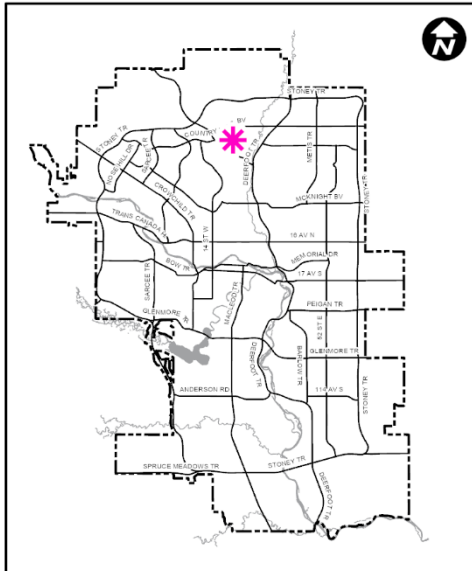
As identified below, the community of Country Hills reached its peak population in 2015.

Country Hills	
Peak Population Year	2015
Peak Population	3,835
2019 Current Population	3,767
Difference in Population (Number)	-68
Difference in Population (Percent)	-1.77%

Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Special Purpose – City and Regional Infrastructure (S-CRI) District is intended to accommodate infrastructure and utility installations, operational facilities such as vehicle maintenance yards, work depots, and training centres, public transportation systems, and government-operated uses at the Federal, Provincial, and Municipal levels, all integral to the delivery and maintenance of essential urban services. The S-CRI District does not allow for any residential uses.

The proposed Mixed Use – General (MU-1f4.0h25) District is intended for locations along commercial streets where residential and commercial uses are integrated, with active uses supported at grade fronting the street. It facilitates a blend of residential and commercial development within single or multiple buildings across an area and establishes parcel-specific maximum building heights in response to local context. The proposed MU-1f4.0h25 District allows for a maximum height of 25.0 metres (about six storeys) and a maximum floor area ratio (FAR) of 4.0, enabling a flexible built form which optimizes density within a Transit Oriented Development (TOD) context. The district may also support small-scale commercial uses and the inclusion of non-market housing. Strategically located near extensive commercial amenities, two BRT routes, four additional bus routes, a regional pathway, the future 96 Avenue Green Line LRT station, and the planned Airport Connector, the site is well-positioned to accommodate mixed-use development that enhances transit accessibility and supports increased residential density adjacent to key mobility infrastructure. The proposed density and height are considered

appropriate and will allow for more housing choice within the community and more efficient use of existing infrastructure, public amenities, and transit.

### **Development and Site Design**

If approved by Council, the rules of the proposed MU-1f4.0h25 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the corner site context and existing surrounding parcels, additional items that will be considered through the development permit process include, but are not limited to:

- well-considered amenity space design;
- shifting mass away from immediately affected parcels;
- ensuring an engaging interface along street frontages and the lane if practical;
- ensuring a harmonious interface with the future bus terminal;
- investigating public realm opportunities to include landscaping;
- vehicular access and parking adequacy; and
- mitigation of shadowing, overlooking and privacy concerns

### **Subdivision Design**

The design of the proposed outline plan responds to the site's context and characteristics by establishing a well-connected, compact, mixed-use site that brings additional housing close to well connected transit service. It features two sites and incorporates higher intensity in an area that is well served by transit. On the southeast corner of the block, outside of the outline plan area, space for a future bus terminal is retained per Calgary Transit requirements. The bus terminal is not part of the scope of this application. However, a public one-way drop-off lane, including sidewalk, is proposed between the two parcels. The existing vehicular access points will be maintained, with the addition of the drop-off lane which will only be for exiting. The applicant will also be providing a signalized intersection at Country Hills Landing NW and Country Hills Road NW. This is intended as an interim traffic solution in anticipation of the future one-lane roundabout. The outline plan will also facilitate the dedication of both existing and proposed accesses on the subject site as public lanes through the subdivision process.

A future LRT station (96 Avenue LRT Station) is planned along Harvest Hills Boulevard N, east of the site. The proposed outline plan supports transit use by concentrating higher-density and mixed-use development around this key transit investment, with streets and walkways designed to converge on the station, providing convenient access.

### **Density and Intensity**

The *Municipal Development Plan* (MDP) sets out minimum intensity targets of 100 people or jobs per gross developable hectare for areas within walking distance of a transit station or transit stop. Furthermore, the *Calgary North Area Structure Plan Phase 1* (ASP) sets out density targets of 12-17 units per hectare (5-7 units per acre).

At build-out, the proposed outline plan is anticipated to have a total of 321 units and therefore a residential density of 190 units per hectare (77 units per acre). The anticipated intensity of the plan area is 474 people and jobs per gross developable hectare. Both of these build-out figures (density and intensity) meet and exceed the targets of the MDP and ASP. While the proposal greatly exceeds the density targets of the existing ASP, the site's location at a TOD node, and the additional guidance provided by the accompanying ASP amendment make the overall density appropriate.



## **Transportation**

The proposed bus terminal at Country Hills Road NW and Harvest Hills Boulevard N is a key component of a broader TOD and infrastructure enhancement strategy. This initiative aims to improve multimodal connectivity and support future transit expansions.

The subject site was originally designated for a Park and Ride facility and a bus terminal. The Park and Ride facility is no longer required. The bus terminal will facilitate access from multiple bus routes to the future Green Line LRT station and the airport connector. The terminal will also enhance transit integration for commuters transferring between bus and rail services.

Harvest Hills Boulevard N was part of the North Central Bus Rapid Transit (BRT) corridor improvements, which included:

- construction of new BRT stations at 96 Avenue NE and Harvest Hills Boulevard N, completed in Summer 2025;
- extension of left-turn lanes to improve traffic flow and bus access, including dual northbound and southbound left-turn lanes along Harvest Hills Boulevard N; and
- upgraded infrastructure to support high-frequency transit service.

Community feedback highlighted concerns regarding increased through-traffic on Country Hills Road NW. This corridor now experiences traffic volumes comparable to a Primary Collector, with significant growth since 2013. The increase is attributed to the 96 Avenue NW/Deerfoot Trail N interchange, which has created a new route to Deerfoot Trail N and facilitated arterial connectivity. To mitigate traffic impacts, the city implemented traffic calming measures, including narrowing Country Hills Drive NW from four lanes to two and installing curbs along a two-block stretch between Country Hills Road NW and Country Hills View NW.

## **Intersection Improvements**

The intersection of Country Hills Road NW and Country Hills Landing NW is identified for future upgrades to improve service levels and pedestrian safety. A signalized intersection to serve the adjacent multi-family sites identified in the current plan will be constructed by the developer as an interim measure. Calgary Transit will construct a single-lane roundabout to accommodate bus turnaround movements from the future terminal once funding is available. The right-of-way (ROW) for this roundabout has been preserved within the outline plan.

## **Site Access**

Vehicular access to the site will be provided via:

- two existing access points: one from Country Hills Road NW and one from Harvest Hills Boulevard N, converted to public lane;
- a proposed new right-out access onto Country Hills Road NW; and
- a future right-in and right-out from Country Hills Road NW to facilitate outbound movements for the future bus terminal. The planned roundabout at Country Hills Road NW and Country Hills Landing NW will support full directional bus movements.

## **Transit Service and Active Modes**

The site is well-served by existing transit routes, including:

- Route 142 (Panorama Express) on Country Hills Road NW;
- Route 109 (Harvest Hills Express) on Harvest Hills Boulevard N; and

- Routes 300 (BRT Airport/City Centre) and 301 (BRT North/City Centre), with stops adjacent to the site and additional stops along 96 Avenue NW and Harvest Hills Boulevard NW.

Sidewalks along Country Hills Road NW, and 96 Avenue NW, and a regional pathway connection along Harvest Hills Boulevard NW, support active transportation modes and pedestrian connectivity.

A Transportation Impact Assessment (TIA) was requested during the land use and outline plan process. The TIA has been fully reviewed and approved.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary sewer and storm sewer mains are available to service future development. Detailed requirements for site servicing, localized main capacities, and stormwater management will be addressed during the Development Permit stage. Any necessary upgrades to localized mains will be completed at the developer's expense.

There is an existing 5.0 metre utility right-of-way containing overhead powerlines, which is to be relocated and buried by the developer. Additional shallow utilities are located within the site and will be removed as required for development by the developer.

A Sanitary Service Study has been submitted, reviewed, and approved.

## **Legislation and Policy**

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

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

### **Calgary International Airport Vicinity Protection Area (2009)**

The subject site lies just outside of the [Airport Vicinity Protection Area](#). However, the site is in proximity to Runway 11-29 of the Calgary International Airport and lies beneath the imaginary surfaces (Approach, Transitional, and Outer Surfaces) established to protect the airspace associated with the runway. It is vital that development within the plan area complies with Federal and Provincial aviation regulations as applicable to the lands in the vicinity of the airport. These regulations include the Airport Zoning Regulations (intended to protect airspace over the airport) and the Airport Vicinity Protection Area (AVPA) (intended to protect communities from aircraft noise exposure). The maximum allowable height for any structure or construction equipment on the site is restricted to 1121.969 metres (3681 feet) above mean sea level (AMSL). Given the existing site elevations, this height limitation effectively restricts development to a maximum of approximately 25.0 metres or six storeys.

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

The subject parcel is located within the Developed Residential (Established Area) as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The MDP directs future growth toward a more compact and efficient urban form, emphasizing transit-supportive land

use with mixed uses, pedestrian-friendly environments, and higher densities near transit. It promotes creating great communities through housing diversity and choice to reflect Calgary's evolving demographics, while encouraging redevelopment in developed residential areas that respects existing patterns, provides appropriate transitions, and incorporates a variety of housing types. In Established Areas, redevelopment opportunities are encouraged to be focused on the Neighbourhood Activity Centres, although changes to other sites may provide opportunities for redevelopment over time. New developments in established areas are encouraged to integrate appropriate densities, mixed land uses, and walkable environments. The MDP establishes that minimum thresholds of 100 people or jobs per gross developable hectare are needed within walking distance of a transit station or stop (approximately 400 metres) to support service levels of 10 minutes or less over extended periods of the day. The proposal is in keeping with relevant MDP policies, as the MU-1f4.0h25 District provides for an increased intensity of development in an area adjacent to great transit connectivity, including a future LRT station and bus terminal.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Calgary North Area Structure Plan Phase 1 (1980)**

The [Calgary North Area Structure Plan Phase 1](#) (ASP) identifies the subject site as Residential. In the ASP, the overall gross density in the policy area is expected to be 12 to 17 units per hectare. The ASP also notes that if the densities proposed at the outline plan stage are in excess of 17 units per hectare (7 units per acre), the landowner/developer shall obtain the approval of the Calgary Planning Commission, through an outline plan. This is to ensure that the area affected can be serviced with utilities without major problems and that the roads proposed can accommodate the increase in traffic volumes. The ASP also notes that the density of any individual sub-cell shall not exceed 17 units per hectare (7 units per acre) unless the Approving Authorities are satisfied that the additional density is appropriately located and developed based on the following evaluation:

- the use of innovative solutions in terms of both subdivision layout and housing form, e.g., use of planned unit development, etc;
- the variety of housing type and form being provided;
- the proximity of denser development to main transit routes, open space and other facilities;
- how the design of the subdivision and layout of buildings take the account of the need to minimize noise from traffic and other sources; and
- the effect on the local and collector street system.

The proposal was evaluated based on the above. While generally acceptable, an amendment to the ASP consisting of a Special Policy Area was deemed necessary due to the age of the ASP and the need to provide specific policy guidance for higher density forms in a TOD setting.

# Approved Outline Plan Conditions of Approval

*These conditions relate to Recommendation 1 for the Outline Plan where Calgary Planning Commission is the Approving Authority. Attachment for Council's reference only.*

The following Conditions of Approval shall apply:

## Planning

1. The existing Access Right-of-Way (R/W) 851 0844 and Mutual Access Easement (Instrument 991 097 924), which provide access to Harvest Hills Alliance Church, must remain in place during future development until the public lane dedication is completed through subsequent subdivision.
2. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the expense of the developer.
3. Relocation of any utilities shall be at the developer's expense and to the appropriate standards.

## Utility Engineering

5. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
6. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
7. **Prior to endorsement of any legal plan of subdivision/prior to release of a development permit**, execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 587-216-8613 or e-mail Mary.Jerebic@calgary.ca.

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/onsite 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 boundary of the plan area.
- c. 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.

- d. Where appropriate, construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
  - e. Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
8. Prior to approval of a development permit, submit a Stormwater Management Report (2 copies), for review and acceptance by Development Engineering, Utility Specialists, prior to submitting a Development Site Servicing Plan (DSSP). This is a requirement for sites over 2 hectares as per the current Stormwater Management Design Manual. This also applies to developments in the Nose Creek Water Shed.

Stormwater Management Reports are required for:

- Sites without servicing by a storm sewer system
- Zero discharge sites
- Sites with a stormwater retention pond
- Any development flagged by Development Engineering, Utility Specialists during review of the Development Permit.

Stormwater Management Reports are to be submitted electronically directly to Development Engineering, Utility Specialists via POSEIDONOnline which is accessed through The City of Calgary's VISTA website.

The proposed development is within the Nose Creek catchment and is subject stormwater volume control measures. Based on the Watershed Management Plan the average annual run-off volume shall be limited to 150mm.

Submit a technical memo and computer-generated model with the Development Site Servicing Plan (DSSP), for review and acceptance by Development Engineering, Utility Specialists that includes the following:

- a. A stormwater management memo showing modelling of site run-off for post-development conditions. The average annual run-off volume shall be limited to the amount listed above.
- b. An explanation of how the run-off volume will be controlled. Use the water balance spreadsheet on the Development Approvals website (or approved equivalent, see Stormwater Management & Design Manual section 3.2.2.9) to help show how the stormwater volume will be controlled.  
(<http://www.calgary.ca/UEP/Water/Pages/Specifications/Submission-for-approval/Development-Approvals-Submissions.aspx>).

9. A minimum of 300 mm of resilient/absorbent landscaping is required at all times. All roof drainage must be directed to landscaping areas before flowing into streets or lanes.
10. Existing onsite shallow utilities are to be relocated at the developer's expense.

11. Prior to a formal submission of a tentative plan of subdivision, consolidation of all parcels within the outline plan boundary is to be completed. Submit a copy of the registered plan and certificate of title indicating the consolidation of subject parcels onto a single titled parcel with the formal application.

#### Mobility Engineering

12. In conjunction with the applicable tentative plan of subdivision, **a restrictive covenant shall be registered** against the specific lot(s) identified by the Manager, Development Engineering concurrent with the registration of the legal plan of subdivision prohibiting the construction of front driveways over the bus loading area(s).
13. Prior to the approval of the initial tentative plan of subdivision, detailed construction drawings and turning templates shall be submitted and approved to the satisfaction of the Manager, Development Engineering for all roadways and intersections within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
  - Country Hills Road NW across the entire site frontage and the future bus loop and the interim (signal) and ultimate (round about) conditions of the intersection at Country Hills Landing NW and at Harvest Hills Boulevard NW; and
  - the new east-west lane, the new north/south lane connecting to Country Hills Boulevard and the new access at Country Hills Landing NW.
14. Prior to the approval of the initial tentative plan of subdivision, the Developer shall agree to provide signage within the road right-of-way or on City public land. Signage shall be designed and located to the satisfaction of the Manager, Development Engineering. All work associated with the supply and installation of the signage will be at the developer's sole expense.
15. Prior to the approval of the initial tentative plan of subdivision, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance or equivalent for Real Estate & Development Services.
16. Concurrent with the endorsement and registration of the legal plan of subdivision, the developer shall provide a 4.5 metre by 4.5 metre corner cuts as shown on the outline plan, as directed by the Manager, Development Engineering, for road widening purposes.
17. No direct vehicular access shall be permitted to or from Country Hills Road NW and Harvest Hills Boulevard NW; and **a restrictive covenant shall be registered** on all applicable titles concurrent with the registration of the legal plan of subdivision. All access should be through the lanes as indicated on the outline plan.



18. In conjunction with the initial tentative plan of subdivision and / or development permit, the developer shall construct the proposed traffic signal at Country Hills Road and Country Hills Landing NW, and ancillary works to support the roadway shall be designed and constructed at the developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
19. Prior to the endorsement of the applicable tentative plan of subdivision, the developer shall provide a Letter of Credit (or PACE Coding) for traffic signal at Country Hills Road NW and Country Hills Landing NW within the tentative plan area. 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 (or PACE Coding).

# PROPOSED

CPC2025-1026  
ATTACHMENT 3

## BYLAW NUMBER 7P2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE CALGARY NORTH AREA  
STRUCTURE PLAN PHASE 1 BYLAW 13P80  
(LOC2024-0215/CPC2025-1026)**  
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Calgary North Area Structure Plan Phase 1 Bylaw 13P80, as amended;

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

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

1. The Calgary North Area Structure Plan Phase 1 attached to and forming part of Bylaw 13P80, as amended, is hereby further amended as follows:
  - (a) Delete the existing Map 7 entitled 'Land Use Plan' and replace with revised Map 7 entitled 'Land Use Plan' attached as Schedule A.
  - (b) In Section 2.4 Land Use, after subsection 2.4.7.6 Tree Conservation and Replacement, add the new Map 9 entitled 'Special Policy Area 2' attached as Schedule B.
  - (c) In Section 2.4 Land Use, after Map 9, add the following new subsection:

**"2.4.8 Special Policy Area 2**

The intent of Special Policy Area 2 is to provide a policy framework for the development of remnant parcels of land located at the northwest corner of the intersection of Harvest Hills Boulevard N and Country Hills Road NW. Development in this area should be integrated with the surrounding area, contribute to a diversified housing stock, and support transit initiatives. Development within Special Policy Area 2 should be comprehensively planned to mitigate conflicts between residential uses and the future transit terminal.

The following policies apply to Special Policy Area 2, as identified on Maps 7 and 9.

**2.4.8.1 Composition of Special Policy Area 2**

1. Development within Special Policy Area 2 should be primarily comprised of multi-residential development.
2. Development may be mixed-use and include small-scale neighbourhood commercial uses where they are part of a multi-residential development.

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## BYLAW NUMBER 7P2026

3. Special Policy Area 2 should accommodate a future transit terminal located in the southeast portion of the Policy Area.

### 2.4.8.2 Building and Site Design Policies

1. Buildings should be a maximum of 6 storeys.
2. Buildings should be located and oriented towards both public streets where possible and provide a strong emphasis on street activation. Street activation can be achieved through design elements such as:
  - (a) providing doors, windows, and balconies facing the street and locating entrances close to sidewalks; and
  - (b) providing active uses at grade to encourage pedestrian traffic, such as townhouse-style ground floor units and retail or community spaces, which may include cafés or shops.
3. Buildings located along street frontages should be well designed with greater consideration given to design features such as building articulation, additional glazing, high-quality building materials, and varying textures.
4. Where a building is located adjacent to a public sidewalk the units at grade should have individual and direct pedestrian access to the public sidewalk.
5. Waste and recycling facilities should be integrated into the overall site plan and building design to reduce any noise and visual impact on the surrounding area. Waste and recycling facilities should be enclosed within the building footprint or in a separate enclosed facility. Where a separate enclosed facility is used, building materials and finishes consistent with the main building should be used.
6. Parking is encouraged to be provided underground or within above-grade parking structures. Minimal surface parking may be considered appropriate where non-market housing or ground floor commercial uses are provided. Surface parking areas should be located away from streets and screened with landscaping to improve the quality of the space for users.
7. Buildings and future development adjacent to the future transit terminal should be designed to complement the transit terminal, and ensure visual and functional integration with transit infrastructure.
8. Future development should ensure that the design of site servicing, loading areas, and parking facilities within Special Policy Area 2 are coordinated with future transit operations to mitigate operational conflicts.

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### 2.4.8.3 Pedestrian and Cycling Circulation Policies

1. Site design should provide for direct pedestrian access to public sidewalks, as well as the Regional Pathway Network where possible.
2. An on-site pedestrian network should be provided throughout the Policy Area that connects amenity spaces with building points of access.
3. Safe and accessible pedestrian connections to the future transit terminal should be considered in the design of on-site routing.

### 2.4.8.4 Transit Terminal Policies

1. Future transit infrastructure should be designed to include an urban park/plaza that allows for opportunities for increased landscaping and public amenities.”
2. This Bylaw comes into force on the date it is passed.

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

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

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CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

BYLAW NUMBER 7P2026

## SCHEDULE A





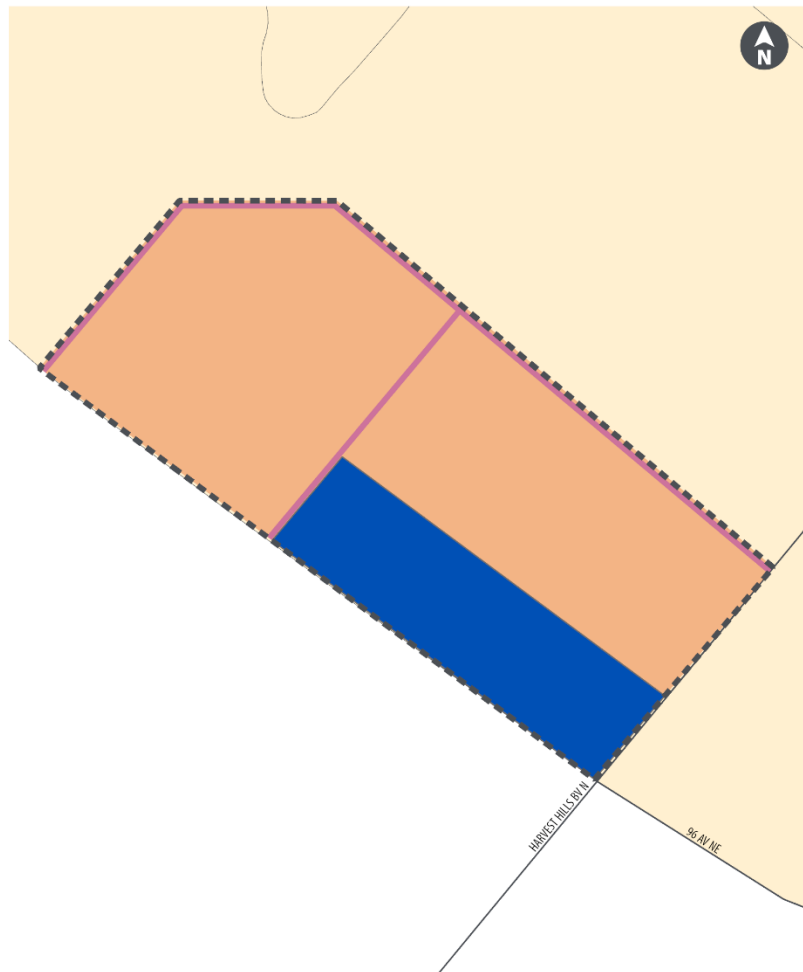
# PROPOSED

BYLAW NUMBER 7P2026

## SCHEDULE B

Map 9  
Special Policy Area 2

-  New Roadway
-  Future Bus Terminal
-  Residential
-  Multi Residential
-  Special Policy Area 2



# Applicant Submission

Company Name: **Real Estate & Development Services (RE&DS)**  
**City of Calgary**

LOC Number (office use only):  
**LOC2024-0215**

Applicant's Name: **Situated Consulting**

Date: **October 14, 2025**

RE&DS' Land Use Redesignation application for the 1.69-hectare (4.17-acre) Harvest Hills / 96 site envisions the creation of mixed-use, multi-residential parcels strategically located adjacent to existing and future Primary Transit stations, supporting Calgary's growing need for both market and non-market housing.

The Harvest Hills / 96 site occupies a strategic location at the intersection of two existing primary transit routes: the 301 BRT North Connector and the 300 BRT Airport Connector. It is also within 400 metres of the future 96 Avenue Green Line LRT Station. The site was originally identified by Calgary Transit for a bus terminal and park-and-ride facility. However, following updated needs assessments and transit optimization studies, Calgary Transit has confirmed that the park-and-ride component is no longer required. This change presents a valuable opportunity to introduce much-needed housing in close proximity to transit and community amenities, advancing the goals of Calgary's Housing Strategy.

The proposed redesignation will create three parcels as follows:

- **Parcel 1:** 0.61 hectares (1.50 acres) – MU-1f4.0h25 (*Mixed-Use General*) to accommodate medium-profile mixed-use residential development;
- **Parcel 2:** 0.69 hectares (1.71 acres) – MU-1f4.0h25 (*Mixed-Use General*) intended for potential non-market housing development;
- **Parcel 3:** 0.33 hectares (0.81 acres) – to retain the existing S-CRI (*Special Purpose – Community and Regional Infrastructure*) designation for a future bus terminal and associated support facilities serving the Primary Transit network.

The proposed Floor Area Ratio (FAR) and Height modifiers have been carefully developed in response to Airport Zoning Regulation height limits and to create a sensitive interface with the adjacent residential community. These considerations ensure minimal shadowing and visual impacts while achieving a built form that supports the necessary critical mass for transit-oriented development and long-term infrastructure investment.

A phased approach to mobility infrastructure upgrades is proposed, aligning improvements with the timing of residential development and future transit requirements. A signalized intersection is proposed at Country Hills Road and Country Hills Landing. In the future, this will be replaced by a roundabout to accommodate turning movements required by Calgary Transit and land has been set aside to accommodate this eventuality. A network of pedestrian-friendly sidewalks and pathways will enhance connectivity to nearby transit facilities and community destinations.

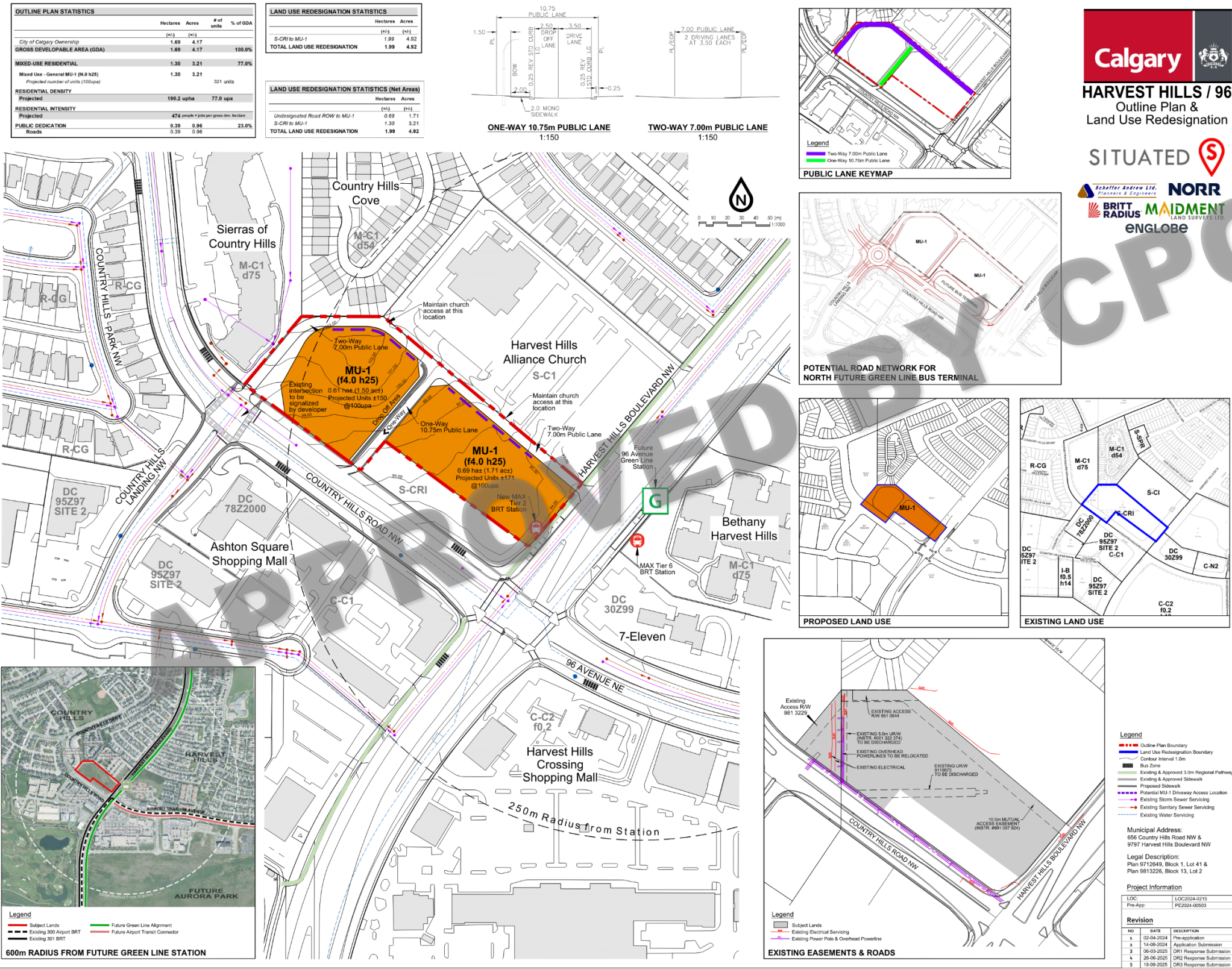
The RE&DS team has undertaken comprehensive community engagement, including a well-attended open house on June 11, 2024, followed by individual meetings with key stakeholders in June 2025. Feedback received through this process is summarized in the *What We Heard Report*. The majority of community concerns related to existing traffic conditions, which will continue to be addressed by RE&DS through coordination with City Administration.

The proposed land use redesignation is fully aligned with the City of Calgary's policy direction for compact, connected, and transit-oriented growth. It represents a timely and responsible opportunity to deliver both market and non-market housing in a location that supports sustainable mobility and efficient land use.

We respectfully request the support of Calgary Planning Commission and Council for this proposal.

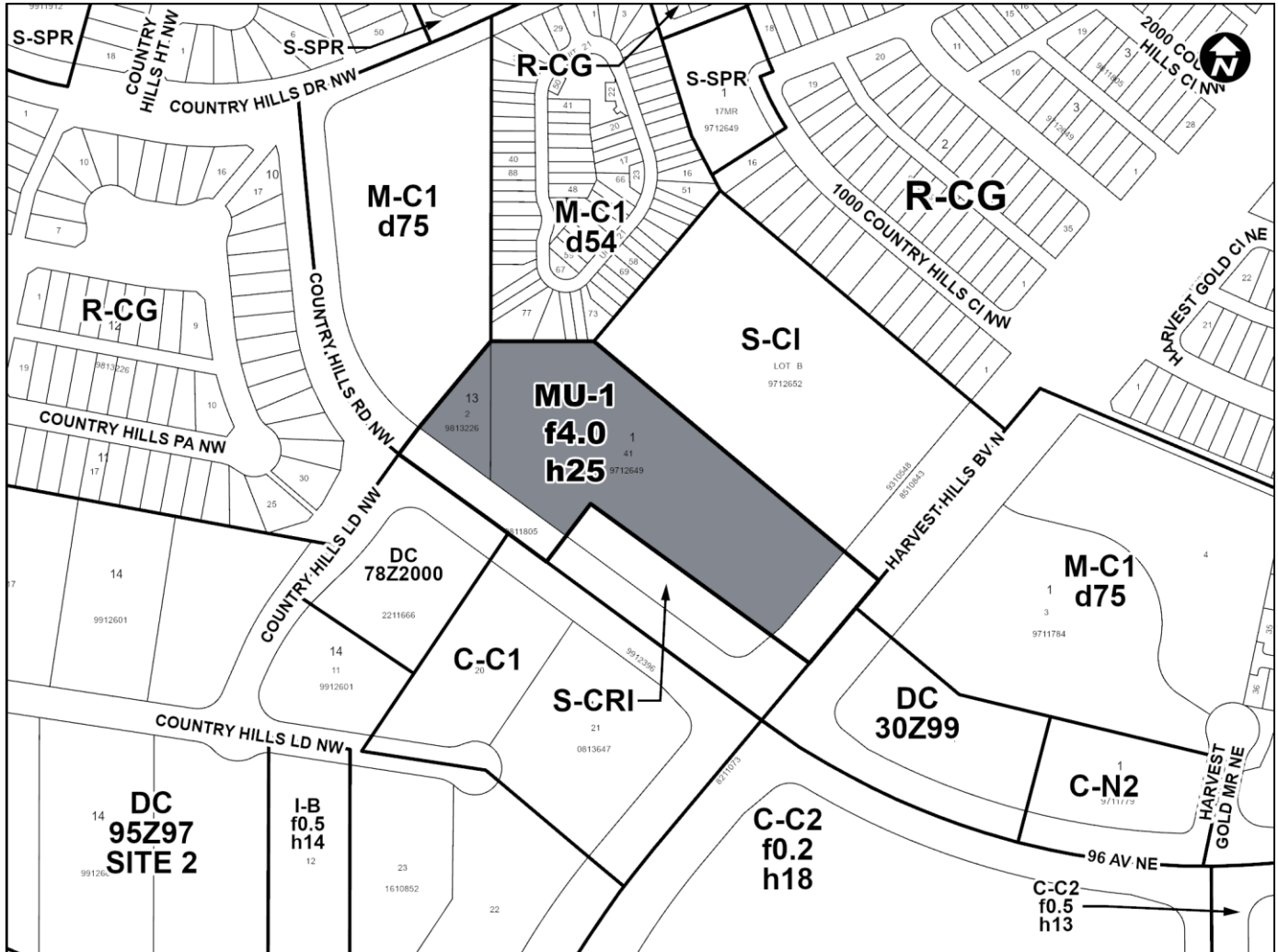
# Approved Outline Plan

**Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.**





# Proposed Land Use Amendment Map





# Approved Outline Plan Data Sheet

*Calgary Planning Commission is the Approving Authority for the Outline Plan.  
Attachment for Council's reference only.*

	HECTARES	ACRES
GROSS AREA OF PLAN	1.69	4.17
NET DEVELOPABLE AREA	1.69	4.17

LAND USE (Mixed Use)	HECTARES	ACRES	ANTICIPATED # OF RESIDENTIAL UNITS	ANTICIPATED COMMERCIAL AREA (SQ.M)
MU-1f4.0h25	1.3	3.2	321	
Total Residential	1.3	3.2	321	
Total Commercial				

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	0.39	0.96	23

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	321		
ANTICIPATED DENSITY		190	77
ANTICIPATED INTENSITY		474	191.8

# Applicant Outreach Summary



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** Harvest Hills/96

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Before submitting the Land Use and Outline Plan application, the RE&DS team in collaboration with Calgary Transit, engaged with residents, neighbours, community organizations, and public officials and held a well-publicized open house on Monday, June 11, 2024. RE&DS developed a project email list and website for those who prefer to engage online. Below is a list of meeting details:

- Harvest Hills Alliance Church: November 21, 2023, January 24, 2024, June 25, 2024
- Northern Hills Community Association: March 13, 2024
- Office of Ward 3 Councilor Jasmine Mian: March 15, 2024, Correspondence the week of June 24th to support meeting with Sierra's of Country Hills condo corporation meeting.
- Open House: June 11, 2024 with about 70 attendees

In March 2025, following reassessment by Calgary Transit, RE&DS submitted a revised plan for the Residential component only. In June 2025, the RE&DS team shared the details of the revised plan with interested stakeholders and held the following meetings:

- Harvest Hills Alliance Church: June 5, 2025 (in-person at the Church)
- Sierra's Condo Board: June 5, 2025 (in-person at the Sierras)
- Northern Hills Community Association: June 17, 2025 (virtual meeting)

See *What We Heard Report* for further details.

### Affected Parties

Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)

The RE&DS team reached out to the following stakeholders:

- Adjacent Owners: Harvest Hills Alliance Church, The Sierras of Country Hills, Country Hills Cove, Bethany Care Centre and the Commercial developments across Country Hills Road and Harvest Hills Boulevard
- Northern Hills Community Association
- Office of Cllr. Jasmine Mian
- Northern Hills Community at large for the open house on June 11, 2024

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

**Traffic, Parking & Transit** - Participants at the open house were most concerned about existing vehicle traffic levels and patterns in the immediate community. Residents at an adjacent condominium complex are deeply concerned about vehicular access to their complex, and residents from various locations have expressed frustration with traffic cutting through the community already. Some residents expressed concerns about the loss of Parkn'Ride and timing of Green Line extension to the north.

**Affordable Housing** – People were generally supportive of the Affordable Housing components but wanted to know more about what it would look like.

**Height and Density** - Immediate neighbours expressed some preference for limiting the height of the development to the height of other surrounding communities due to shadow impact. A few adjacent residents suggested that the site be left as green space with no development.

**Lack of Amenities in Northern Hills** – some residents expressed concern about lack of amenities in the area in general.

See *What We Heard Report* for further details.

### How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

The issues raised by the residents primarily focused on existing traffic concerns on Country Hills Road. The RE&DS team made suggestions on how the traffic issues may be improved. The proposed signalization of the intersection of Country Hills RD and Country Hills LD with pedestrian crosswalks will help improve the current situation.

RE&DS is working with Harvest Hills Alliance Church to address the interface with the proposed development.

### How did you close the loop?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

The RE&DS team held meetings with the key stakeholders in June 2025 to present the updated proposal.

The adjacent Condo development at The Sierras understood that their traffic concerns are existing regardless of the proposed development but were pleased that the intersection is expected to improve the current conditions and will provide a safe signalized pedestrian crossing with crosswalks.

While the Community Association remains concerned about larger traffic issues, they were pleased that signals and crosswalks will make the intersection safer.

RE&DS continues to maintain communication with interested stakeholders through the project website and through email communication.

The stakeholders recognize that they would have the opportunity for further input at the Development Permit stage on design and massing of the building structures.

See *What We Heard* for further details.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Harvest Hills/96 Development What We Heard Report

Updated June 25, 2025  
Prepared by Britt Radius  
Version

- First draft (June 28, 2024)
- Final draft (July 5, 2024)
- Updated draft (June 25, 2025)

### Executive Summary

#### Proposed Project

Real Estate & Development Services (RE&DS) is proposing to develop a piece of City-owned land initially considered for a park and ride. The new plan aims to provide housing near transit services, making it easier for residents to get around while living in the area.

A Land Use Amendment and Outline Plan proposal was submitted in August 2024 by The City's Real Estate & Development Services ("RE&DS"). The proposal (LOC2024-0215) received comments back from the City of Calgary's Development Applications Review Team ("DART") and RE&DS is responding to the comments, conducting more public outreach, and proposing alternatives to the original application. Changes from the original application include:

- Based on re-assessment by Calgary Transit, the design and construction of the roundabout and bus terminal have been deferred to align with timing of related long-term transit projects.
- Proposing a signalized intersection at Country Hills Road and Country Hills Landing.
- Preserving areas to protect for future bus terminal and roundabout.

#### Original Public Engagement

Before submitting an application to Planning and Development, we engaged with residents, neighbours, community organizations, and public officials with ties to Harvest Hills. We met with the community associations and Ward 3 Councillor Jasmine Mian and held a well-publicized open house on Monday, June 11, 2024, with about seventy attendees. RE&DS also developed a project email list and website for those who prefer to engage online.

#### Updated Public Engagement

Following the review of the revised plan by DART, during May and June of 2025 we re-engaged with adjacent residents, the Harvest Hills Alliance Church, the community association, and sent an update to all contacts who signed up on the project website to receive updates.



## Engagement Process

### Professional Services

RE&DS used Britt Radius, a stakeholder engagement firm, to conduct a series of public engagement sessions with public officials, community organizations and the public. This team includes professionals with formal training and experience in public engagement.

### Engagement Activities

#### 1. Initial Outreach

RE&DS started the engagement process by meeting with public officials and community organizations to discuss the proposed development. We met with:

- Harvest Hills Alliance Church:
  - November 21, 2023
  - January 24, 2024
  - June 25, 2024
- Northern Hills Community Association
  - March 13, 2024
- Office of Ward 3 Councillor Jasmine Mian
  - March 15, 2024
  - Correspondence the week of June 24, 2024, to support meeting with The Sierras of Country Hills condo corporation meeting.

In March 2024, targeted outreach by way of email, was also made to:

- Sierra's of Country Hills Condo development
- Country Hills Cove development
- Ashton Square development

#### 2. Online

A project website was developed. On the website is an option to join a project email list to stay informed of updates to the project. The project website also provides an email contact to provide feedback to, as well as outlines additional opportunities for input.

#### 3. Open House

An open house was conducted on June 11, 2024. The public was invited to participate in an open house from 4:30 pm to 7:30 pm. RE&DS extended public invitations to the open house via social media and the community's website. Bold signs were also posted around the intersection of Country Hills Road NW and Harvest Hills Boulevard.

Britt Radius collaborated with RE&DS and the prime consultant Situated, to create a simple set of presentation boards about the proposed development. Representatives from the following agencies and organizations were in attendance.

- RE&DS

Harvest Hills/96 Development  
What We Heard Report

Page 2 of 7





- Calgary Transit
- Situated and its consulting team (Scheffer Andrew, Britt Radius)
- City of Calgary Housing Solutions
- The Development Applications Review Team
- The Ward 3 office
- Calgary Planning Department

The team sought to ensure that participants received ample time for questions and feedback. The open house hosts also asked residents to complete a brief feedback form after they viewed the materials and had an opportunity to answer questions.

Attendance: The door count indicated 72 people attended, but only 59 signed the meeting register. We received 22 handwritten comment cards at the event and 13 online submissions afterwards.

Access: RE&DS selected Harvest Hills Alliance Church for its location adjacent to the development, convenient parking, and handicap access for those who required it. The open house started at the end of the workday and continued into the early evening.

#### 4. Additional Engagement

Following receiving comments from DART on the amended Land Use Amendment and Outline Plan proposal, RE&DS conducted further outreach which included:

- Project website updated
  - May 22, 2025
- Email to those who signed up for updates on the project website (137 contacts)
  - May 22, 2025
- Harvest Hills Alliance Church
  - May 23, 2025 (Email update)
  - June 5, 2025 (In-Person Meeting)
- Sierra's of Country Hills Condo Board
  - May 23, 2025 (Email update)
  - June 5, 2025 (In-Person Meeting)
- Northern Hills Community Association
  - May 23, 2025 (Email update)
  - June 17, 2025 (Virtual Meeting)
- Ashton Square – Commercial development
  - June 24, 2025 (Email update)
- Rancho Group – Property Management for Chelsea Station Country Hills Cove residential development
  - June 24, 2025 (Email update)
- Bethany Care Centre, at 19 Harvest Gold Manor NE
  - June 24, 2025 (Email update)
- 7-Eleven and PetroCanada, at 150 96 Ave NE
  - June 25, 2025 (Email update)



## What We Heard

The following summarizes feedback received through initial meetings, online feedback, and the Open House. Remarks in *italics* indicate verbatim feedback.

Participants at the open house were most concerned about existing vehicle traffic levels and patterns in the immediate community. Residents at an adjacent condominium complex are deeply concerned about vehicular access to their complex, and residents from various locations have expressed frustration with traffic cutting through the community already.

Far less was heard about the proposed development's potential height or density. Immediate neighbours have expressed some preference for open space or limiting the height of the development to the height of other surrounding communities.

### Topic 1: Concern about traffic, parking and safety

By far, the most feedback was about concern or frustration with traffic. Many pointed to how many vehicles now cut through the community to access 96 Avenue and its connection to Deerfoot and the Calgary International Airport.

There is concern that this development will generate even more traffic and parking issues despite the intended Transit integration. A few felt community safety may be compromised.

- *My concern... is the number of vehicles "short-cutting" through the neighbourhood on Country Hills Rd, to/from Country Hills Drive who are going to/from Country Hills Blvd.*
- *My concern is the traffic flow on Country Hills Road to Country Hills Drive, and subsequently to Country Hills Blvd.*
- *Not a good idea to cram more housing in an area that is not conducive for higher traffic congestion.*
- *I am extremely opposed to this development. I live at Sierras and the traffic just now is dangerous and scary.*
- *The traffic here is already bad, and I defy anyone to say that this project will have minimal effect on traffic. Come and live here for a while!*

A few are worried that the new complexes will not have enough parking, which will create more parking problems at the adjacent churches and shopping malls.

- *People will park their extra cars in the church parking lot.*
- *Where will people park?*

A couple of participants were sceptical of the original proposed traffic circle's impact and asked for an opportunity to consult further with the City of Calgary concerning the traffic situation.

- *Your traffic circle will not help us in the slightest.*

Residents of the adjoining condominium, The Sierras of Country Hills, were particularly concerned about their ability to safely access their complex from Country Hills Boulevard and asked whether the City would provide assistance to address this.



- *No clear planning for safe entrance/exit/parking for the complex – and resulting congestion on the roadway*

#### Topic 2: Concerns about and support for Transit

The participants' opinions on how the development should integrate Transit varied widely. Some raised questions about how current and future Transit routes work, while others liked how Transit will be integrated into the development. Yet others had questions about how the Greenline will ultimately be accommodated.

- *Any money gained from selling this land needs to go 100% towards getting the route Green Line ready for coming north!*
- *We feel that the best Transit option would be a properly designed BRT, no LRT line is needed.*
- *With a legally blind member of our household who uses public transit, accessibility is the biggest concern.*
- *I hope the city increases transit to the neighbourhood as, and before, the new growth.*
- *Greenline station has not been designed. How do you know this area is not required for north/south and airport connection?*

#### Topic 3: Concern about a lack of amenities

A few said the community suffers a dire lack of amenities required to support new residents.

- *The space might be better used to establish rec facilities or other facilities that can be used by the community.*
- *There is a critical lack of social, medical and school infrastructure up here, that hasn't been addressed by any levels of government. (Regarding a recently opened high school) With only Grades 9-11, it's already over capacity and there's no room for Grade 12.*
- *Also consider putting more amenities into the area – Aurora area would be great for some park/ice rink/community garden spaces.*
- *Lack of medical/urgent care and school capacity in the community could be an issue*

#### Topic 4: Support for more affordable housing

Some participants supported the project's affordable housing, citing the need for more housing to fill the missing middle.

- *I like that the city is using these unused land parcels for housing.*
- *Looks reasonable compared to the exaggerated rumours and provides needed "missing middle" sized housing that is appropriate for the area (Max 6 stories).*
- *I can't understand why in 2024, our city doesn't have a policy of all development needing to have non-market at "at least" 15% of the build out. Especially in the current climate.*
- *Affordable housing is good. Traffic concern.*



### Topic 5: Concerns about height

A few participants cited concerns about the proposed six stories and requested that it be reduced to three or four stories to fit in with the surrounding developments.

- *It will block other properties views, home values will likely sink with this jammed in condo housing.*
- *A 6-story condo unit does not belong there.*
- *The development MUST fit in with the existing buildings. It SHOULD NOT be a high-rise development, three or four stories as a maximum.*

### Additional Comments & Discussion Points

Participants shared other feedback on comment cards at the Open House, and emails to the RE&DS project managers during initial engagement, including:

- *I worry about "silos" at city hall and want to make sure planning is done with the upcoming revised aurora ASP in mind, even though this proposal is "outside the scope"...I hope the various planners are talking to each other!*
- *Surely the time has come to outline options for an integrated plan for Country Hills, Panorama Hills and Harvest Hills.*
- *Ensuring there is no visual differentiation between the market vs affordable developments would encourage diversity and inclusion... I would request that planners think better when it comes to the types of designs that they receive... how are they doing their part to be sustainable (water, solar powered, ease of walking and cycling in the space... Ensure that the development includes community gathering spaces and multi-use.*
- *That plot of land was designated for a Park and Ride/LRT Station for LRT users.*
- *I would suggest that you leave it as a park and develop it with benches, etc. In order to get to a green space from The Sierras of Country Hills we need to drive so this would cut down on emissions. Not interested in more building.*
- *I'm sure that you will receive much nimbyism as feedback, but I will certainly be happy to see the development as a neighbour within 300m of the location.*
- *An opportunity for community space would be great. Integrate the development into the area.*

## Closing the Loop

In May and June of 2025, RE&DS conducted further outreach. Feedback and questions received from this outreach effort included the following topics which were discussed and addressed as noted:

### Sierra's of Country Hills Condo Board

- During additional engagement with the Sierra's of County Hills Board in June 2025, the Board members reiterated concerns about their blind exit, increased traffic volumes (particularly since the airport connector opened), and the safety of emergency vehicle access. After discussing the updated proposal for a signalized



intersection, the Board members were pleased that the intersection is expected to improve traffic flow, will create an improvement, will provide a signalized pedestrian crossing, and lights will create a gap in traffic for residents to exit left out of their exit. Board members made suggestions regarding intersection markings and speed zone changes. They acknowledged that regardless of this proposed development, they want traffic concerns to be addressed.

- They also understood they have the opportunity to comment at the Development Permit stage.

#### Northern Hills Community Association

- While the Community Association remains concerned about larger traffic issues, they were pleased that signals and crosswalks will make the intersection safer.
- Need for proactive planning especially from a transportation standpoint.
- The Community Association also understood they have the opportunity to comment at the Development Permit stage.

#### Harvest Hills Alliance Church

- The Church welcomes new residents into the community.
- Concerns about the potential removal of mature trees along the Church property boundary. RE&DS will work with the Church to address impacted trees.
- The Church was pleased that there will be a continuous loop along the perimeter of the project connecting Harvest Hills Blvd to Country Hills Road.
- Parking would be addressed at the Development Permit stage.

#### Additional Comments

Other comments and questions received via email during the additional outreach included: interest in who the builder will be, what the non-market development will encompass, understanding the project timeline, how the project supports the housing crisis, a lack of community spaces, and protective traffic measures.

All questions and feedback received through email were responded to by RE&DS' project manager, who also provided details on the application process, anticipated timelines and future opportunities for input.



# Community Association Response

2025 December 08

Hi Lowani,

Thank you for the follow-up. I will provide our comments below:

The NHCA is generally satisfied with the level of community engagement and information provided for this application. The building height and profile limits provided by the proposed MU-1 zoning fit within the density and characteristics of the existing buildings adjacent to the area as well as allows for potential of non-residential amenities to be incorporated alongside residential units. Affordable non-market housing would also be a welcome addition to the community. While rezoning and development of this parcel is acceptable the hope is that needs and concerns of nearby residents continue to be kept in mind throughout the process of developing the area.

The most common concerns/recommendations brought forth by residents in the area which are hoped the CPC and other involved parties continue to consider going forward include:

1. The volume of traffic on Country Hills Road and Country Hills Drive already appears to be used as a through road instead of a collector street and exceed designed capacity:
  - a. Pedestrian safety is of particular concern as there have been many anecdotal reports of near misses in recent years and the area lacks signalized crossings
  - b. Access to and from Ashton Square/Country Hills Landing gets quite difficult, especially with making left turns from any direction
  - c. The high volume extends to the intersection of Country Hills Drive and Country Hills Road, which has a relatively steep grade and is quite poorly designed. In the winter especially this results in dangerous accidents and stuck busses that disrupt local transit service. Address to and from this area to/from points north west could potentially worsen the problem with increased volume.
2. It was suggested that proposed improvements to the intersections (traffic circles etc) may be deferred in favour of adding signals/lights initially. In light of the current conditions the City may wish to reconsider and move up intersection improvements prior to, or in conjunction with, substantial construction on this site.
3. The area already lacks public amenities for the existing population and adding more residents without addressing this shortcoming will add to existing challenges. However the MU-1 designation provides some opportunity to address this. We encourage the City and any future developers to support the community by providing the opportunity to incorporate public services and/or community spaces in proposed designs.
4. Once development commences it would be appreciated to establish a replacement off-leash dog park area within the neighbourhood.

I hope this feedback is helpful. Please let me know if you have further information, updates, questions etc.

Mark Hayden  
Planning Director  
Northern Hills Community Association

# PROPOSED

CPC2025-1026  
ATTACHMENT 10

## BYLAW NUMBER 24D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2024-0215/CPC2025-1026)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

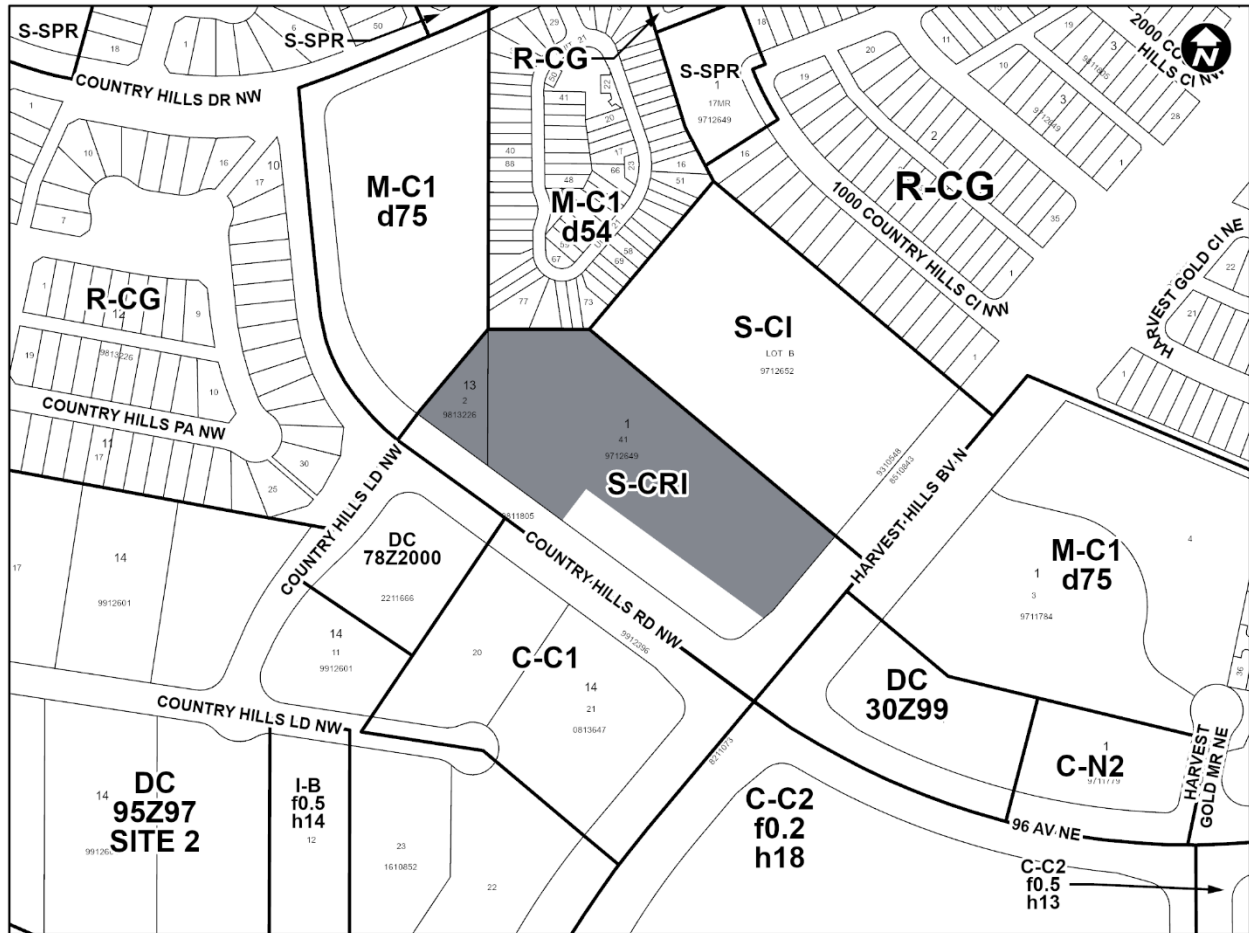
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# PROPOSED

AMENDMENT LOC2024-0215/CPC2025-1026  
BYLAW NUMBER 24D2026

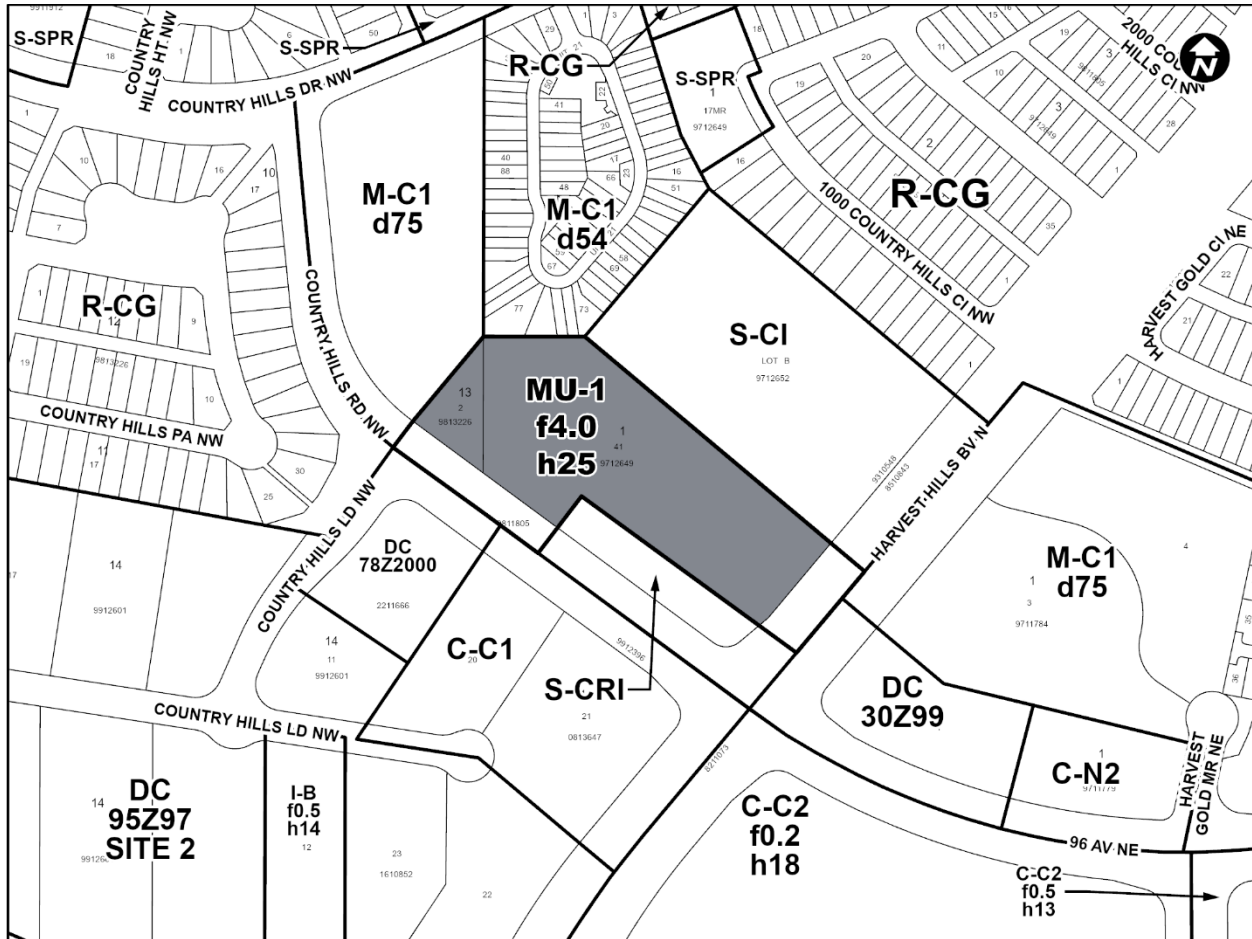
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2024-0215/CPC2025-1026  
BYLAW NUMBER 24D2026

## SCHEDULE B



**Outline Plan and Land Use Amendment in Aspen Woods (Ward 6) at multiple addresses, LOC2025-0046**

**RECOMMENDATIONS:**

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 1330 and 1380 – 85 Street SW (Plan 4415R, a portion of Block 4) to subdivide 1.85 hectares  $\pm$  (4.57 acres  $\pm$ ) with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 1.85 hectares  $\pm$  (4.57 acres  $\pm$ ) located at 1330 and 1380 – 85 Street SW (Plan 4415R, a portion of Block 4) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 DECEMBER 18:**

That Council give three readings to **Proposed Bylaw 21D2026** for the redesignation of 1.85 hectares  $\pm$  (4.57 acres  $\pm$ ) located at 1330 and 1380 – 85 Street SW (Plan 4415R, a portion of Block 4) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 December 18:

“The following documents were distributed with respect to Report CPC2025-1018:

- Revised Attachment 1;
- Revised Attachment 2;
- Revised Attachment 3; and

...

**Moved by** Commissioner Gordon

That with respect to Report CPC2025-1018, the following be approved, **after amendment**:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 1330 and 1380 – 85 Street SW (Plan 4415R, a portion of Block 4) to subdivide 1.85 hectares  $\pm$  (4.57 acres  $\pm$ ) with conditions (**Revised** Attachment 2).



## Outline Plan and Land Use Amendment in Aspen Woods (Ward 6) at multiple addresses, LOC2025-0046

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That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 1.85 hectares  $\pm$  (4.57 acres  $\pm$ ) located at 1330 and 1380 – 85 Street SW (Plan 4415R, a portion of Block 4) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

For: Director Fleming, Commissioner Hawryluk, Commissioner Small,  
(7) Commissioner Gordon, Commissioner Campbell-Walters, Commissioner Damiani, and Commissioner Wagner

**MOTION CARRIED”**

### HIGHLIGHTS

- This application seeks to establish a subdivision framework and redesignate lands in the community of Aspen Woods to allow for residential development, open spaces and roadways.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *East Springbank Area Structure Plan* (ASP).
- What does this mean to Calgarians? This proposal would allow for the development and servicing of additional residential lots surrounded by existing residential development in the community of Aspen Woods.
- Why does this matter? The proposed outline plan would allow for an extension of the existing community design, leveraging and integrating with the established servicing infrastructure and the surrounding road network.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this application.

### DISCUSSION

This application, in the southwest community of Aspen Woods was submitted by CivicWorks on behalf of the landowner, Aspen 85 Land Development GP Limited, on 6 March 2025. The site is approximately 1.85 hectares (4.57 acres) in size and includes two parcels which are currently developed with two single detached dwellings and an accessory residential building. Surrounding lands are comprised of low-density residential development primarily designated Residential – Low Density Mixed Housing (R-G) District, a municipal reserve parcel to the west and a future school site to the southeast designated Special Purpose – School, Park and Community Reserve (S-SPR) District.

As referenced in the Applicant Submission (Attachment 6), the proposal seeks to obtain outline plan and land use approval to accommodate low-density residential uses under the R-G District (Attachment 4) in the form of single or semi-detached development. The proposal is consistent with the vision for the *East Springbank Area Structure Plan* (ASP) and future development will be linked to adjacent residential areas, services and facilities through vehicular and pedestrian connections.

## **Outline Plan and Land Use Amendment in Aspen Woods (Ward 6) at multiple addresses, LOC2025-0046**

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The proposed outline plan (Attachment 3) anticipates a density of 17 units per hectare (seven units per acre) and a development intensity of 40 people and jobs per hectare as shown in the Proposed Outline Plan Data Sheet (Attachment 5). The *Municipal Development Plan* (MDP) supports growth and change in low-density areas that are similar in scale and built form. This area of the ASP is intended for low-density residential development ranging from 9.9 to 17.3 units per gross developable hectare (four to seven units per gross developable acre).

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

### **ENGAGEMENT AND COMMUNICATION**

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

#### **Applicant-Led Outreach**

As part of the review of the proposed outline plan and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant contacted the Strathcona Christie Aspen Community Association (CA) and the Ward 1 and Ward 6 Councillor's Offices to share information about the application. Letters containing the project vision and applicant contact information were delivered to surrounding properties within a 200-metre radius of the site. The Applicant Outreach Summary can be found in Attachment 7.

#### **City-Led Outreach**

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

Administration received a petition with 23 signatures requesting vehicle access from 85 Street SW for the new development. Two letters of opposition were also received. The letters of opposition included the following areas of concern:

- privacy for neighbouring lots;
- negative impact on local wildlife; and
- increased vehicular traffic along an established road network.

No comments from the Strathcona Christie Aspen Community Association (CA) were received. Administration contacted the CA to follow up and no response was received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The R-G District enables new residential development that is compatible with the existing surrounding development and utilizes the existing road and infrastructure network. Due to the classification of 85 Street SW and

## Outline Plan and Land Use Amendment in Aspen Woods (Ward 6) at multiple addresses, LOC2025-0046

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intersection spacing requirements, permanent vehicular access from 85 Street SW to the subject site is not permitted, except for emergency vehicle access.

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

### IMPLICATIONS

#### Social

The proposal would provide future residential development in an existing neighbourhood and on an underdeveloped parcel. In addition, it would provide for pedestrian and road connections to improve liveability and accessibility.

#### Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### Economic

The proposed application would allow for a more efficient use of land and existing infrastructure by housing residents within the existing community.

#### Service and Financial Implications

No anticipated financial impact.

### RISK

There are no known risks associated with this proposal.

### ATTACHMENTS

1. **Revised** Background and Planning Evaluation
2. **Approved Revised** Outline Plan Conditions of Approval
3. **Approved Revised** Outline Plan
4. Proposed Land Use District Map
5. **Approved** Outline Plan Data Sheet
6. Applicant Submission
7. Applicant Outreach Summary
8. **Proposed Bylaw 21D2026**

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 18**

**ISC: UNRESTRICTED  
CPC2025-1018  
Page 5 of 5**

**Outline Plan and Land Use Amendment in Aspen Woods (Ward 6) at multiple  
addresses, LOC2025-0046**

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Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the developing southwest community of Aspen Woods. The site is approximately 1.85 hectares (4.57 acres) in size and measures approximately 194 metres wide by 96 metres deep. The site is located east of 85 Street SW and 14 Avenue SW. The subject site is composed of two remnant rural acreages currently developed with two single detached dwellings and an accessory residential building accessed from 85 Street SW. The remainder of the site is vacant.

The surrounding area is primarily low density residential development in the form of single detached dwellings designated as Residential – Low Density Mixed Housing (R-G) District, Direct Control (DC) District ([Bylaw 12Z96](#)) and Residential – Low Density Multiple Dwelling (R-2M) District. To the north, a four storey assisted living facility is designated Multi-Residential – Low profile (M-1) District. Open space to the east and west is designated Special Purpose – School, Park and Community Reserve (S-SPR) District.

In the *East Springbank Area Structure Plan* (ASP) on Map 2: Land Use, the site is identified as suitable for Urban Development with a wide variety of housing units. Approximately 350 metres (a six-minute walk) to the south are retail and commercial services in Aspen Landing Shopping Centre along 17 Avenue SW. The subject site is 41 metres (a one-minute walk) to the southbound bus stop for Calgary Transit Route 98 (Cougar Ridge) and 160 metres (a three-minute walk) to the northbound bus stop for Route 98 (Cougar Ridge). This bus route connects to the 69 Street Light Rail Transit (LRT) Station that provides direct access to the city centre.

## Community Peak Population Table

As identified below, the community of Aspen Woods reached its peak population in 2019.

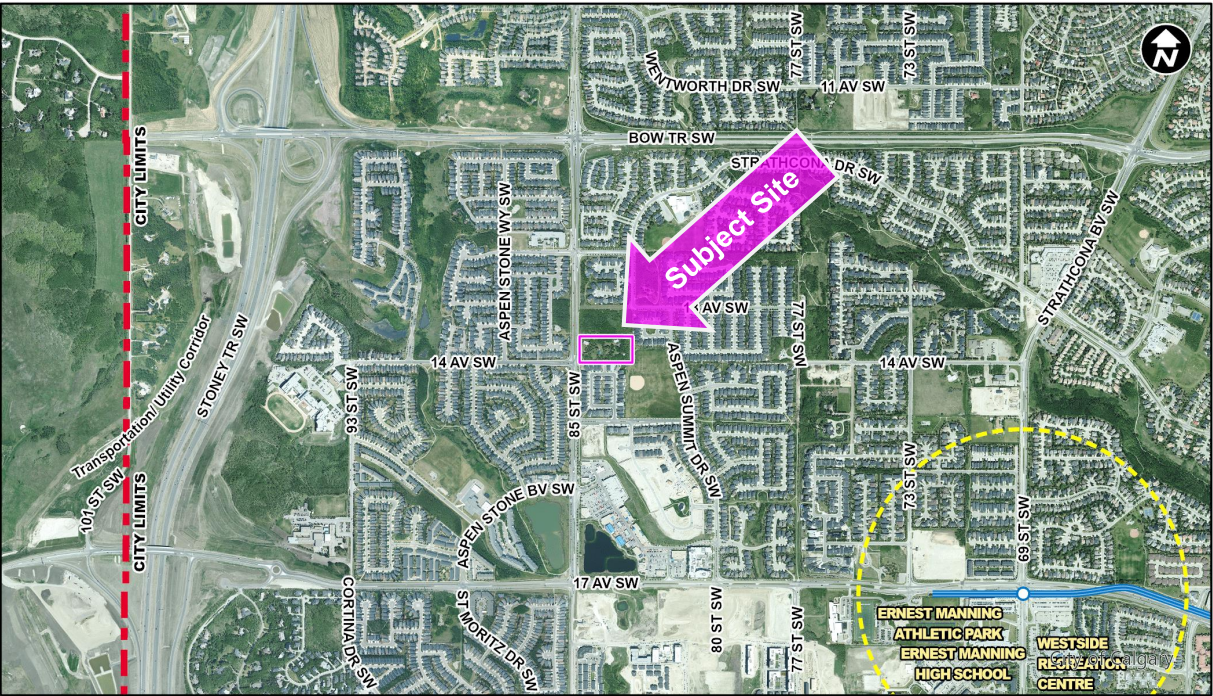
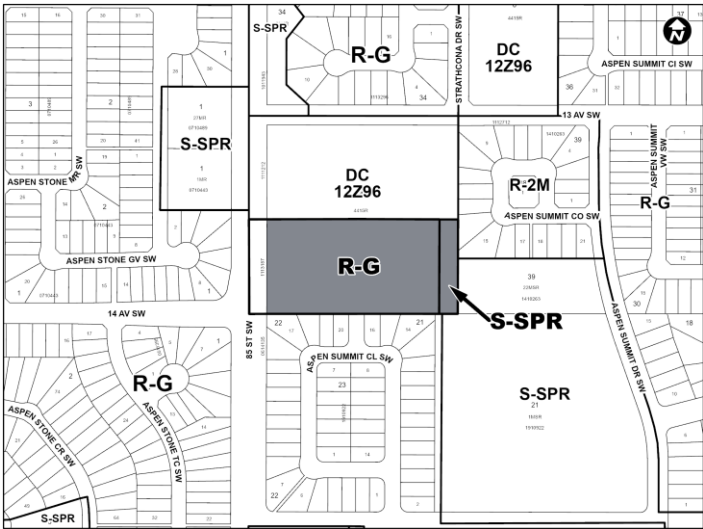
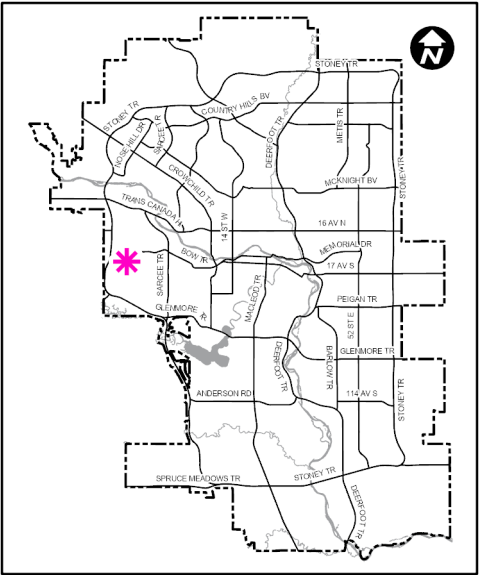
Aspen Woods	
Peak Population Year	2019
Peak Population	9,446
2019 Current Population	9,446
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

Source: *The City of Calgary 2019 Civic Census*

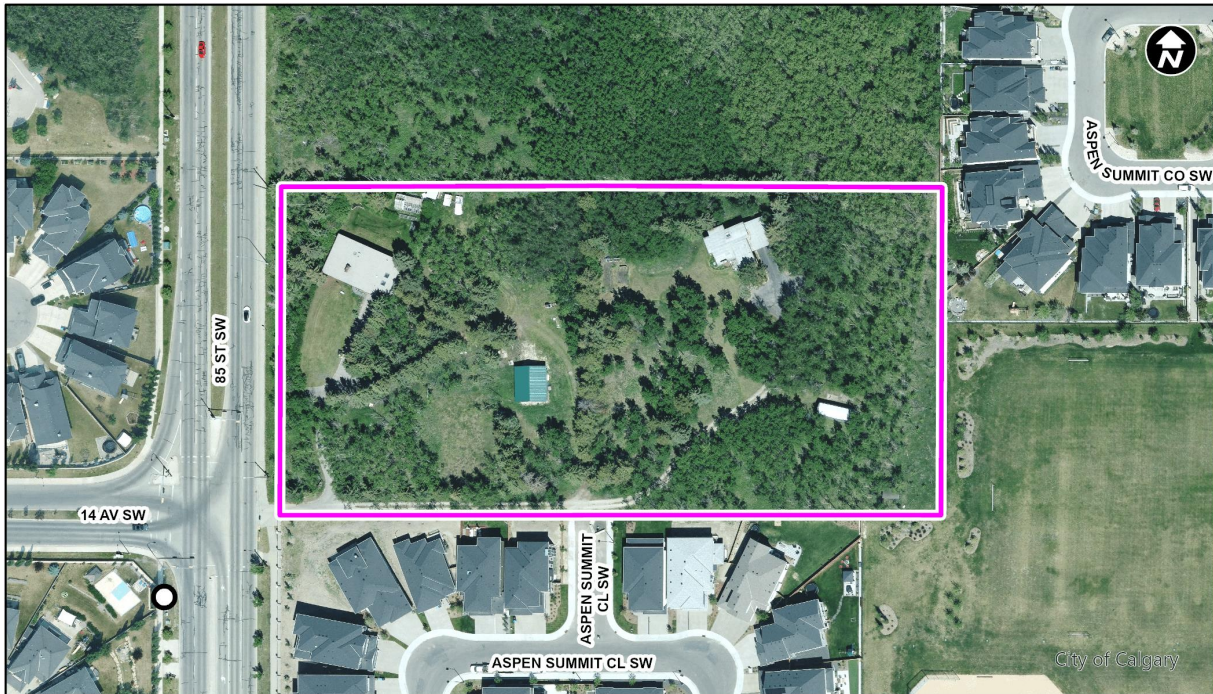
Additional demographic and socio-economic information may be obtained online through the [Aspen Woods Community Profile](#).



Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Direct Control (DC) District ([Bylaw 12Z96](#)) is based on the Special Districts contained in Section 48 of Land Use Bylaw 2P80 and is intended to accommodate rural residential development. The maximum building height is 10.0 metres and allows for single-detached dwellings.

This application proposes to redesignate a portion of the subject site to the Residential – Low Density Mixed Housing (R-G) District and the remainder as the S-SPR District.

The R-G District is intended to accommodate low density development in the form of cottage housing clusters, duplexes, rowhouse buildings, semi-detached and single detached dwellings. The maximum building height is 12.0 metres and secondary suites are listed as permitted use.

The S-SPR District is intended to provide schools, parks, open space and recreational facilities on parcels of varying sizes and use intensities. This district is only applied to lands that will be dedicated as school reserve or other forms of municipal reserve (MR) pursuant to the [Municipal Government Act](#) (MGA).

### **Subdivision Design**

The proposed outline plan consists of approximately 1.85 hectare (4.57 acres) of land. The development vision is to accommodate 22 single-detached lots (R-G District) and a linear park (S-SPR District) along the east.

### **Road Network:**

The proposed internal road will integrate with the existing transportation network via Aspen Summit Lane SW. The design incorporates a P-loop configuration, which facilitates efficient access to the proposed residential lots while enhancing overall connectivity within the community.

Due to the classification of 85 Street SW and intersection spacing requirements, permanent vehicular access from 85 Street SW to the subject site is not permitted, except for emergency vehicle access.

A **2.5 metre** pathway connection is proposed to link the development to the existing **2.5 metre** Regional Pathway located along 85 Street SW, west of the site. Additionally, a second **2.5 metre** pathway will provide a connection between the internal residential road and the eastern linear open space. In the long term, the 2.5-metre multi-use pathway within the linear open space may be extended to establish a connection to 13 Avenue SW.

### **Environmental Reserve**

There are no applicable environmental reserves on the subject site.

### **Municipal Reserve and Open Space**

Approximately 0.19 hectares (0.46 acres) of land designated as the S-SPR District will be designated as municipal reserve (MR), which meets the 10 percent *Municipal Government Act* requirement. A proposed linear park runs along the east boundary of the site and will provide passive recreational opportunities, including a walking path that will tie to the proposed residential road. The design is intended to expand upon and provide connections to the existing open space and pathway network in the community. The proposed configuration provides opportunity to preserve existing established trees.

### **Density and Intensity**

The site is within the Urban Development Policy area of the *East Springbank Area Structure Plan* (ASP) which has a density between 9.9. and 17.3 units per gross developable hectare (four to seven units per gross developable acre). As identified in Attachment 5, the anticipated density is 17 units per hectare for a total of 22 dwelling units and a proposed intensity of 40 people and jobs per hectare. The proposed anticipated density is in alignment with the Urban Development land use concept of the ASP.

Administration has determined that the proposal is appropriate and in keeping with the character of the surrounding neighbourhood which is predominantly low-density development comprised of single detached dwellings.

### **Transportation**

Pedestrian access to the subject site would be available from a proposed three-metre pathway connection from 85 Street SW as well as sidewalks provided throughout the outline plan area. The pathway immediately west of the subject site is proposed to be relocated and realigned to tie into the existing pathway along 85 Street SW. This proposed connection forms part of the

Always Available for All Ages and Abilities (5A) Network and ties to the existing Regional Pathway and bikeway system along 85 Street SW and 14 Avenue SW, respectively.

The subject site is well served by Calgary Transit, with a bus stop servicing southbound Route 98 (Cougar Ridge) approximately 41 metres (a one-minute walk) south of the subject site and a bus stop servicing northbound route 98 (Cougar Ridge) approximately 160 metres (a three-minute walk) south of the subject site. Additionally, the subject site is 550 metres (a 10-minute walk) northwest of a bus stop serving southbound Route 164 (Aspen Summit). Both bus routes provide service to the 69 Street LRT Station, which is located south of the subject site along 17 Avenue SW.

Direct vehicular access to the subject site will be from an extension of Aspen Summit Close SW, providing connection to the greater transportation network via 85 Street SW. The outline plan proposes a 16.0 metre Residential Street – No Rear Lane cross-section with sidewalks and rolled curbs on both sides. Parking will be permitted along the proposed residential streets within the outline plan area. All parking provisions will be further reviewed at subsequent development stages.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

The subject site is located within the Broadcast Hill Pressure Zone. Water, storm, and sanitary mains are available on Aspen Summit Lane SW and extensions to service the subject site is at the expense of the developer. There are no servicing capacity concerns related to this application.

## **Legislation and Policy**

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

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

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

The subject site is within the area described as Developing Residential – Planned Greenfield with Area Structure Plan as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Policy 3.6.1(a) of the MDP recognizes the Area Structure Plan in place prior to the adoption of the MDP, the *East Springbank ASP*, as the guiding document for development in the community. The MDP supports growth and change in low-density residential neighbourhoods that is similar in scale and built form (section 2.2.5(a)). This application aligns with the applicable MDP policies.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

**East Springbank Area Structure Plan (Statutory – 1997)**

The subject site is located within the [East Springbank Area Structure Plan](#) (ASP) and the [East Springbank IV Community Plan](#) (Appendix 4). The *East Springbank IV Community Plan* refines the ASP policies to this specific area within East Springbank and both plans should be used concurrently as policy for this area. The ASP identifies the subject lands as being part of the Urban Development Area, where all types of residential dwellings should be permitted and multi-family dwellings over three storeys in height should be restricted to locations separated or buffered from existing or new dwellings in any lower-density residential policy area (section 2.1.3(a)). The Urban Development Policy areas should achieve a density range of 9.9 to 17.3 units per gross developable hectare (four to seven units per gross developable acre), but consideration may be given to densities that are above this range, depending on the merits of the particular proposal, where such development is consistent with the intent of the Plan and is otherwise considered appropriate by the Approval Authority (section 2.1.3(b)).

This application fulfills the policy objectives for this area by providing low density residential development that supports the completion of the developing community. The application reflects a subdivision pattern, land for road dedication and servicing installation that allows the site to integrate with the surrounding area. This application aligns with the applicable ASP policies.



# Approved Outline Plan Conditions of Approval

*These conditions relate to Recommendation 1 for the Outline Plan where Calgary Planning Commission is the Approving Authority. Attachment for Council's reference only.*

The following Conditions of Approval shall apply:

## Planning

1. The existing buildings at 1330 85 Street SW and 1380 85 Street SW are to be removed through a valid demolition permit prior to the endorsement of the legal plan of subdivision for the area where the building is located.
2. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
3. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Municipal Reserve and Municipal School 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 to approve the location of the fencing prior to its installation.
4. Rehabilitate all portions of the Municipal School Reserve/Municipal Reserve lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Calgary Parks.
5. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Calgary Parks.
6. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
7. **Prior to the approval** of a development permit for excavation, stripping and grading, a development agreement or a subject area tentative plan of subdivision, Calgary Parks requires details pertaining to the total limit of disturbance adjacent to existing and proposed Municipal Reserve extents resulting from the proposed development in its entirety.
8. **Prior to Approval** of the tentative plan of Subdivision, landscape concepts prepared at the outline plan stage shall be refined to add:
  - A site plan showing general conformance to outline plan landscape concepts, intended park program, site layout, and preliminary planting.
  - Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.

- Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
9. Prior to approval of the first tentative plan of subdivision or development permit for excavation, stripping and grading (whichever comes first), it shall be confirmed that grading of the development site will match the grades of existing adjacent parks and open space (Municipal Reserve and/or Municipal School Reserve), with all grading confined to the private property, unless otherwise approved by Parks.
10. Compensation for dedication of Municipal Reserve in excess of 10 per cent is deemed to be \$1.00.
11. **Prior to endorsement** of the legal plan of subdivision, landscape construction drawings that are reflective of the subject tentative plan of subdivision for the proposed Municipal Reserve lands are to be submitted to the Coordinator, Landscape Construction Approvals at [parksapprovals@calgary.ca](mailto:parksapprovals@calgary.ca) for review and approval prior to construction.

The Landscape Construction Drawings are to include, but not be limited to, the following:

- Revegetation and restoration of the Municipal Reserve to September 2025 pre-disturbance conditions in accordance with the Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction (DGSS).
  - Weed control in accordance with the Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction (DGSS)
  - The naturalized Municipal Reserve is to have a 5-year Final Acceptance Certificate Period.
12. **Prior to approval** of the affected tentative plan of subdivision, coordinate a meeting through the DART - Development Applications Review Team, Parks Specialist to field fit the pathway in the Municipal Reserve.
13. All proposed parks (Municipal Reserve) and Regional/Local Pathways and Trails must comply with the Calgary Parks and Open Spaces DGSS - Development Guidelines and Standard Specifications: Landscape Construction (current edition).
14. Calgary Parks and Open Spaces does not support point source drainage directed towards Municipal Reserve/Municipal School Reserve extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR/MSR areas.
15. All stormwater related infrastructure is to be located within Public Utility Lots (PUL) extents.
16. All shallow utility alignments, including street light cables, shall be set back 1.5 metres from the street tree alignment on all road cross sections in accordance with

Section 4.1.3 of Calgary Calgary Parks and Open Spaces *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.

17. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction (current version).
18. As per the Calgary Park's DGSS - Development Guidelines and Standard Specifications: Landscape Construction (current edition), Section 6.1.2.2 Safety Clearance and Setback Requirements there is to be a minimum of 1.0 metre setback from all vertical obstacles from the edge of Regional/Local pathways.
19. Stormwater or other drainage from privately-owned parcels onto adjacent Municipal Reserve/Municipal School Reserve parcels is not permitted. Any unauthorized drainage from private parcels onto adjacent Municipal Reserve or Municipal School Reserve parcels must be resolved to the satisfaction of the Director, Parks & Open Spaces and any damage resulting from such drainage will require restoration at the developer's expense. Resolution of drainage issues must be approved by the Parks Development Inspector.
20. A permanent 1.2 metre chain link fence (or equivalent to the satisfaction of Parks & Open Spaces) shall remain along all shared boundaries with the adjacent Municipal Reserve.
21. Prior to approval of the tentative plan of subdivision, submit a Comprehensive Detailed Tree Report outlining retention recommendations that ensures the maximum conservation and protection of existing trees, on a tree by tree basis for any tree that is located on within the Municipal Reserve. This report should be completed by a Registered Consulting Arborist who is familiar with both tree risk assessment and tree protection plans.

#### Utility Engineering

22. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):

- Geotechnical Report, prepared by Almor Testing Services Ltd. (File No URBS24002-RPT-001), dated February 24, 2025.

23. **Concurrent with the registration of the legal plan of subdivision**, 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 Coordinator, Utility Generalists and the City Solicitor **prior to endorsement of the legal plan**. A standard template for the agreement can be found at <https://www.calgary.ca/planning/publications>.

24. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
25. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).
26. Execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at 403-333-6895 or email [jamie.greenshields@calgary.ca](mailto:jamie.greenshields@calgary.ca).
27.
  - a. The Developer shall make repayment arrangements with the City of Calgary for part cost of the storm sewer in 85 Street SW adjacent to the site, which was installed by WEST GALLANT DEVELOPMENTS LTD. through their ASPEN WOODS, PHASE 01 (DA2004-0038) and financed by Calgary Roads - Program 204 (432551).
  - b. The Developer shall make repayment arrangements with the City of Calgary for part cost of the watermain in 85 Street SW adjacent to the site, which was installed by WEST GALLANT DEVELOPMENTS LTD. through their ASPEN WOODS, PHASE 01 (DA2004-0038) and financed by Calgary Roads - Program 204 (432551).
  - c. The Developer shall make repayment arrangements with the City of Calgary for part cost of the surface improvements (Paving, Sidewalks, Curbs & Gutters, Streetlighting) in 85 Street SW adjacent to the site, which was installed by BUILDER INVESTMENT GROUP INC. through their ASPEN WOODS, PHASE 03 (DA2008-0019) and financed by Calgary Roads - Program 204 (432551).
  - d. The Developer shall make payment as per the requirements of East Springbank Servicing Study. Contact the Infrastructure Strategist, Development Commitments for further information at 403-333-6895 or email [jamie.greenshields@calgary.ca](mailto:jamie.greenshields@calgary.ca).
  - e. The Developer shall pay Ronmor Holdings Inc., a portion of the cost of the Updated Springbank Hill Municipal Drainage Plan.
  - f. The Developer shall make cost sharing arrangements with SPRINGBANK LAND COMPANY LTD. for part cost on a per hectare basis for the existing private 85 Street S.W. storm trunk installed by SPRINGBANK LAND COMPANY LTD under their ASPEN WOODS, PHASE 01 (DA2004-0025) Development Agreement.
  - g. The Developer shall make satisfactory cost sharing arrangements with SPRINGBANK LAND COMPANY LTD. for part cost of the existing storm pond constructed in Lot 2PUL in Block 01 that was paid for and/or constructed by SPRINGBANK LAND COMPANY LTD. under ASPEN WOODS, PHASE 01 (DA2004-0025).
28. 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/onsite 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 85 Street SW along the west boundary of the plan area.
  - c. 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.
  - d. Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
  - e. Construct the Municipal Reserve within the plan area.
  - f. Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
29. Off-site levies, charges and fees are applicable.
30. **Concurrent with the registration** of the legal plan of subdivision, execute and register on title an Emergency Access Agreement over (Servient Lands) in favour of (Dominant Lands) for the purpose of emergency vehicle access. The agreement and access right of way plan shall be approved by the Coordinator, Utility Generalists and the City Solicitor prior to endorsement of the legal plan. A standard template for the agreement can be found at <https://www.calgary.ca/planning/publications>.
31. Flushing assemblies or a flushing hydrant will be required before the water network is looped through the parcel to the north. The developer will need to do sampling/flushing for the installed local pipes within the project limits for a period of time. Details regarding time/location/frequency and any additional requirements will be determined at subdivision stage.

#### **Mobility Engineering**

32. In conjunction with the applicable tentative plan of subdivision, graveled and oiled turnarounds are required for all temporary dead-end streets. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.
- Temporary oil and gravel bus turnaround/ cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the Developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Director, Transportation Planning.



33. At each tentative plan of subdivision, if the developer intends to use any road subject to load restrictions (as indicated on the City of Calgary Load Bans Map), they must obtain a valid load ban permit before using that road. For more details, please refer to the link below: <https://www.calgary.ca/roads/permits/overweight-load-bans.html>
34. In conjunction with the applicable tentative plan of subdivision, no direct vehicular access shall be permitted from parcels to 85 Street SW and a **restrictive covenant** shall be registered concurrent with the registration of the legal plan of subdivision to that effect.
35. In conjunction with the applicable tentative plan of subdivision or development permit, a noise attenuation study for the residential adjacent to 85 Street SW certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.

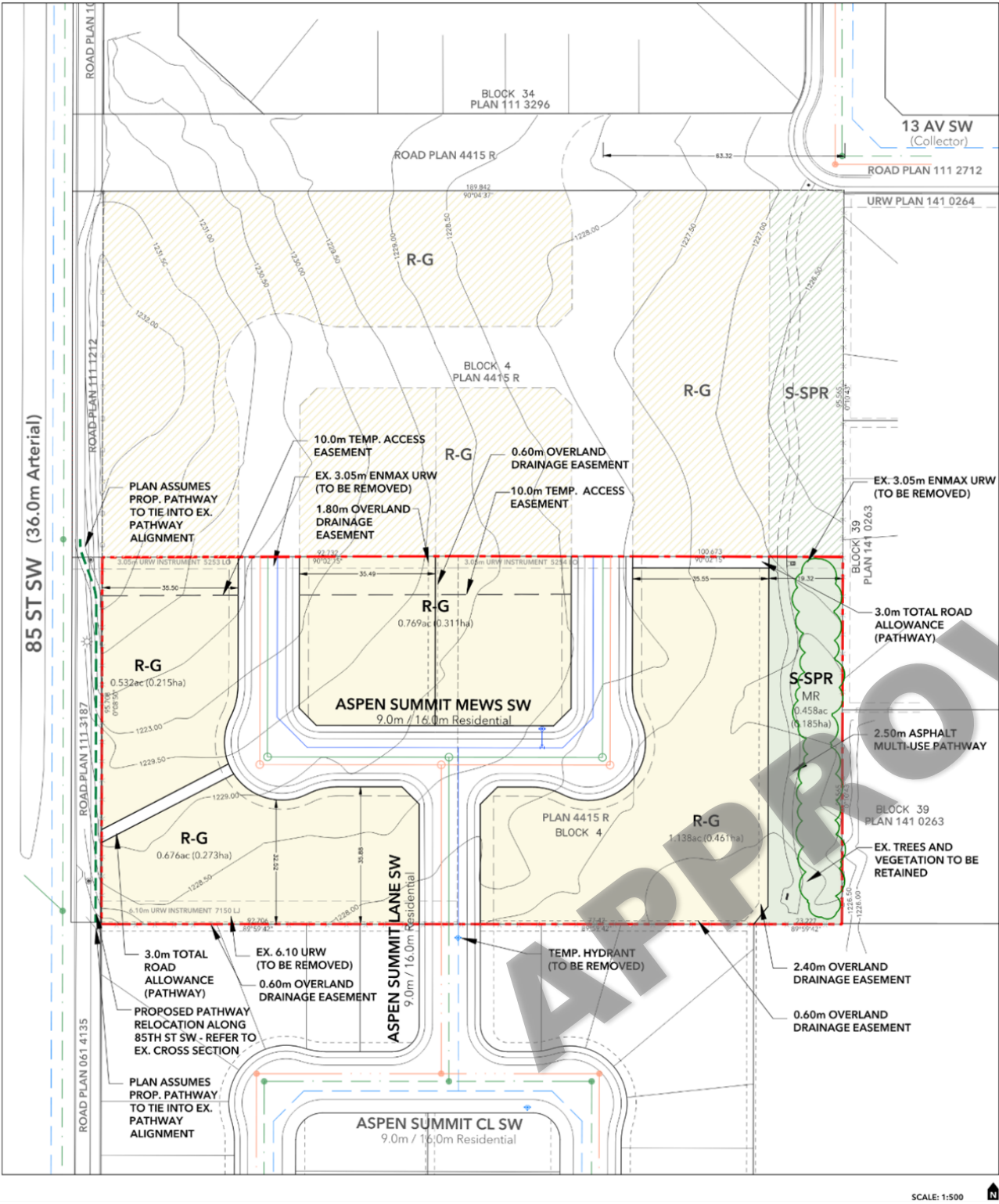
Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the 2020 Design Guidelines for Subdivision Servicing.

All noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc.) and associated ancillary works shall not infringe onto the road rights-of-way. Noise attenuation features and screening fences shall be at the developer's sole expense.

36. **Prior to construction permission**, the developer shall provide a statement on the condition of the adjacent roads and their ability to handle the construction and development traffic that will be generated by the development. Confirm maintenance requirements with the Calgary Roads Maintenance Section. If the development causes excess wear and tear on adjacent existing roads directly attributable to the subject site construction traffic, the developer will be responsible for the additional maintenance and/or upgrade of the roads, or for paying to the City the costs caused by such excess wear and tear.
37. In conjunction with each tentative plan of subdivision, Construction Drawings shall be submitted as a component of the tentative plan submission package to the satisfaction of Development Engineering, for the staged development of all roadways, inclusive of the staged development of the at-grade intersections, and to the satisfaction of the Manager, Development Engineering.
38. **Prior to approval** of Construction Drawings and Permissions to Construct Surface improvements, the developer shall provide signed copies of back sloping agreements for any back sloping that is to take place on adjacent lands (owned privately or owned by the City).
39. In conjunction with the applicable tentative plan of subdivision or development permit, all community entrance features must be located outside the public right-of-way.

Approved Outline Plan

Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.



LAND USE	LAND USE DISTRICT	LOT FRONTAGE	LAND USE AREA		OUTLINE PLAN AREA			MAXIMUM DENSITY			ANTICIPATED DENSITY			ANTICIPATED INTENSITY			
		Proposed	Current	Metres	Feet	Hectares	Acres	Hectares	Acres	% GDA	UPH	UPA	Units	UPH	UPA	Units	People <sup>1</sup>
RESIDENTIAL	R-G (NO LANE)	DC12296		327	1071	1.85	4.64	1.26	3.11	68%	25	10	32	17	7	22	73
OPEN SPACE	S-SPR (MR)	DC12296	-	-	-	0.19	0.46	0.19	0.46	10%	-	-	-	-	-	-	-
ROAD RIGHT-OF-WAY			-	-	-	-	0.40	1.00	1.00	22%	-	-	-	-	-	-	-
GROSS DEVELOPABLE AREA			-	327	1071	-	-	1.85	4.57	100%	17	7	32	12	5	22	73
OUTLINE PLAN AREA						1.85	4.57	INTENSITY (PEOPLE PER HECTARE)						39			

<sup>1</sup>Assumes 3.3 persons per household (low density residential uses) based on Table A2 of the Guide to the Municipal Development Plan.  
Note: Roof drainage from private lots to be directed to the front yard or street. Dwelling units to be solar ready and the accommodation of solar photovoltaic (PV) panels on residential uses will be explored at a subsequent Development Permit application review stage.

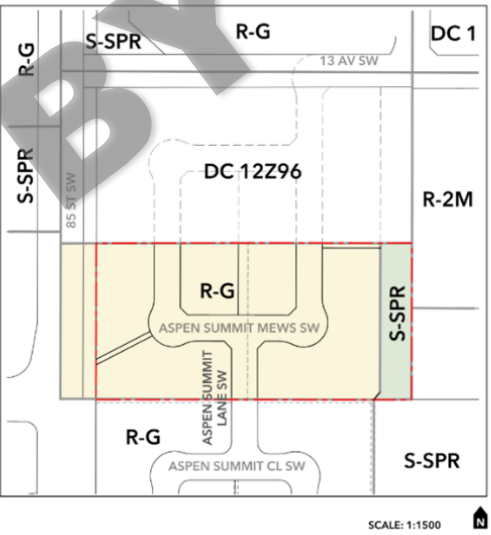
LEGEND

- Outline Plan Boundary
- Legal Lot Lines
- Contour (0.5m Interval)
- Existing Utility Right-of-Way
- Existing Wood Fence
- Existing Metal Fence
- Existing Sanitary
- Proposed Sanitary
- Existing Storm
- Proposed Storm
- Existing Water
- Proposed Water
- Fire Hydrant
- Existing Streetlight
- Existing Utility Pole

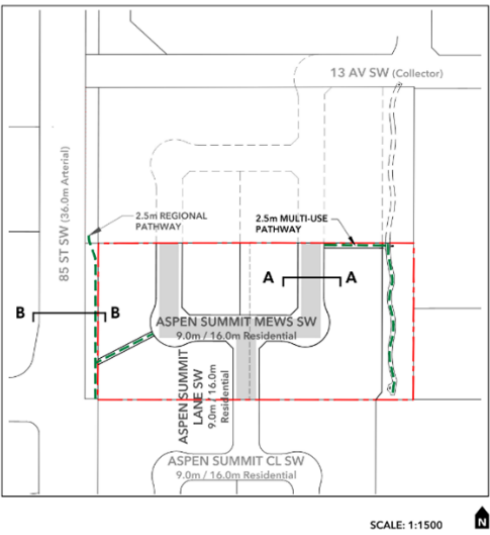
MOBILITY LEGEND

- Residential Street (16.0m)
- Multi-Use Pathway (2.5m)

LAND USE FIGURE



MOBILITY FIGURE



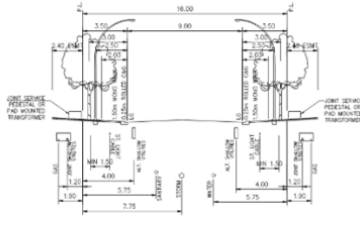
KEY MAP

SITE LOCATION

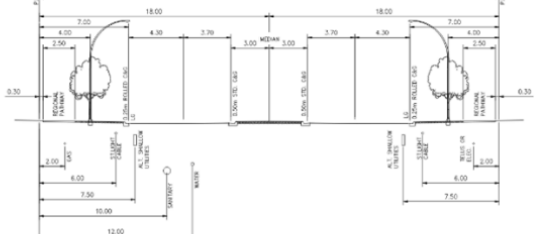


STREET STANDARDS

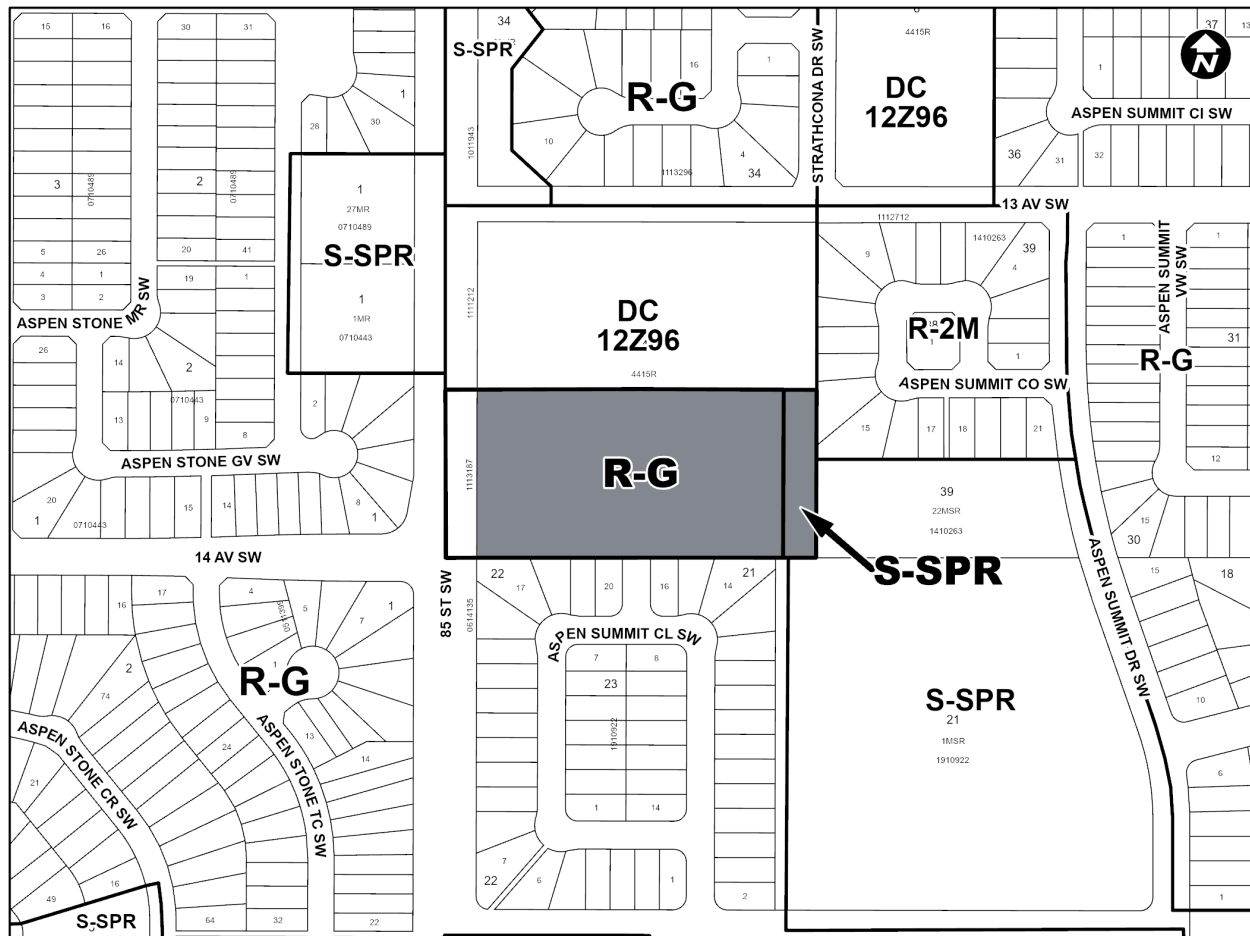
SECTION A-A:  
16.0m RESIDENTIAL - NO REAR LANE



SECTION B-B:  
36.0m EXISTING ARTERIAL (85 ST SW)



# Proposed Land Use Amendment Map



# Approved Outline Plan Data Sheet

*Calgary Planning Commission is the Approving Authority for the Outline Plan.  
Attachment for Council's reference only.*

	HECTARES	ACRES
GROSS AREA OF PLAN	1.85	4.57
NET DEVELOPABLE AREA	1.85	4.57

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G	1.26	3.11	17	-
Total Residential	1.26	3.11	17	-

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	0.40	1.0	22

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	0.19	0.46	10

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	22		
ANTICIPATED DENSITY		17	7
ANTICIPATED INTENSITY		40	16

**Note:**

*Intensity calculations assume the following based on the Guide to the MDP:*

- Low Density Residential (R-G) = 3.3 people per unit
- Home-Based jobs = 3.8 jobs per 100 people

# Applicant Submission

2025 August 29



460 - 5119 Elbow Drive SW  
Calgary, Alberta T2V 1H2

P 403 201 5305  
E info@civicworks.ca

## Proposed Land Use Change & Outline Plan

### Applicant Summary

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**Project Location:** 1330 & 1380 85 ST SW

**Existing Land Use:** Direct Control (DC12Z96) District

**Proposed Land Uses:** Residential - Low Density Mixed Housing (R-G) District; Special Purpose - School, Park and Community Reserve (S-SPR) District;

#### APPLICATION SUMMARY

On behalf of Truman, CivicWorks has submitted an application for Land Use Change and Outline Plan to enable residential development at 1330 & 1380 85 ST SW in the community of Aspen Woods. The site is comprised of two (2) individual parcels with a combined area of  $\pm 4.57$  ac ( $\pm 1.85$  ha) that are currently occupied by two rural residential-style homes.

The comprehensive Outline Plan provides an overview of the vision for the site, which features low-density, low-scale (2 to 3-storey) residential development. In total,  $\pm 22$  new homes are proposed in the form of single-detached or semi-detached housing. A portion of land (10%) is also dedicated as a Municipal Reserve (MR) to provide a direct pedestrian connection to adjacent parks and open space, promoting access to nearby natural amenities. Vehicular and pedestrian access to the site is provided via an existing road connection at Aspen Summit CL SW.

#### ALIGNMENT WITH CALGARY'S GROWTH PLANS

Contemporary city-wide plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)* guide Calgary's current planning policy, prioritizing building complete and resilient communities that make more sustainable and efficient use of limited resources like land energy, infrastructure, services and municipal capital.

The proposed land use change and development vision are consistent with the city-wide goals and policies of these plans, which encourage the development of innovative and varied housing options in established communities, more efficient use of infrastructure, and respecting the existing character of low-density residential areas.

In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the MDP also identifies a mix of housing types as a key component of complete communities (Policy 2.3.1[a]) and encourages growth and change in low-density residential neighbourhoods through development that is similar in scale and built form (Policy 2.2.5[a]).

#### ALIGNMENT WITH LOCAL AREA PLANS

The subject site falls within the boundaries of the *East Springbank Area Structure Plan (ASP, 1997)*, a statutory plan guiding future community growth and development. The non-statutory *East Springbank IV Community Plan (1997)* also applies to the site, which further directs the development of new suburban residential communities.

Both plans classify the site under the "Urban Development" policy area. It is intended for fully serviced, low-density residential development, ranging from 4 to 7 units per gross developable acre. The proposed land use change and development vision are fully aligned with local area policy, and no amendments to the plans are required.





### **APPLICANT-LED OUTREACH**

Truman and the Applicant team are committed to being good neighbours and hosting open, honest conversations within the communities where we work. As part of our Applicant-led outreach process, and in addition to the standard City of Calgary requirements, we provide local area organizations, surrounding area residents and the broader community with multi-channel opportunities to learn more about a proposal and share feedback directly with the project team, all while maintaining a respectful and transparent dialogue about growth and change in our city.

This application is supported by a dedicated phone line and email inbox for public questions and comments, along with mailers delivered to residents living within  $\pm 200\text{m}$  of the project site. Key application materials are also shared directly with the local area Ward Councillor's Office and Community Association, with opportunities to share feedback, find out more about the project, or meet with the project team. As our outreach process draws to a close and we approach key decision points in the application process, an Applicant-led Outreach Summary will be made publicly available and shared with local community groups and The City. The Applicant-led Outreach Summary highlights the outreach strategies used throughout the application process, what we heard, and how we responded.

### **CITY OF CALGARY NOTICE & OUTREACH REQUIREMENTS**

In addition to the Applicant-led outreach process, all land use change and development applications are subject to standard City of Calgary notice and outreach requirements:

1. City of Calgary notice letters are sent to directly affected adjacent property owners, with key application information and contact details for The City of Calgary File Manager and the Applicant.
2. Application materials submitted to The City of Calgary are circulated to the local Community Association and Ward Councillor's Office for review and comment.
3. Standard large-format City of Calgary application notice signage is posted on site by the Applicant, with key application information and contact details for The City of Calgary File Manager and the Applicant.

### **CONCLUSION**

The proposed application and development vision are aligned with the objectives of guiding policy in the area, which encourages the development of low-density, low-scale residential uses. We kindly request your support for this application.

Should you have any questions, comments, or concerns, please contact us at [587.747.0317](tel:587.747.0317) or [engage@civicworks.ca](mailto:engage@civicworks.ca), referencing "1330 & 1380 85 ST SW".

# Applicant Outreach Summary

2025 August 29

## Executive Summary

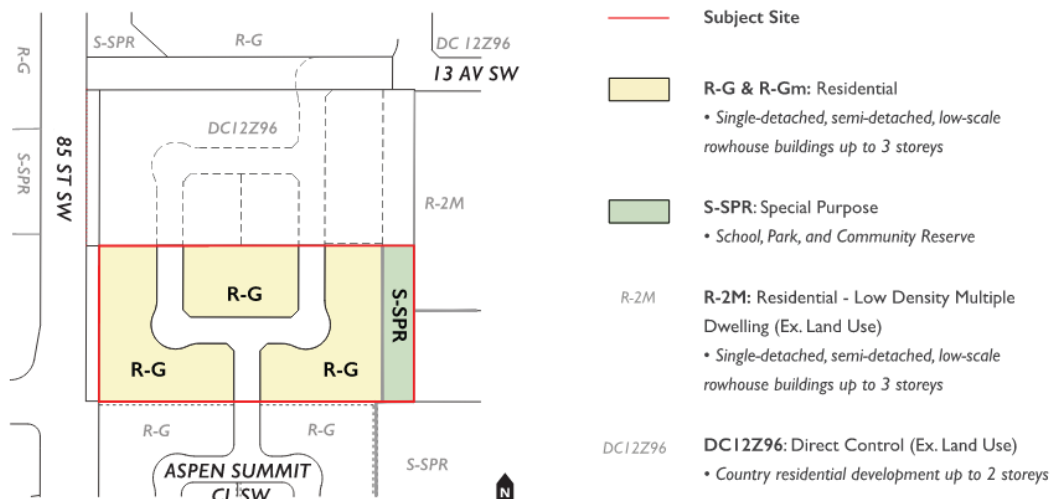
### PROJECT OVERVIEW

On behalf of Truman, CivicWorks submitted an application in March 2025 for a Land Use Amendment and Outline Plan to enable residential development at 1330 & 1380 85 ST SW in Aspen Woods. The site consists of two properties totalling approximately  $\pm 4.57$  acres ( $\pm 1.85$  hectares), currently occupied by two single-detached homes.

The Outline Plan outlines a vision for low-density, low-scale residential development, with housing forms limited to single-detached and semi-detached homes of two to three storeys. In total, the plan proposes approximately  $\pm 22$  new homes.

Ten percent of the site is dedicated as Municipal Reserve (MR), creating a naturalized, treed open space with direct connection to nearby parks. Vehicular and pedestrian access is planned through the existing road connection on Aspen Summit CL SW.

### DEVELOPMENT VISION



## Outreach Methods

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### Community Information Sharing & Meeting

Ongoing information sharing with the Strathcona Christie Aspen Community Association (SCA Community Association) and the Ward 1 & 6 Councillors' Offices has ensured open communication throughout the application process. Feedback and key themes from meetings and correspondence are reflected in this Outreach Summary.

The project team remains committed to maintaining transparent and collaborative communication with the SCA Community Association and Ward 1 & 6 Councillors' Offices as the application continues through The City's review process.



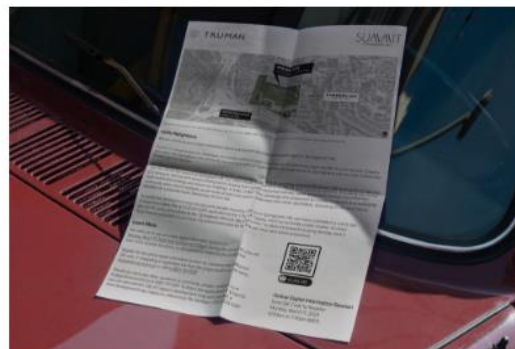
### Outreach Voicemail & Email Inbox

An outreach voicemail and email inbox provides direct lines of communication for community members to contact the project team. The outreach phone number and email address were shared through mailers.



### Neighbour Mailers

Neighbour Mailers were delivered to all surrounding residents and businesses within  $\pm 200\text{m}$  of the site. The mailers summarized the application and development vision, and provide contact information for the project team (phone number, email address, and webpage) and The City ([developmentmap.calgary.ca](http://developmentmap.calgary.ca)).



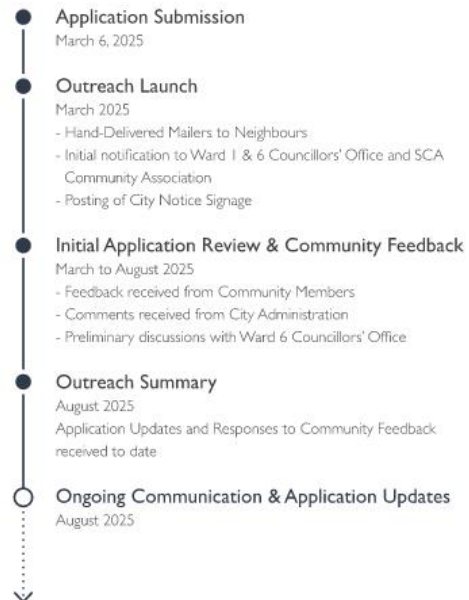
## What We Heard & Team Response

Through our outreach channels and strategies to date, the project team has received feedback directly from 26 community members. While we have not received direct feedback from the Strathcona Christie Aspen Community Association (SCA Community Association), we continue to keep clear lines of communication open for interested parties to share their insights.

In reviewing the feedback collected to date, the project team has identified five key themes, which in the following pages are broken into *What We Heard* and *Team Response*.

### Feedback Themes

- Site Access
- Traffic & Safety
- Open Space
- Existing Trees & Neighbour Privacy
- Land Use Change



## SITE ACCESS

### What We Heard

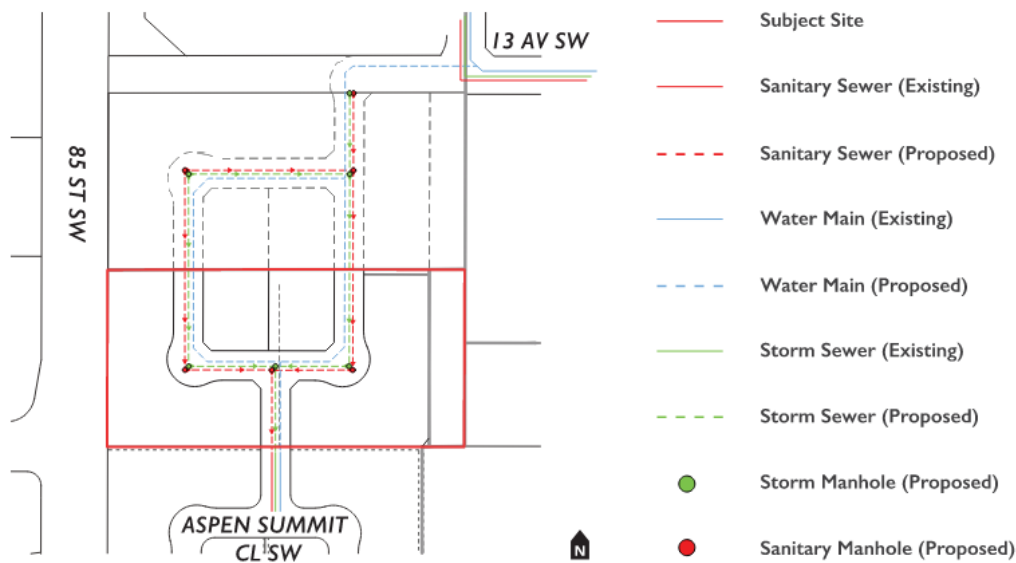
One respondent along with a petition signed by 23 community members provided feedback to the project team with concerns about access to the site being provided through Aspen Summit CL SW instead of 85 ST SW.

### Team Response

The project team acknowledges the concerns regarding site access. Throughout the design review process, alternative site access locations were explored.

Access from Aspen Summit CL SW was chosen because the road and utility services were originally planned to support redevelopment of this site through the existing subdivision to the south. Since the necessary utilities are not available along 85 ST SW to support redevelopment, creating an access point there was not a feasible option.

## UTILITY NETWORK FIGURE





## TRAFFIC & SAFETY

### What We Heard

One respondent along with a petition signed by 23 community members provided feedback to the project team with concerns about safety concerns due to increased traffic on Aspen Summit CL SW.

### Team Response

The project team recognizes the community's concerns regarding pedestrian safety and site access. City Administration's review of the application did not identify any additional traffic safety concerns. However, Truman is committed to respecting the existing neighbourhood character and addressing potential traffic-related issues by proposing a low-density development that aligns with the quality and scale of homes in the area.

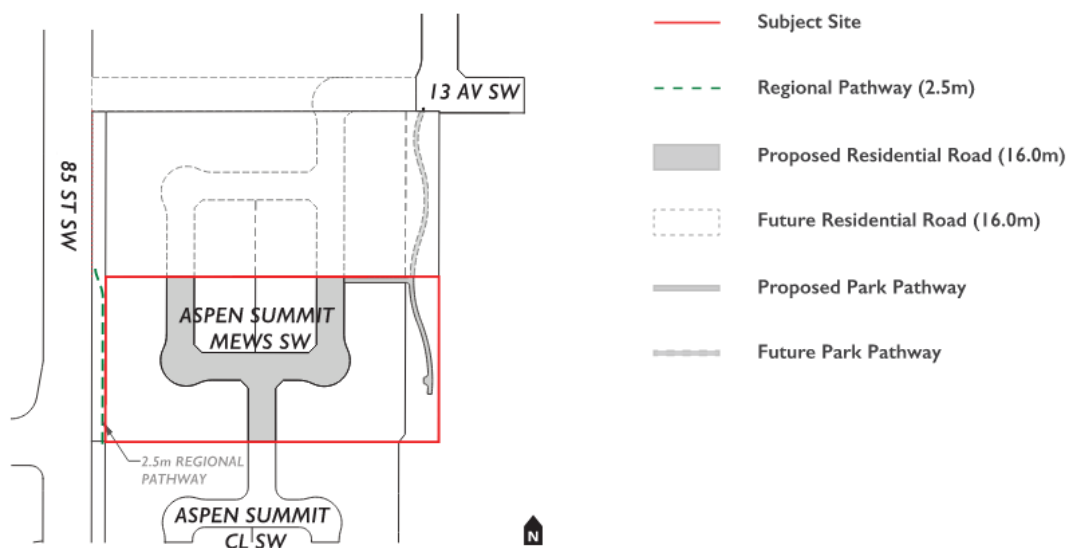
### What We Heard

Respondents inquired about the option for a publicly accessible pathway along the southern property line to provide access to nearby open space.

### Team Response

The application proposes a 2.5m internal pathway that will directly connect the subject site to the adjacent open space and soccer fields. Since the proposed park space is located on the eastern portion of the site, an internal pathway connection was determined to be more feasible than creating a direct link from 85 ST SW along the southern property line.

## MOBILITY NETWORK FIGURE



## EXISTING TREES & NEIGHBOUR PRIVACY

### What We Heard

Respondents provided feedback to the project team expressing concern about the potential removal of existing trees on site, noting that these trees offer a valued sense of privacy and natural screening.

### Team Response

The project team acknowledges the concern regarding existing trees and privacy for neighbours. While demolition, site access, grading, and utility work may impact the ability to retain some private trees on site, the proposal prioritizes tree protection by maintaining a naturalized park space on the eastern edge of the site. In addition, new fencing, planting, and other landscape features will ensure sensitive transitions and maintain neighbour privacy.

## LAND USE CHANGE

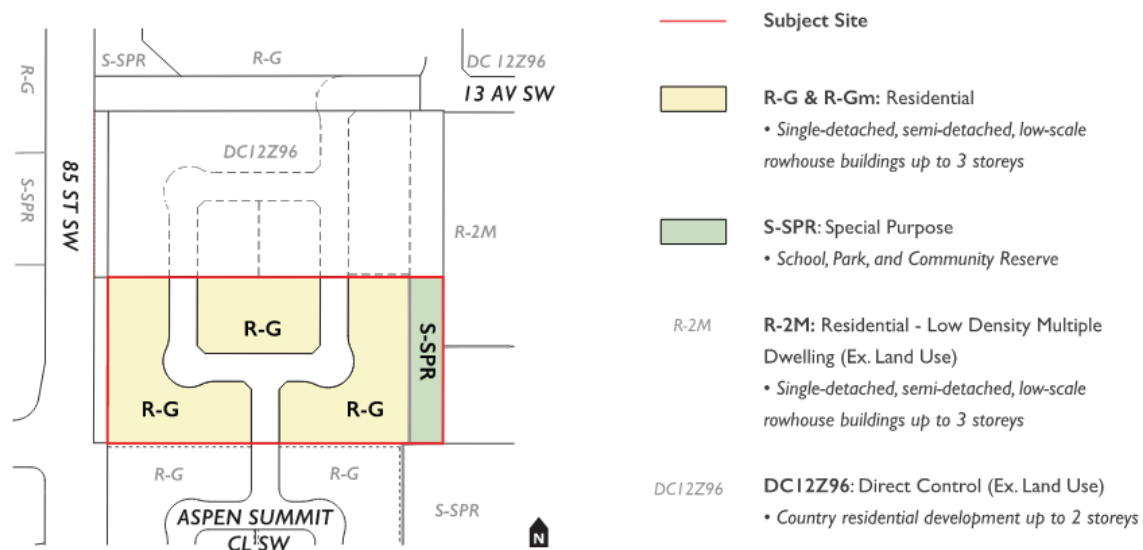
### What We Heard

One respondent provided feedback to the project team with concerns about the land use change and whether there are plans to pursue another, future application for a multi-residential land use.

### Team Response

The project team acknowledges concerns about potential future zoning changes to allow multi-residential uses on the site. Truman's intention is to develop the land with single- and semi-detached homes that are consistent with the surrounding neighbourhood context. There are no plans to pursue a multi-residential land use change, which would require a separate application and a new public notification process.

## LAND USE FIGURE



# PROPOSED

CPC2025-1018  
ATTACHMENT 8

## BYLAW NUMBER 21D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0046/CPC2025-1018)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

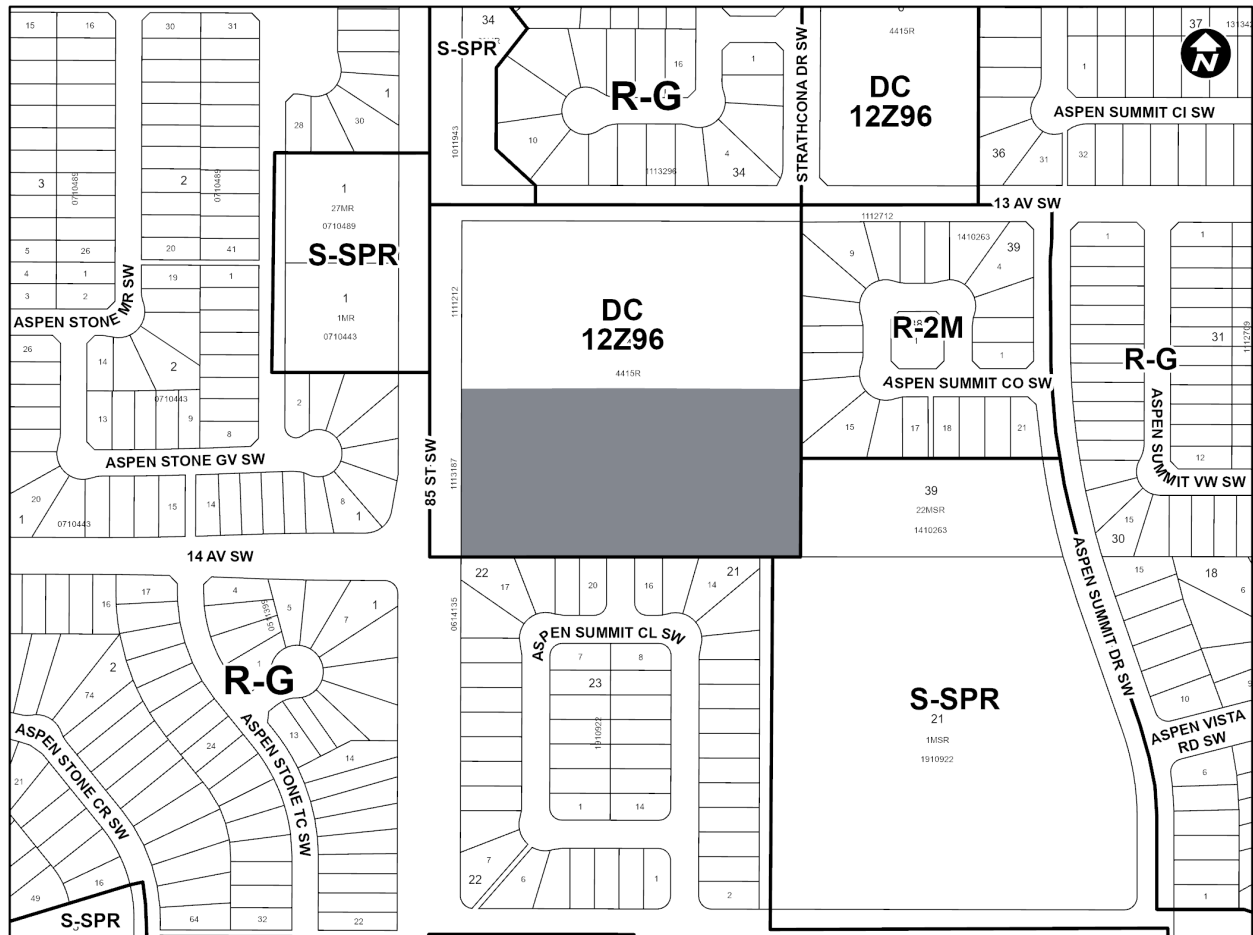
READ A THIRD TIME ON \_\_\_\_\_

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**AMENDMENT LOC2025-0046/CPC2025-1018  
BYLAW NUMBER 21D2026**

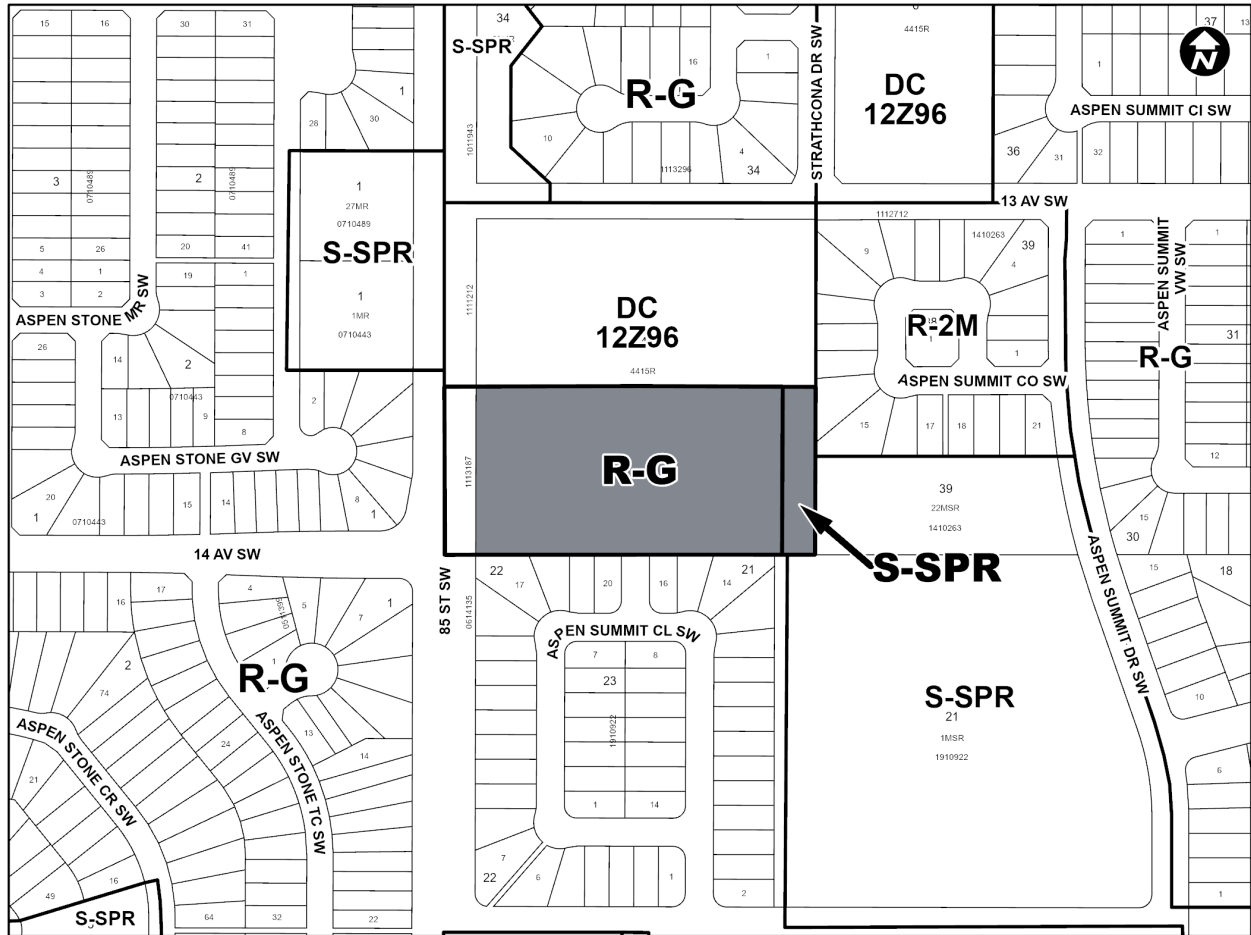
**SCHEDULE A**



# PROPOSED

AMENDMENT LOC2025-0046/CPC2025-1018  
BYLAW NUMBER 21D2026

## SCHEDULE B





**Land Use Amendment in Tuxedo Park (Ward 7) at 253 – 19 Avenue NE, LOC2025-0140**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 253 – 19 Avenue NE (Plan 1367O, Block 1, Lots 37 and 38) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 18:**

That Council give three readings to **Proposed Bylaw 16D2026** for the redesignation of 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 253 – 19 Avenue NE (Plan 1367O, Block 1, Lots 37 and 38) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for a variety of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings.
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed Housing – Grade Oriented (H-GO) District would allow for more housing options that will better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit for five dwelling units has been submitted and is under review.
- There is no previous Council direction regarding this proposal.

**DISCUSSION**

This application, located in the northeast community of Tuxedo Park, was submitted by Horizon Land Surveys on behalf of the landowner, 2724636 Alberta Ltd. (Har Sandhu), on 2025 July 8. As noted in the Applicant submission (Attachment 2), their intent is to develop five units on the site. A Development Permit (DP2025-05201) for two buildings (five units and five suites) has been submitted and is under review.

The approximately 0.06-hectare mid-block site is located on 19 Avenue NE. It is approximately 50 metres (a one-minute walk) from Edmonton Trail NE, 330 metres (a six-minute walk) from a supermarket and other commercial centres on 17 Avenue NE, and 100 metres (a two-minute walk) from Munro Park. The site is also approximately 50 metres (a one-minute walk) from

**Land Use Amendment in Tuxedo Park (Ward 7) at 253 - 19 Avenue NE, LOC2025-0140**

regular transit service, and 245 metres (a four-minute walk) and 420 metres (a seven-minute walk) from Bus Rapid Transit (BRT). The site is currently developed with a single detached dwelling and a detached garage.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant contacted the neighbours within a three-block radius. The applicant also contacted the Tuxedo Park Community Association and Ward 7 Councillor's Office and did not receive responses. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

Administration did not receive any feedback from the public.

The Tuxedo Park Community Association provided a letter in opposition on 2025 October 8 (Attachment 4) identifying concerns related to increased density and massing.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building design details are being reviewed and determined through the development permit process.

Following Calgary Planning Commission, notification for a Public Hearing of Council will be posted on site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

**IMPLICATIONS**

**Social**

The proposed land use amendment would allow for additional housing types and may better accommodate the housing needs of different age groups, lifestyles and demographics. This would contribute to a more inclusive community.

**Environmental**

The application does not include actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 18**

**ISC: UNRESTRICTED  
CPC2025-0950  
Page 3 of 3**

**Land Use Amendment in Tuxedo Park (Ward 7) at 253 - 19 Avenue NE, LOC2025-0140**

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site with applicable climate strategies are being explored and encouraged through the development permit process.

**Economic**

The proposed land use amendment would allow for a more efficient use of land, existing infrastructure and services, and would provide more housing options for the community.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
- 5. Proposed Bylaw 16D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Tuxedo Park. The site is a mid-block, laned parcel facing 19 Avenue NE. The site is approximately 0.06 hectares in size and is approximately 15 metres wide by 38 metres deep. It is currently developed with a single detached dwelling and a detached garage with rear lane access.

Surrounding development is characterized by a mix of multi-residential, mixed-use and low-density residential developments, including mid-rise multi-residential and mixed-use developments to the north adjacent to Edmonton Trail NE and low-rise, multi-residential development to the southeast. To the east, west and south, is a mix of single detached and semi-detached dwellings designated as the Residential – Grade-Oriented Infill (R-CG) District.

The site is well situated close to Edmonton Trail NE, which is an Urban Main Street and part of the Primary Transit Network. Recreational areas, retail shopping areas and a school are also located nearby. The site is approximately 50 metres (a one-minute walk) from Edmonton Trail NE to the east, 330 metres (a six-minute walk) to a supermarket and other commercial centres on 17 Avenue NE and 16 Avenue NE, and 100 metres (a two-minute walk) from Munro Park to the southeast. It is also approximately 50 metres (a one-minute walk) from regular transit service, and 245 metres (a four-minute walk) and 420 metres (a seven-minute walk) from Bus Rapid Transit (BRT) on 16 Avenue NE and Centre Street N, respectively.

## Community Peak Population Table

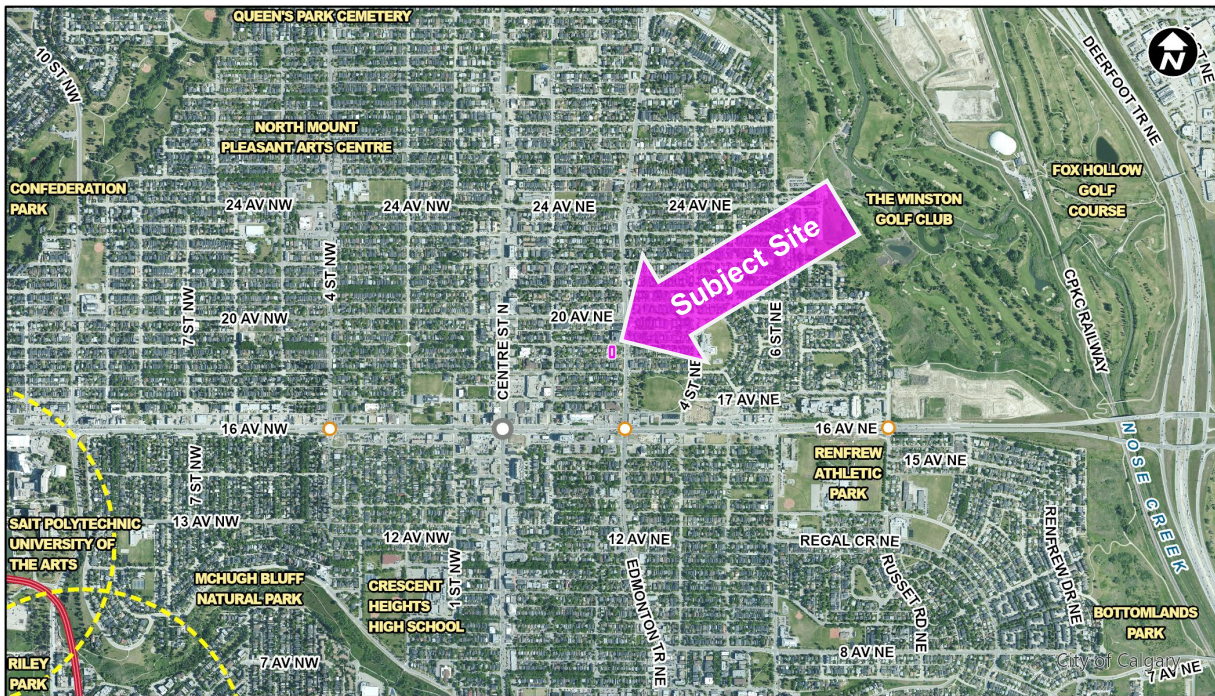
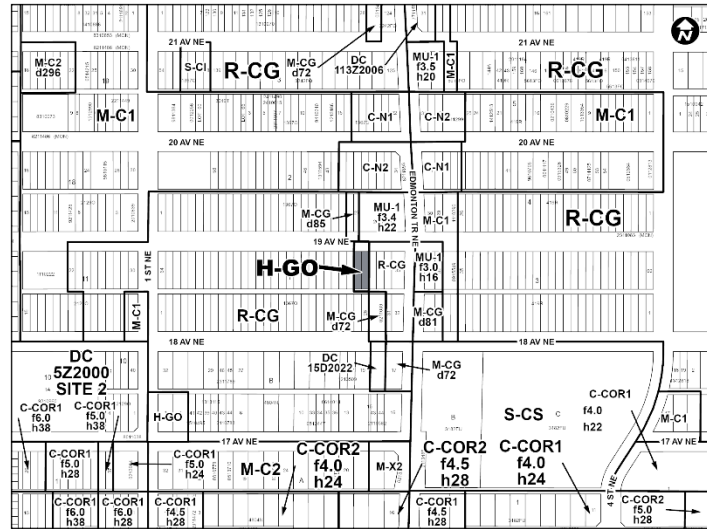
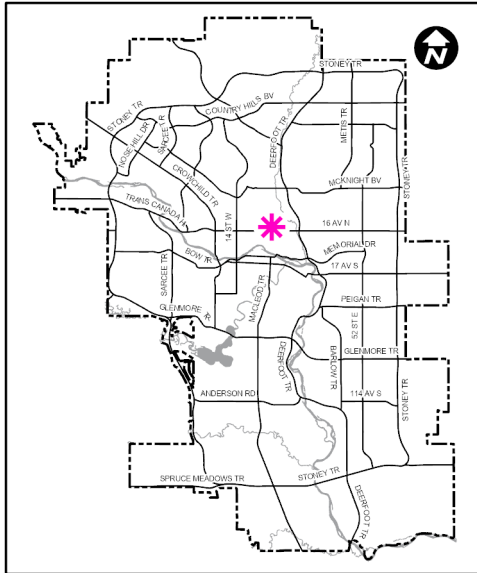
As identified below, the community of Tuxedo Park reached its peak population in 2019.

<b>Tuxedo Park</b>	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

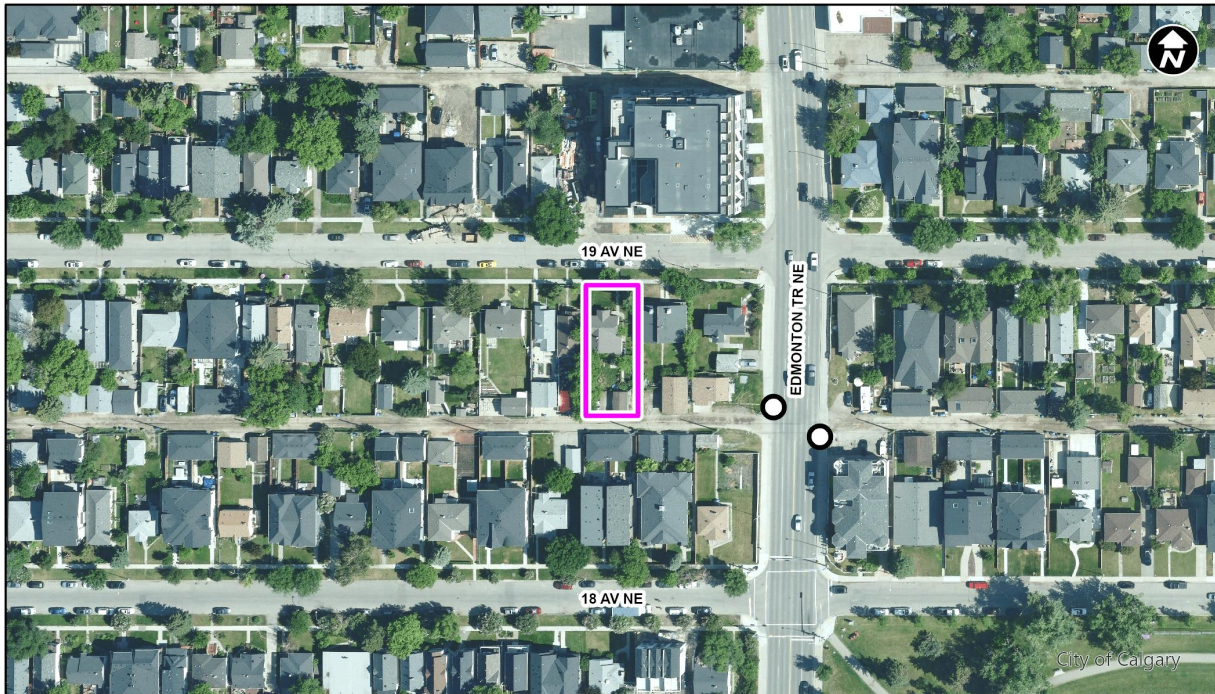
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. This district allows for a maximum of 75 units per hectare and a maximum building height of 11 metres. Based on parcel area, this would allow up to four dwelling units. Secondary suites are permitted uses within the R-CG District.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade-oriented building forms that is consistent with low-density residential districts and allows for a range of housing forms that may be attached, stacked or clustered. There is no maximum density required under the H-GO District. Development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5; or a total building floor area of approximately 870.39 square metres (9368.80 square feet) for the subject site;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 motor vehicle parking stalls per unit and per secondary suite.

Only parcels that meet the site selection criteria located in the purpose statement of the district in the Land Use Bylaw 1P2007 have the potential to be redesignated to H-GO District. In areas that have an approved Local Area Plan, the H-GO District is only intended to be applied to parcels that support the development form of an approved Local Area Plan.

### **Development and Site Design**

If approved by Council, the rules of the H-GO District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items that are being considered through the development permit review process include but are not limited to:

- the number and configuration of dwelling units and secondary suites;
- access and parking provisions;
- mitigation of shadowing and privacy concerns; and
- appropriate location and design of landscaping and amenity space.

### **Transportation**

Pedestrian access to the site is available from existing sidewalks along 19 Avenue NE. The Always Available for All Ages and Abilities (5A) Network map indicates 1 Street NE as an existing on-street bikeway and 18 and 20 Avenues NE as a recommended on-street bikeway. The parcel is also within the 16 Avenue N Transition Zone for the 16 Avenue N Station Area.

The nearest Calgary Transit bus stops are 100 metres (a one-minute walk) from the site including southbound on Edmonton Trail NE (Route 4 - Huntington) and northbound on Edmonton Trail NE (Route 5 – North Haven). Bus stops on 16 Avenue NE (360 metres, a six-minute walk) and Centre Street N (approximately 600 metres, a 10-minute walk) are both classified as Urban Boulevards / Main Streets and are part of the Primary Transit Network. Thus, the site is also well serviced with the following Calgary Transit Routes:

- 16 Avenue NW: MAX (Route 303 - MAX Orange Brentwood / Saddle Towne)
- 16 Avenue NW: regular (Route 19 - 16 Avenue North)
- Centre Street N: BRT (Route 300 - BRT Airport/City Centre)
- Centre Street N: Max (Route 301 - MAX Green North Pointe/ City Centre)

The parcel is located within Residential Parking Zone (JJ). Street parking adjacent to the site has parking restrictions on 19 Avenue NE eastbound, to a two-hour maximum, Monday to Friday 8:00 a.m. to 5:00 p.m.

A Transportation Impact Assessment (TIA) was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water and sanitary services are available to service future development of the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of a future development permit.

## Legislation and Policy

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

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

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

The subject site is located within the Developed Residential – Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner city communities, particularly in transition zones adjacent to areas designated for higher density (such as Neighbourhood Main Streets). They also encourage redevelopment that makes more efficient use of existing infrastructure, public amenities and transit, and that delivers small and incremental benefits to climate resilience. The proposal is in keeping with the relevant MDP policies.

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

This application does not include specific actions that address the objectives of the [Calgary Climate Strategy - Pathway to 2050](#). Further opportunities to align development of this site with applicable climate strategies is being explored and encouraged through the development permit process.

### **North Hill Communities Local Area Plan (Statutory – 2021)**

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Flex category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. The LAP speaks to a mix of commercial, residential and light industrial uses in the area and encourages a broad range of housing types, higher frequency of units and entrances facing the street. The proposed land use is in alignment with applicable policies of the LAP.

## Applicant submission

Company Name (if applicable):

Horizon Land Surveys

LOC Number (office use only):

LOC2025-0140

Applicant's Name:

Lei Wang

Date:

May 19th, 2025

On behalf of the landowner, please accept this application to redesignate a +/-0.058 hectare site from R-CG to H-GO to allow for:

- grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in the form and at a scale that is consistent with low density residential districts;
- a maximum building height of 12 metres (an increase from the current maximum of 11 metres)
- flexible parcel dimensions and building setbacks that allow a diversity of grade-oriented housing
- the uses listed in the proposed H-GO designation.

The subject site, 253 19 Ave NE, is a mid-block lot in the community of Tuxedo Park along 19 Ave NE. The lot is currently developed with a single detached dwelling built in 1932. Edmonton Trail is within 50 meters of the site. There are many multi-residential development along Edmonton Trail. The site is surrounded in the other directions by single detached dwellings.

The site is approximately 0.058 hectares in size. Lane exists to the south of the site. The site is well serviced by public transit with bus station along Edmonton Trail in about 50 meters.

This lot is within 50 meters of Edmonton Trail which is part of main street. North Hill Communities Local Area Plan define lot along Edmonton Trail in this area as neighbourhood Flex with building scale of up to 6 storeys. The proposal aligns with the LAP.

The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable 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 row housing. The Municipal Development Plan 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 the relevant policies of the MDP as the rules of the H-GO provide for development forms that may be sensitive to existing residential development in terms of height, built form and density.

Housing diversity and choice policies encourage the provision of a wide range of housing types, tenures and densities that may meet affordability, accessibility, life cycle and lifestyle needs of different groups; an adaptation of the City's existing housing stock to enable changing households to remain in the same neighbourhood for longer time periods through allowing accessory suites in low density areas. So we sincerely hope city can support our application.



# Applicant Outreach Summary

2025 May 5



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 253 19 Ave NE

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Before undertaking the project, our office completed the "Community Outreach Assessment". The project's impact score is "1A". So we are implementing a direct approach to reach to community association, local residents within a 100 meters radius and also Ward Councilor Office.

On May 5th, 2025, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.



### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

Immediate neighbour, local residents, community association and ward councillor office

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

We believe those concerns can be properly dealt with at the development permit stage.

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Continue engage with local residents, Councillor office and community association. And better explain to local residents about proposed developments and restrictions under H-GO.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# Community Association Response

**Nwawulu, Emmanuel**

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**From:** Arnie Brownlees [REDACTED]  
**Sent:** Wednesday, October 8, 2025 10:22 AM  
**To:** Nwawulu, Emmanuel  
**Subject:** [External] LOC2025-0104 253 19 Ave. NE

**This Message Is From an External Sender**

This message came from outside your organization.

ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to [spam@calgary.ca](mailto:spam@calgary.ca)

[Report Suspicious](#)

Tuxedo Park Community Association believes the H-GO designation allows for too large a development which is not suitable for this location.

Arnie Brownlees  
Director, Tuxedo Park Community Association  
403 [REDACTED]

# PROPOSED

CPC2025-0950  
ATTACHMENT 5

## BYLAW NUMBER 16D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0140/CPC2025-0950)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

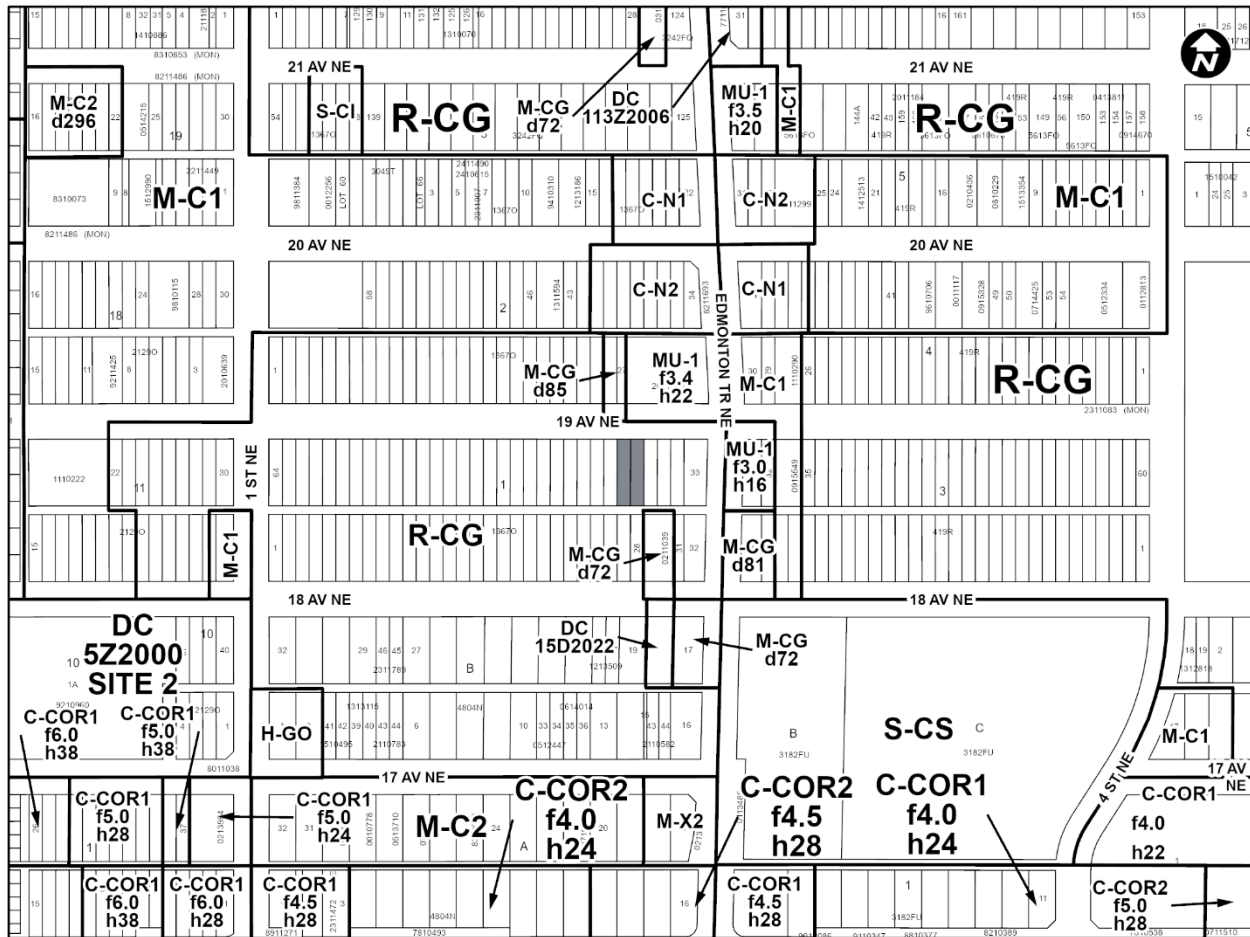
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2025-0140/CPC2025-0950  
BYLAW NUMBER 16D2026

## SCHEDULE A







**Policy and Land Use Amendment in Downtown East Village (Ward 7) at multiple addresses, LOC2025-0067**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the East Village Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.41 hectares  $\pm$  (1.01 acres  $\pm$ ) located at 501, 505, 509, 511, 515, 517, 519, 521, and 527 – 8 Avenue SE (Plan A; Block 58; Lots 1 to 14) from Centre City East Village Integrated Residential District (CC-EIR) and Centre City East Village Primarily Residential District (CC-EPR) to Direct Control (DC) District to accommodate mixed-use development, with guidelines (Attachment 3).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 DECEMBER 18:**

That Council:

1. Give three readings to **Proposed Bylaw 5P2026** for the amendments to the East Village Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 18D2026** for the redesignation of 0.41 hectares  $\pm$  (1.01 acres  $\pm$ ) located at 501, 505, 509, 511, 515, 517, 519, 521, and 527 – 8 Avenue SE (Plan A; Block 58; Lots 1 to 14) from Centre City East Village Integrated Residential District (CC-EIR) and Centre City East Village Primarily Residential District (CC-EPR) to Direct Control (DC) District to accommodate mixed-use development, with guidelines (Attachment 3).

**HIGHLIGHTS**

- This land use application proposes a new Direct Control (DC) District to allow for increased density to accommodate a future mixed-use development.
- This application is supported as it will facilitate development that is in keeping with the context of the area and aligns with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application will provide more housing options for downtown living that would add to the revitalization taking place in this community.
- Why does this matter? By providing new housing options and additional commercial spaces, it supports the growth of a diverse population as well as existing businesses within the community.
- An amendment to the *East Village Area Redevelopment Plan* (ARP) is required to accommodate the proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

## Policy and Land Use Amendment in Downtown East Village (Ward 7) at multiple addresses, LOC2025-0067

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### DISCUSSION

This application, located in the southeast community of Downtown East Village, was submitted by B&A Studios on behalf of the landowner, Triovest East Village Holdings LTD., on 2025 March 21. No development permit has been submitted at this time.

The subject site consists of nine parcels of land with a total site area of approximately 0.41 hectares (1.01 acres) and is approximately one third of a city block. The site is adjacent to the National Music Centre, as well as a mixed-use development and small-scale commercial buildings. The subject site fronts onto 8 Avenue SE and 4 Street SE and is currently vacant.

As identified in the Applicant Submission (Attachment 4), this application proposes to redesignate the site to allow for mixed-use high-rise development with higher density than currently allowed. The proposed DC District allows for a floor area ratio (FAR) of 10.0 across the site. The increase in density requires an amendment to the *East Village ARP*.

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

### ENGAGEMENT AND COMMUNICATION

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

#### Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. The applicant team developed several different ways to connect with the public. For example, signage was placed on site to notify the public of the proposed project in addition to the standard notice posting signage. A digital flyer and social media graphics were shared with community groups and presented at an East Village Neighbourhood Association meeting. A virtual information session was held on 2025 June 3 with a total of 11 people in attendance. Please refer to the Applicant Outreach Summary (Attachment 5), for additional details on the engagement undertaken.

#### City-Led Outreach

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

Administration received one letter in opposition from the public, which stated concern regarding the loss of available parking in the area, and concern for the access to the Studio Bell loading docks. Administration received a letter of support from the East Village Neighbourhood Association (Attachment 6).

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate, as it will allow for a similar type of development as to

## **Policy and Land Use Amendment in Downtown East Village (Ward 7) at multiple addresses, LOC2025-0067**

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what is currently allowed. Parking, access and site design will be reviewed at the development permit stage to ensure a compatible development.

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

### **IMPLICATIONS**

#### **Social**

This application would allow for new development in an established community that may accommodate the housing needs of a wide range of age groups, lifestyles and demographics. In addition, new commercial development in the area would also attract and service additional residents.

#### **Environmental**

This application does not include any actions that specifically address the objective of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

#### **Economic**

The proposed land use would allow for more efficient use of land, existing infrastructure and services, and provide more compact housing and commercial uses in the community.

#### **Service and Financial Implications**

No anticipated financial impact.

#### **RISK**

There are no known risks associated with this proposal.

### **ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 5P2026**
3. **Proposed Bylaw 18D2026**
4. Applicant Submission
5. Applicant Outreach Summary
6. Neighbourhood Association Response

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 18**

**ISC: UNRESTRICTED  
CPC2025-1024  
Page 4 of 4**

**Policy and Land Use Amendment in Downtown East Village (Ward 7) at multiple  
addresses, LOC2025-0067**

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Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Downtown East Village at the southeast corner of 4 Street SE and 8 Avenue SE. The rectangular site is approximately 105 metres by 39 metres and totals approximately 0.41 hectares (1.01 acres) in size. It is currently vacant land that is being used as a surface parking lot.

Surrounding development is characterized by a mix of commercial and residential development. To the west of the site across 4 Street SE is the temporary Bounce basketball court and small-scale commercial development. To the northwest of the site is 17-storey mixed-use development. Directly to the south of the site is the National Music Centre, and to the east is a six-storey mixed-use development. To the north of the site across 8 Avenue SE is a surface parking lot.

The subject site is directly adjacent to the Downtown Commercial Core and is well served by amenities. The site is near existing public open spaces, including Confluence Historic Site and Parkland within 350 metres (a five-minute walk) and Calgary Riverwalk within 550 metres (a seven-minute walk) from the site. The 4 Street SE Cycle Track connects the site to the cycle track network and the site is well served by pedestrian connections. Multiple transit options are available within a five-minute walk from the site, with light rail and express bus lines providing connections to the rest of the city.

## Community Peak Population Table

As identified below, the community of Downtown East Village reached its peak population in 2019.

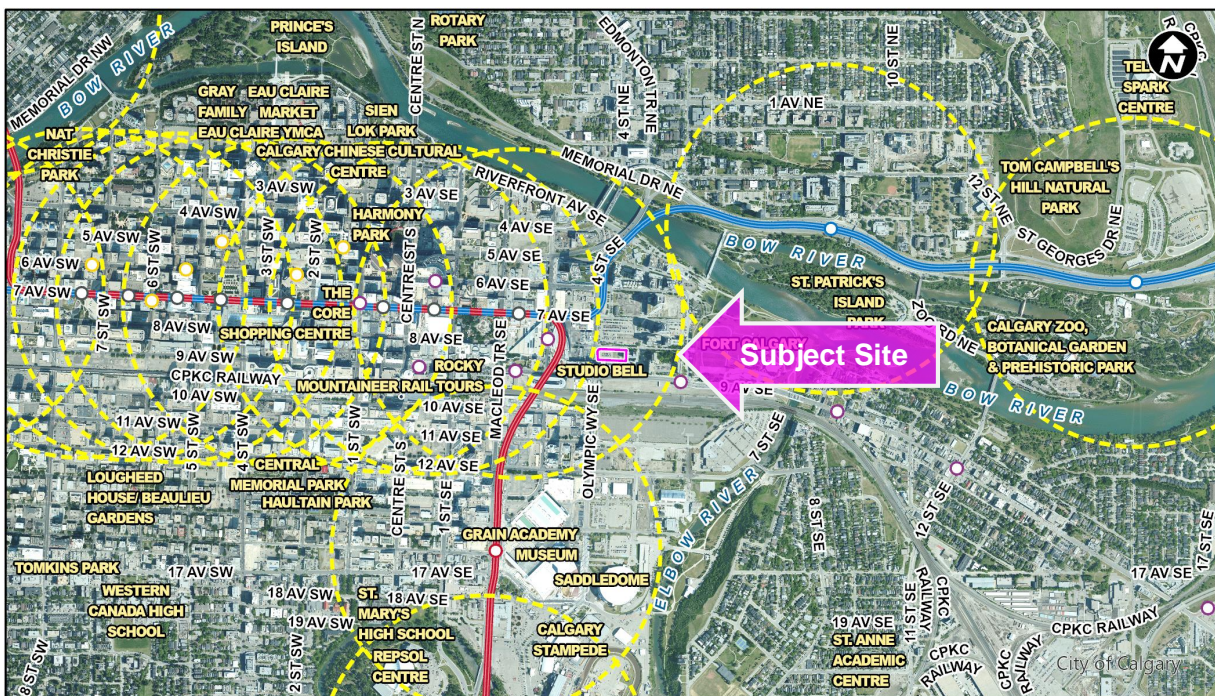
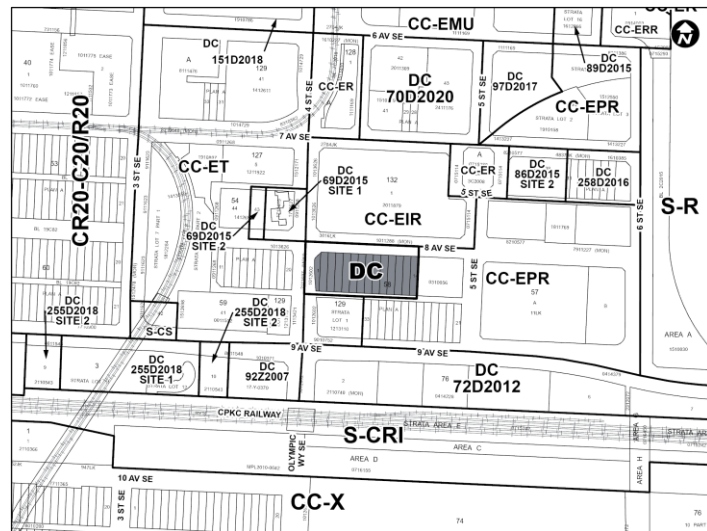
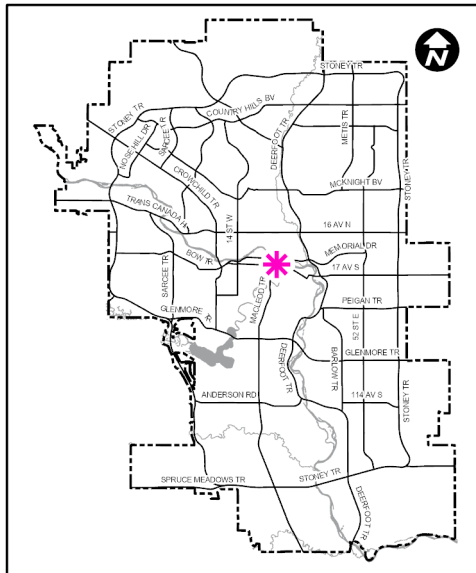
<b>Downtown East Village</b>	
Peak Population Year	2019
Peak Population	3,893
2019 Current Population	3,893
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

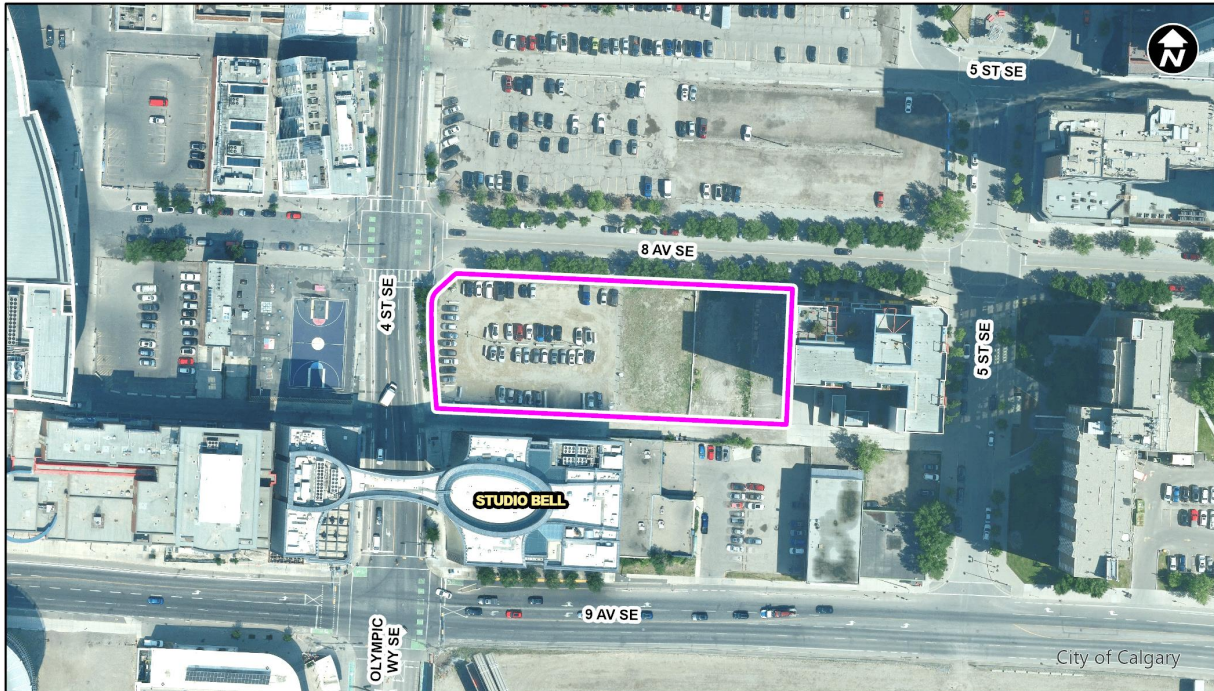
Additional demographic and socio-economic information may be obtained online through the [Downtown East Village community profile](#).



## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

There are two separate land use districts covering the subject parcels of this application. The west side of the subject is currently zoned Centre City East Village Integrated Residential District (CC-EIR), while the eastern parcels are currently zoned Centre City East Village Primarily Residential District (CC-EPR). The CC-EIR District in this location allows for a maximum Floor Area Ratio (FAR) of 7.0 with no maximum height. The CC-EPR District in this location allows for a maximum of 6.65 FAR with no maximum height. Both districts allow for a maximum floorplate of 750 square metres for portions of the building above 36.0 metres from grade.

The proposed Direct Control (DC) District is based on the CC-EIR District, which provides for a mix of commercial and residential uses with a maximum density of 10.0 FAR. The maximum floor plate for portions of buildings above 36.0 metres from grade is 800 square metres, a slight increase from the base district. This application has been evaluated in the context of surrounding developments. Given the existing built form and land uses in the area, the proposed higher density and larger-than-typical floor plate are considered appropriate for this site, with minimal anticipated impact on neighbouring properties.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the site-specific regulations unavailable in

other land use districts. This proposal allows for the applicant's intended development while maintaining the CC-EIR District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

### **Development and Site Design**

If the land use redesignation is approved by Council, the rules of the proposed DC District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and site access. Additional items that will be considered through the development permit process would include:

- ensuring an engaging built interface along all frontages of the development, including 4 Street SE and 8 Avenue SE;
- integration of the new development with the public realm; and
- ensuring high quality finishes and materials that are in keeping with the surrounding context.

### **Transportation**

Pedestrian access is available from 4 Street SE and 8 Avenue SE. The grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians. In addition, the Riverwalk and pathway system is in close proximity to the site. The 4 Street SE Cycle Track runs along the west edge of the site.

The site benefits from strong connectivity for all transportation modes. The site is well served by Calgary Transit with the City Hall/Bow Valley College LRT Station within 280 metres (a four-minute walk). The westbound 9 Avenue SE at 6 Street SE bus stop is 235 metres (a four-minute walk) away with access to multiple routes providing service to downtown and beyond. The eastbound 9 Avenue SE at Macleod Trail SE stop is approximately 360 metres (a five-minute walk) from the subject site, where the MAX Purple and Route 1 connect to Forest Lawn, and Route 302 connects to the South Health Campus.

The intersection at 8 Avenue SE and 4 Street SE is signalized. A Traffic Impact Assessment to identify future improvements and optimizations will be required from the developer at development permit stage.

### **Environmental Site Considerations**

No environmental concerns have been identified at this time.

### **Utilities and Servicing**

Public water, sanitary and storm utility connections exist along 8 Avenue SE and 4 Street SE. Ultimate development servicing will be determined at the future development stage.

## Legislation and Policy

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

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

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

The subject site is situated in the Greater Downtown area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). This application is in alignment with the vision in the MDP for the Greater Downtown communities: mixed-use areas with high-density residential development, that are vibrant destinations, connected with great streets and transit opportunities that are truly complete communities. These communities offer a variety of housing choices, diverse employment opportunities, are distinct neighbourhoods and have great public spaces for residents and Calgarians alike.

### **Greater Downtown Plan (Non-Statutory – 2021)**

This application is supported by [Calgary's Greater Downtown Plan](#), as it will help to strengthen East Village as a community that has a variety of housing choices and helps to increase commercial opportunities for residents and the broader public.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align future development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

### **East Village Area Redevelopment Plan (Statutory – 2017)**

The subject parcel is governed by the [East Village Area Redevelopment Plan](#) (ARP). The site falls within the Neighbourhood Centre and Mixed-Use High-Density area of the plan. This application meets the objectives as outlined in the ARP, for example, providing high-density mixed-use development that will create additional housing in the community.

The application is in direct alignment with the objectives of Section 3.1 Land Use Concept, including:

- supporting a wide range of uses that generates activity throughout the day, week, year; and
- allowing for development that varies in building scale and intensity to reinforce policy areas.

However, a policy amendment is required to support this application. A new policy is being added to Section 3.4.3: Density, to allow for the increase in density to 10.0 FAR. Map 8: Density Areas and Table 1: East Village Density by Area will no longer apply to the subject parcels.

# PROPOSED

CPC2025-1024  
ATTACHMENT 2

## BYLAW NUMBER 5P2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE EAST VILLAGE AREA  
REDEVELOPMENT PLAN BYLAW 11P2017  
(LOC2025-0067/CPC2025-1024)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the East Village Area Redevelopment Plan Bylaw 11P2017;

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

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

1. The East Village Area Redevelopment Plan attached to and forming part of Bylaw 11P2017, is hereby amended as follows:
  - (a) In Part 3 Land Use, Section 3.4 Density and Composition, subsection 3.4.3 Density, after Policy 4 add a new policy as follows and renumber the subsequent policies:
    - “5. For the parcels located on the southeast corner of 8 Avenue SE and 4 Street SE (Plan A, Block 58, Lots 1 to 14) Map 8: Density Areas and Table 1: East Village Density by Area do not apply and the maximum allowable density (FAR) for these parcels is 10.0.”
2. This Bylaw comes into force on the date it is passed.

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

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

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

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

CPC2025-1024  
ATTACHMENT 3

## BYLAW NUMBER 18D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0067/CPC2025-1024)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

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

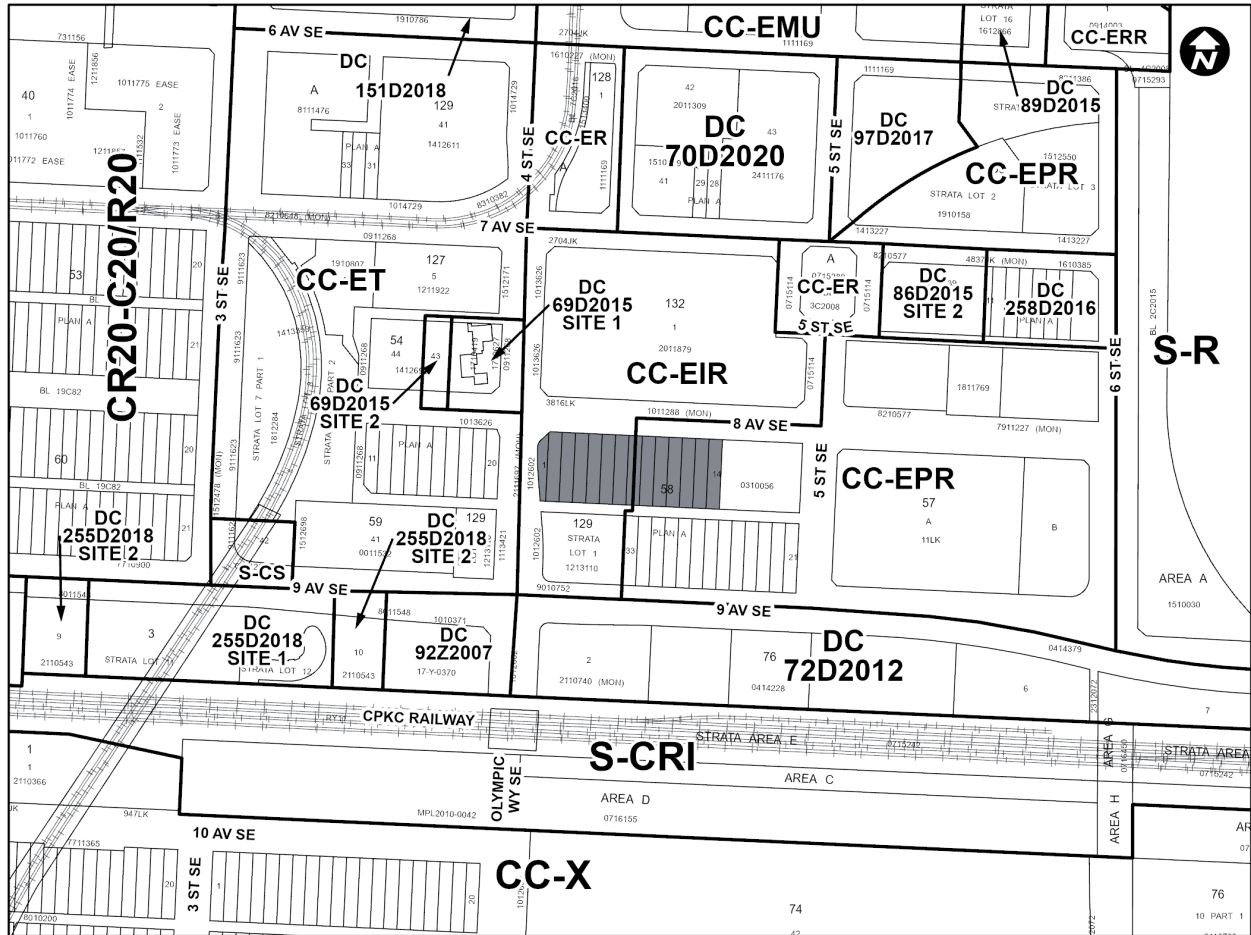
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CITY CLERK  
SIGNED ON \_\_\_\_\_



# PROPOSED

AMENDMENT LOC2025-0067/CPC2025-1024  
BYLAW NUMBER 18D2026

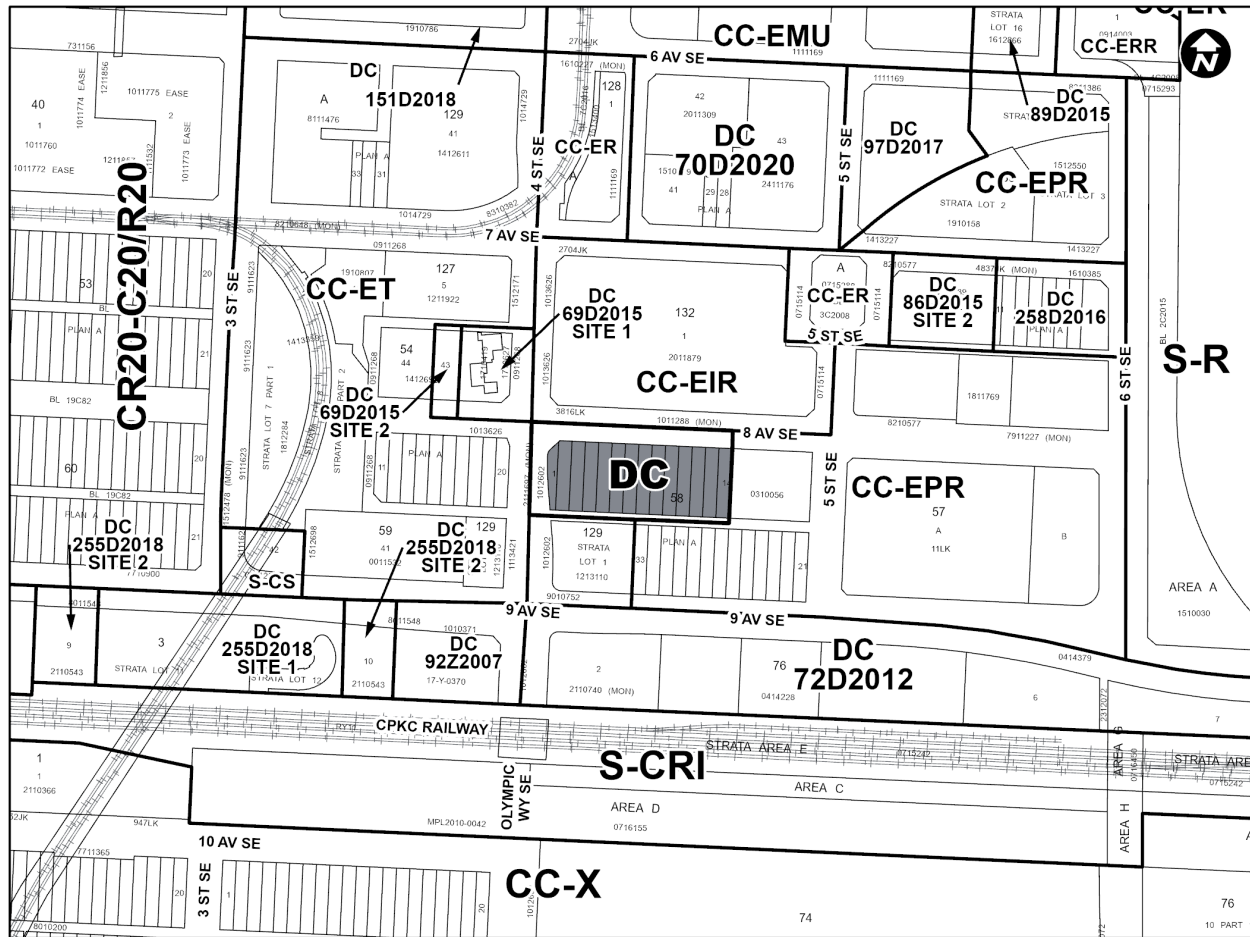
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2025-0067/CPC2025-1024  
BYLAW NUMBER 18D2026

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

- 1 This Direct Control District Bylaw is intended to allow for high-density mixed-use development with a maximum density over and above the base district.

### Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

### Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

### Permitted Uses

- 4 The **permitted uses** of the Centre City East Village Integrated Residential District (CC-EIR) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

# PROPOSED

AMENDMENT LOC2025-0067/CPC2025-1024  
BYLAW NUMBER 18D2026

## Discretionary Uses

- 5 The **discretionary uses** of the Centre City East Village Integrated Residential District (CC-EIR) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

## Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Centre City East Village Integrated Residential District (CC-EIR) of Bylaw 1P2007 apply in this Direct Control District.

## Density

- 7 (1) The maximum **floor area ratio** for **development** is 10.0.
- (2) In this Direct Control District, for the purpose of calculating **floor area ratio**:
- (a) the following **uses** must be excluded from the calculation to a maximum cumulative **floor area ratio** of 1.0:
- (i) **Child Care Service;**
  - (ii) **Community Recreation Facility;**
  - (iii) **Conference and Event Facility;**
  - (iv) **Indoor Recreation Facility;**
  - (v) **Library;**
  - (vi) **Museum;**
  - (vii) **Performing Arts Centre;**
  - (viii) **Place of Worship – Small;**
  - (ix) **Protective and Emergency Service;**
  - (x) **School – Private;**
  - (xi) **School Authority – School;**
  - (xii) **Service Organization;**
  - (xiii) **Social Organization;** and
  - (xiv) **Utilities;** and
- (b) the following must be excluded from the calculation for **floor area ratio**:
- (i) the total **gross floor area** of a **Post-secondary Learning Institution** to a maximum of 3.0 **floor area ratio**; and
  - (ii) the total **gross floor area** transferred from a designated Municipal Historic Resource pursuant to the *Historical Resources Act* to a maximum of 3.0 **floor area ratio**.

## Floor Plate Restrictions

- 8 Each floor of a **building** located partially or wholly above 36.0 metres above **grade** has a maximum:
- (a) **floor plate area** of 800 square metres; and
  - (b) horizontal dimension of 60.0 metres within 6.0 metres of a **property line** shared with a **street**.

# PROPOSED

AMENDMENT LOC2025-0067/CPC2025-1024  
BYLAW NUMBER 18D2026

## Building Separation

- 9 (1) The façade of a **building** located above 36.0 metres from **grade** must provide a minimum horizontal separation of:
- (a) 24.0 metres from the façade of a **building** located on the same **parcel**;
  - (b) 12.0 metres from a **property line** shared with another **parcel**; and
  - (c) 9.0 metres from a **property line** shared with a **lane**.
- (2) The façade of a **building** referenced in subsection (1) does not include **balconies**.

## Relaxations

- 10 The **Development Authority** may relax the rules contained in Section 6 in this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

# Applicant Submission



## Applicant's Submission

November 5, 2025

On behalf of Triovest, B&A Studios is pleased to submit a land use amendment for 501, 505, 509, 511, 515, 517, 519, 521 and 527 8 Avenue SE to allow for a higher density mixed-use development.

The subject site is located on the southeast corner of 8 Avenue and 4 Street SE in the community of East Village. Studio Bell (National Music Centre) is located directly to the south, a surface parking lot is located across 8 Avenue SE to the north and mid-rise multi-residential is located directly to the east. The site is also located in close proximity to primary transit, the Central Library, Calgary Municipal Building, The Confluence, Riverwalk pathway system, a grocery store and many more commercial amenities.

The subject site currently falls under two different land use districts. The western portion of the site is currently designated as the Centre City East Village Integrated Residential (CC-EIR) District. This district is intended to provide for mixed-use that integrates residential with a broad range of commercial, cultural and entertainment uses and allows for a maximum floor area ratio (FAR) of 7.0. The eastern portion of the site is currently designated as the Centre City East Village Primarily Residential (CC-EPR) District. This is intended to provide for a mainly residential development with a limited range of support commercial uses and local amenities and allows a maximum FAR of 6.65.

These existing districts do not allow the site to be developed to its full potential and create a split zoning for the proposed development. The existing density maximums are too low to make this project economically viable. Since the original approval of the land use districts for this site, significant changes to the market are forcing this important and significant site to remain as a surface parking lot. A land use amendment is required to increase the allowable density.

The proposed DC District will allow for the site to be developed to its full potential into a high density, vibrant, mixed-use development that will be both a catalyst and backdrop to music, culture and energy that makes East Village unique. The DC District is proposing a base density of 10.0 FAR without requiring bonus density. The Community Revitalization Levy provides for a similar community benefit that is normally achieved through bonus density therefore additional community benefit doesn't need to be provided to achieve the proposed density for this site. Floor plate sizes have also been modified to provide for more flexibility in the ultimate building design.

An amendment to the ARP will be required to support the proposed land use amendment.

The subject site is located within the Mixed-Use - High Density typology and the west portion of the site is also within the Neighbourhood Centre typology according to Map 4: Land Use Concept within the East

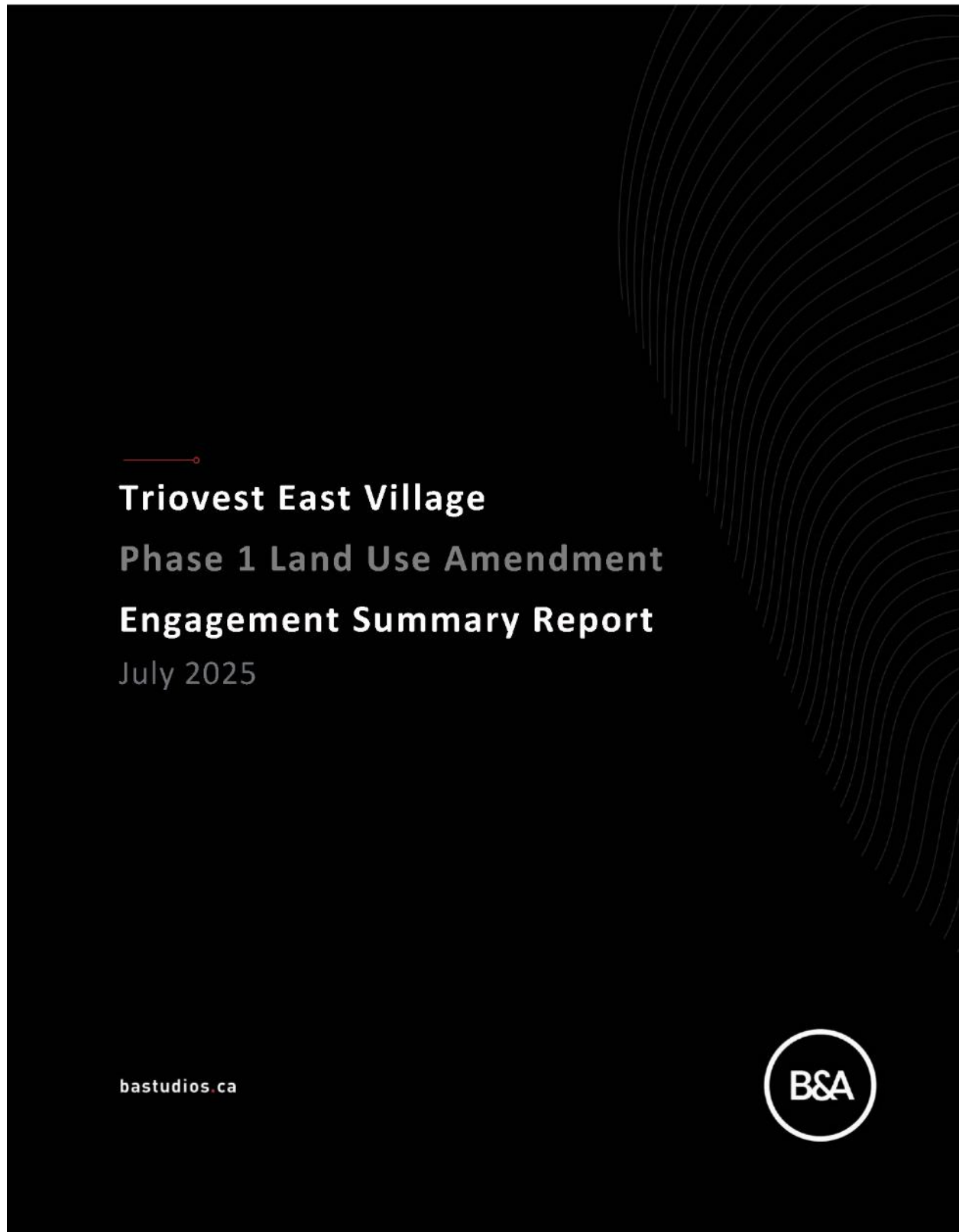


Village Area Redevelopment Plan [ARP]. Policies within these areas support a range of residential and non-residential uses and a higher concentration of commercial and active uses at grade within the Neighbourhood Centre. The proposed DC District aligns with the policies of both the Mixed-Use - High Density typology as well as the Neighbourhood Centre. The proposed density does not currently align with the Density and Composition Section of the ARP. Amendments to this section are required to allow for a base density of 10.0 to align with the proposed DC District.

This land use amendment will enable a vibrant mixed-use development in a prominent location, contributing to the revitalization of the East Village and providing additional housing in a well-served area of the Greater Downtown with excellent access to primary transit. By supporting higher-density, mixed-use growth in a transit-oriented location, the proposed development helps advance broader sustainability objectives, enhances accessibility within the community and contributes to a more diverse range of housing options that support affordability and inclusivity.



# Applicant Outreach Summary





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## 1.0 PROJECT OVERVIEW

Triovest has submitted a land use amendment application for its site located at 501 to 527 8 Avenue S.E. in Calgary's East Village. The application proposes to increase the maximum floor-area-ratio (FAR) from 7.0 to 10.0 to support a high-density, primarily residential mixed-use development. The proposal aligns with the vision of the East Village Area Redevelopment Plan (ARP); supporting increased housing supply, street-level activity and continued community evolution. B&A Studios supported Triovest in preparing and delivering the public engagement process for this application.

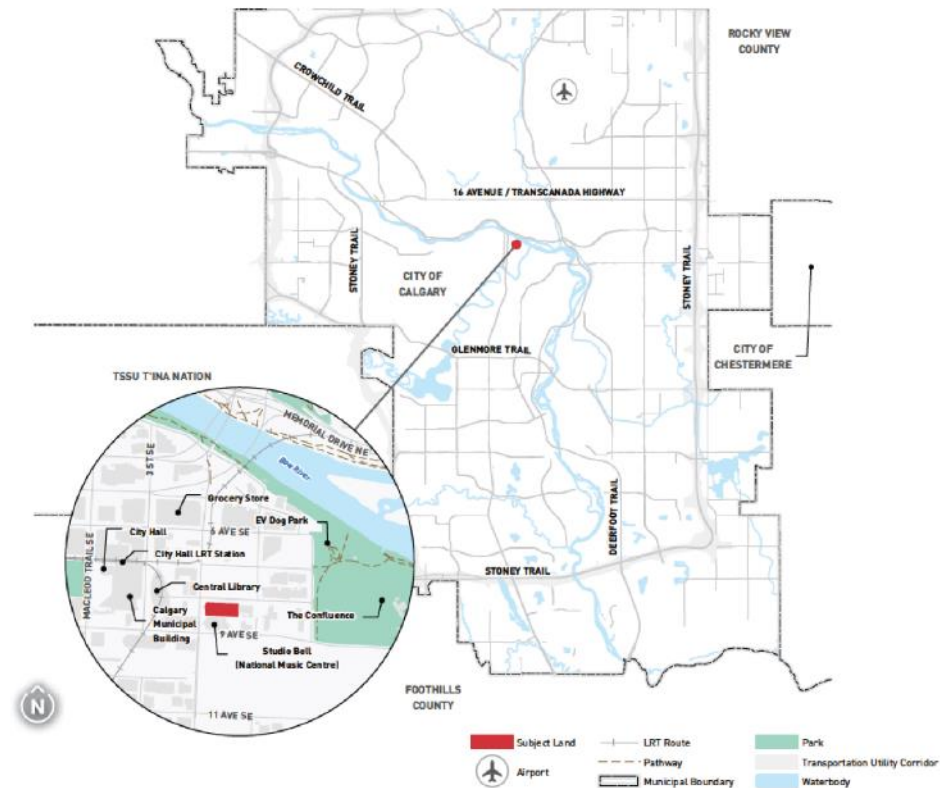


Figure 1: Site Location



## 1.1 Engagement Objectives

The objectives of the engagement process were to:

- Share accessible, accurate information about the proposed land use and ARP amendment
- Clarify how the proposal aligns with broader planning objectives for East Village
- Gather input from community members and interest holders to help guide the application

## 2.0 OUTREACH APPROACH



Promotions for a virtual information session began two weeks in advance of the event, held on Tuesday, June 3, 2025. Outreach efforts included:

- **Direct email outreach** to community interest holders, including:
  - East Village Neighbourhood Association (EVNA)
  - East Village Community Association
  - Calgary Downtown Association
  - Calgary Municipal Land Corporation (CMLC)
  - Ward 7 Councillor Terry Wong
- **Digital flyer and social media graphics** shared with community groups.  
*(See Appendix for promotional materials)*
- **BOLD signage** installed near the project site with a QR code linking to the virtual flyer and registration page.
- **EVNA board meeting presentation on May 27, 2025.** The project team presented the proposed land use amendment and early massing concepts, and responded to questions. Board members expressed early interest in the project's proposed height, design quality and neighbourhood impact. These themes were also reflected in comments received at the virtual information session, particularly around architectural fit and the desire for a development that contributes positively to East Village's visual character and livability.



### 3.0 VIRTUAL INFORMATION SESSION

The virtual information session took place on **June 3, 2025, from 6 to 7 p.m. via Zoom**. A total of 11 people attended the information session, of the 17 registrants. The information session shared the rationale for the proposed land use amendment and FAR increase, preliminary massing concepts and anticipated next steps. A live Q-and-A followed.

After the session, a post-event email was sent to all registrants, thanking them for their interest in the proposed land use amendment. For those who could not attend or wanted to review the materials, the email included links to the session recording, presentation slides, feedback form, and contact information for follow-up questions.

The presentation slides are included in the Appendix.

### 4.0 FEEDBACK SUMMARY

#### 4.1.1 Project Details and Density

Several participants asked for clarification on the rationale for increasing the FAR from 7.0 to 10.0. The project team explained that the proposed increase supports citywide housing objectives and is consistent with East Village's role as a transit-oriented, high-density urban neighbourhood.

While some participants supported the additional density and saw value in converting surface parking lots into housing, others raised concerns about building scale and massing. Comments focused on whether the proposed form would complement the surrounding context or appear overly bulky. One participant suggested the development could have a stronger architectural identity to reflect East Village's evolving character.

#### 4.1.2 Design, Fit and Character

Participants shared a range of perspectives on how well the proposal fits within East Village. Some expressed interest in a more varied and distinctive architectural design. Others emphasized that nearby landmarks, such as Studio Bell and the Central Library, require thoughtful integration and human-scale massing.

While some advocated for contextual height transitions and stronger streetscape design, others welcomed the continued growth of East Village as a vibrant urban community.



#### **4.1.3 Community Benefits and Housing Needs**

Participants showed strong interest in diverse housing options, especially larger units for families, ownership opportunities and accessible housing for seniors. While the community offers a mix of unit types, many noted that affordable and family-oriented options remain limited.

There was also interest in including amenities and retail that contribute to street-level vibrancy, walkability and day-to-day convenience. Features such as patios, active frontages, green spaces and public realm enhancements were seen as important components of new development.

#### **4.1.4 Future Engagement and Transparency**

Attendees appreciated the opportunity to ask questions and expressed interest in staying informed as the proposal advances. Some noted this is an early stage in the planning process and would like to see more detailed design elements in future phases.





## 4.2 Feedback Form Results

A feedback form was shared with participants after the session. A total of five responses were received.

### 4.2.1 General impressions:

- Two respondents expressed a positive impression of the proposal.
- Two described themselves as somewhat positive, pending further detail.
- One raised concerns about height and massing.

#### Housing Needs (multi-select)

Housing type	Responses
Family-oriented housing	5
Ownership options (e.g. condos)	5
Senior-oriented or accessible housing	4
Affordable or below-market housing	2

#### Top Development Priorities (select up to three)

Priority	Responses
Design that reflects the character of area	4
Street-level activity (e.g. shops, patios)	4
Housing choice and diversity	3
Green spaces and public realm connections	3
Indoor or outdoor amenity space	3

### 4.2.2 Additional comments

Comments echoed those raised during the live session. Some respondents requested more architectural distinction and thoughtful integration with surrounding developments. Others were optimistic about the opportunity to bring new energy, activity and residents to East Village.

Several respondents expressed interest in seeing community-oriented commercial tenants. All respondents requested future project updates.



### 4.3 Key Takeaways

Engagement feedback reflected a range of perspectives. Many participants supported the proposed increase in density and welcomed additional housing in East Village. Participants also emphasized the importance of design quality, neighbourhood fit, and overall livability.

Housing diversity was a clear priority, particularly for family-oriented, accessible and ownership units. Participants also valued strong street-level design, public realm connections and ongoing engagement throughout the planning process.

## 5.0 NEXT STEPS



Trivest and B&A Studios will continue to refine the proposal, incorporating feedback from the City and community. Additional engagement opportunities will be available during the development permit phase, where more detailed design elements will be reviewed.

Project updates will be shared with those who requested ongoing communication.

## 6.0 APPENDICES

### 6.1 Outreach Materials

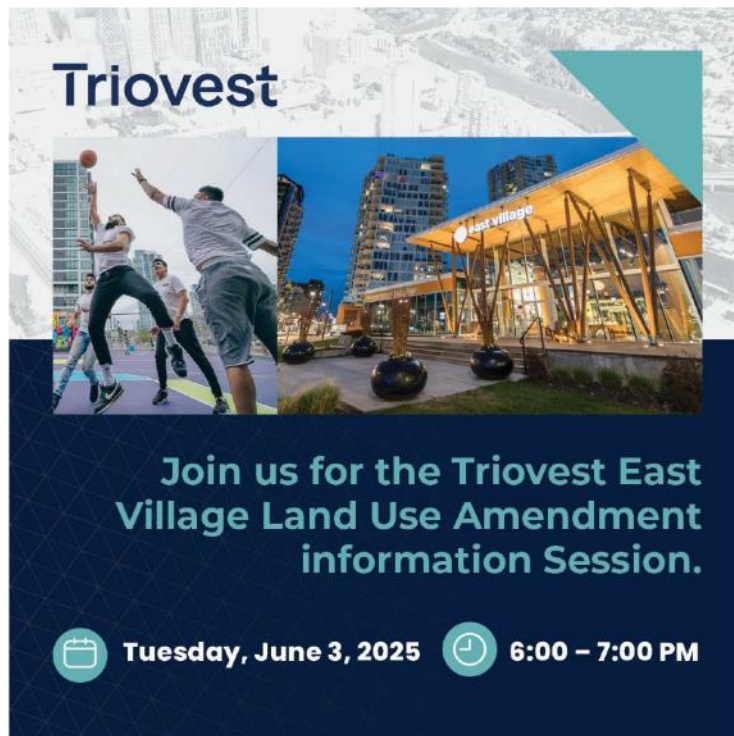
#### 6.1.1 Digital Flyer



6.1.2 Social Media Graphic 1



6.1.3 Social Media Graphic 2



## 6.2 Presentation Slides



**Triovest**

**East Village Proposed Land Use Amendment**  
May 27, 2025 Presented by Triovest & B&A Studios

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**Introduction** **Triovest**

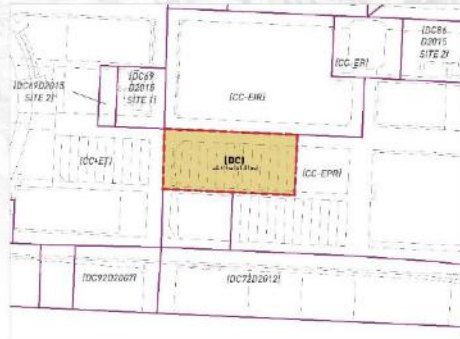
**Purpose of this Presentation**

-  Introduce the proposed Land Use Amendment
-  Share key project details and context
-  Provide information ahead of the June 3 public session
-  Answer questions or discuss concerns





## Triovest

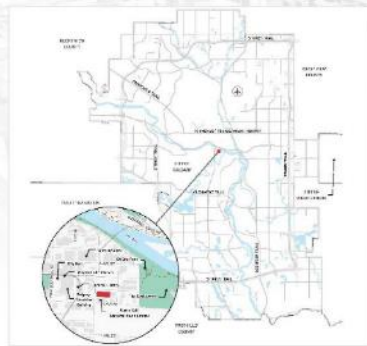


### What is Being Proposed

- A Land Use Amendment to enable a mixed-use development with greater residential density
- Located at 501-527 8 Avenue SE
- A Direct Control District based on the Centre City East Village Integrated Residential (CC-EIR) District
- A maximum Floor Area Ratio of 10.0

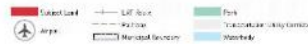


## Triovest



## About the Site

- Located at 8 Ave SE & 4 St SE, near Studio Bell
- Currently a surface parking lot and undeveloped land
- Surrounded by community amenities and transit access





## Planning & Mobility Context

Triovest



### Planning Alignment & Access

- Close to City Hall LRT and future Green Line LRT
- Walkable, amenity-rich setting
- Supported by policy in the East Village ARP, Greater Downtown Plan and MDP



## Vision for the Site

Triovest

### The Vision

- A high-density, mixed-use development
- Adds more housing near primary transit
- Brings energy and activity into a key East Village location



## Engagement & Next Steps

Triovest

### How We're Engaging



Stakeholder outreach (CAs, BIA, CMLC, Councillor)



Promotional signage



Virtual info session on June 3



Online feedback options



## Engagement & Next Steps

Triovest

### Next Steps



Receive Detailed Review from The City



Revise submission based on community and City feedback



Resubmit to City



City review and decision in Summer 2025



## How to Participate

TrioVest

### Join Us



Tuesday, June 3, 2025 from 6:00 PM – 7:00 PM

### Can't attend live?

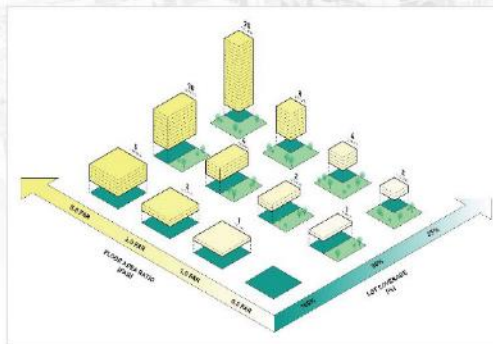


Reach out to Jane Geller at [jgeller@bastudios.ca](mailto:jgeller@bastudios.ca) to request a recording or provide feedback.



## Floor Area Ratio (FAR)

TrioVest



### What is FAR?

FAR is a zoning regulation that expresses the relationship between a building's total floor area and the size of the land it occupies. It is often used to control development density and is the ratio of a building's total floor area (gross floor area or GFA) to the size of the lot on which it is built.

# Neighbourhood Association Response

Date: 2025 May 15

From: East Village Neighbourhood Association (garden@yyceyna.org)

East Village Neighbourhood Association is in support of this development project. Providing units for families 3 Bedroom units is highly needed in this neighborhood to encourage families to stay in the EV. Concern over garbage, traffic, street level safety (nooks/corners/loitering/crime) is flagged for developer to consider. Business opportunities at ground/second floor will benefit the community. Street level public realm is encouraged. Taller building/larger/more FAR is acceptable in the eyes of the community who is welcoming new builds/more neighbors.

**Policy and Land Use Amendment in Beltline (Ward 8) at 906 – 12 Avenue SW,  
LOC2025-0041**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Refuse and abandon the proposed bylaw for the amendments to the Beltline Area Redevelopment Plan (Attachment 2); and
2. Refuse and abandon the proposed bylaw for the redesignation of 0.39 hectares  $\pm$  (0.96 acres  $\pm$ ) located at 906 – 12 Avenue SW (Plan A1, Block 74, Lots 21 to 34) from Centre City Mixed Use District (CC-X) to Direct Control (DC) District to accommodate an addition to an existing building, with guidelines (Attachment 3).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 18:**

That Council:

1. Refuse and abandon **Proposed Bylaw 6P2026** for the amendments to the Beltline Area Redevelopment Plan (Attachment 2); and
2. Refuse and abandon **Proposed Bylaw 19D2026** for the redesignation of 0.39 hectares  $\pm$  (0.96 acres  $\pm$ ) located at 906 – 12 Avenue SW (Plan A1, Block 74, Lots 21 to 34) from Centre City Mixed Use District (CC-X) to Direct Control (DC) District to accommodate an addition to an existing building, with guidelines (Attachment 3).

Opposition to Recommendation: Director Fleming, Commissioner Hawryluk, Commissioner Gordon, and Commissioner Campbell-Walters

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for the development of an additional 12 storeys on top of an existing nine-storey building as outlined in the Direct Control (DC) District.
- Administration is recommending refusal based on a large floorplate, reduced setbacks and reduced separation distance from existing buildings. While supportive of intensification, adaptive reuse of existing building and the need for housing, the proposal is contrary to multiple relevant statutory planning policies contained in the *Beltline Area Redevelopment Plan: Part 1 (ARP)*.
- What does this mean to Calgarians? The application demonstrates the importance of balancing the need for housing while providing for basic standards that people expect in a high-density neighbourhood, including access to daylight, and dwelling unit windows at minimum distances apart to allow adequate views to and from for daylight and privacy.
- Why does this matter? The approval of the proposal would set a negative precedent for large buildings with minimal separation and setbacks in a context of the highest-density area of the city with tower development. The City of Calgary has been successful in attracting people to live in the Beltline because of the consistent approach to meeting

**Policy and Land Use Amendment in Beltline (Ward 8) at 906 - 12 Avenue SW,  
LOC2025-0041**

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standards for daylight, privacy and building separation. This application does not meet those standards.

- An amendment to the *Beltline* ARP would be required to accommodate the proposal.
- A development permit application has been submitted for the proposed addition and is under review.
- There is no previous Council direction on this file.

## DISCUSSION

This application, located in the southwest community of Beltline, was submitted by Manu Chugh Architects Ltd. on behalf of 906 Residential Corporation on 2025 February 26.

The subject site is located on the northwest corner of 12 Avenue SW and 8 Street SW and contains an existing building with a one-storey commercial level at grade, the Alberta Ballet School and studio space in a three-storey building on the west, connected to a nine-storey office building on the east. The nine-storey office building is proposed to be retrofitted and converted to a residential use, as outlined in the Applicant Submission (Attachment 4).

A development permit (DP2024-03242) has been submitted proposing a 12-storey residential addition to the existing nine-storey office building, conversion of the office use to residential, exterior renovations and changes to site plan. The proposal includes:

- the floor plate would exceed the maximum floor plate allowed in the ARP by almost double the allowable area (proposed 1,225 metres versus ARP maximum of 650 metres),
- the tower separation between adjacent buildings to the north is reduced to 9 metres (versus the ARP minimum requirement of 18 metres), and
- the north property setback would be reduced to 3.2 metres (versus ARP requirement of nine metres).

Administration worked with the Applicant to investigate and find a compromise based on applicable policy and the context of adjacent developments by suggesting a 930 square metre floorplate and moving the tower portion strategically to take advantage of larger setbacks to the building to the north. This would allow the floorplate size to be increased, achieve a minimum separation distance to the north and reduce the size of the building, but was unsuccessful. The applicant did not agree to this compromise.

As proposed, the development proposes significant deviations from the ARP and would impact the access to sunlight and loss of privacy to dwelling unit windows related to building separation to and from the subject site. This conflicts with the Beltline ARP Policies 4.4.6 regarding building massing and setbacks, as well as Policy 4.4.7 regarding building separation, access to daylight and views to and from the building, which was written to accommodate high-density development balanced with privacy, comfort, enjoyment and livability of new dwelling units.

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



**Policy and Land Use Amendment in Beltline (Ward 8) at 906 - 12 Avenue SW,  
LOC2025-0041**

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**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the application review process, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to determine the appropriate level of engagement with the public, interested parties and relevant community associations. In response, the applicant submitted a “What We Heard” Report and the minutes from a meeting with the Beltline Neighbourhood Association (BNA), both as part of the Applicant Outreach Summary (Attachment 5). An in-person meeting was held with the BNA on 2025 June 25 to discuss the application.

Key themes identified in the report include:

- support for adaptive reuse and densification;
- questions about building design, engineering feasibility of the addition;
- concern over accessibility;
- unit mix and tenure; and
- mixed views on design and materials.

The report characterized feedback as “generally supportive with interest in design, accessibility, activation of public realm and challenges with the Beltline ARP policy.” Continued engagement was encouraged.

**City-Led Outreach**

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

Administration received three letters of opposition, which cited concerns surrounding the size of the floorplate, reduction in building separation leading to reduction in property value, shadowing on adjacent residential tower, the overall livability of the proposal and that the structural engineering does not seem fully fleshed out.

The Beltline Business Improvement Area (BIA) provided a response on 2025 September 15 after follow-up. The letter balanced support for intensification with concern with the proposal. A summary of the comments is below:

- recognition and support of the need to increase housing supply;
- the proposed relaxations are substantial and a departure from statutory ARP policy;
- concern with public areas the BIA has invested in infrastructure and public art potentially impacted by the proposal;
- concern with access to sunlight, the public realm and existing development; and
- concern with the scale of the proposal.

**Policy and Land Use Amendment in Beltline (Ward 8) at 906 - 12 Avenue SW,  
LOC2025-0041**

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No comments from the Beltline Neighbourhood Community Association (BNA) were received. Administration contacted the BNA to follow up on 2025 November 20 and no response was received.

Administration has reviewed the public feedback and planning issues and has determined that while the application would bring more housing to the neighbourhood, this application is not supportable due to the size of the proposed building, the proximity to the adjacent building impacting views to and from the building and the negative impacts on livability in this high-density neighbourhood.

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

## **IMPLICATIONS**

### **Social**

The proposed floorplate, setback and overall massing is not considered compatible with the general livability standards set out as policy in the Beltline ARP (Policies 4.4.6 and 4.4.7) which aim to balance new residential units with existing buildings while maintaining sunlight, privacy and views to and from units. In order to provide high-density residential housing in this case, policy requirements for maximum floor plate and minimum separation distance between buildings are not being met, which impact privacy, views and access to sunlight.

### **Environmental**

This application does not include specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. The proposal would utilize the existing structure and would retrofit the parkade and nine-storey building to current standards, but not to the benchmarks outlined in the *Calgary Climate Strategy*.

### **Economic**

The proposed land use may contribute to the vibrancy and revitalization of the 12 Avenue SW as a Greater Downtown Activity Centre by introducing additional housing and commercial opportunities. However, on balance, these potential economic benefits are outweighed by the anticipated negative impacts on the public realm and valued community assets.

### **Service and Financial Implications**

No anticipated financial impact.

### **RISK**

If the recommendation to refuse the application is supported, the housing units for the addition that would have been provided in the addition would be lost. However, the existing nine-storey building could still be converted to housing (128 units proposed). There is a risk that the existing building could sit vacant, resulting in a loss of potential housing, until such time as a more acceptable built form was proposed for the site. The commercial units are currently vacant, but

**Policy and Land Use Amendment in Beltline (Ward 8) at 906 - 12 Avenue SW,  
 LOC2025-0041**

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the Alberta Ballet School studio and office space is anticipated to remain on site until at least 2029.

If the recommendation to refuse the application is not supported and the land use amendment approved, the resulting building design, based on the proposed DC would be:

- greater in area and include a 1,225 square metre floorplate,
- would have a nine-metre tower separation to the north, and
- would have a 3.2 metre setback to the north lot line.

The risk associated with the resulting large building would be greater than expected in the area and would impact the privacy and views to and from residential units and access to sunlight in and around the site and proximity to existing structures, resulting in a reduced quality of life in proposed units.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 6P2026**
3. **Proposed Bylaw 19D2026**
4. Applicant Submission
5. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site consists of a parcel located in the Greater Downtown neighbourhood of Beltline, at the northwest corner of 12 Avenue SW and 8 Street SW. The site is 0.39 hectares (0.96 acres) in size and measures roughly 104 metres wide by 37 metres deep. The site encompasses roughly the eastern two-thirds of the block between 8 and 9 Street SW on the north side of 12 Avenue SW. The existing building spans the entirety of the site and consists of a three-storey portion accommodating the Alberta Ballet School offices and studio space on the western portion of the site, connected by a one-storey commercial base to a nine-storey office building. Parking and loading are accessed off the rear lane to the north. The site abuts 8 Street SW and is one of the few downtown streets that provide a direct north-south connection between the Beltline and downtown Calgary. It links the 17<sup>th</sup> Avenue Main Street and adjacent communities to the Bow River along the west edge of our downtown. The [Revitalize 8 Street S.W.](#) project is currently underway.

Surrounding development consists of a mix of commercial and residential developments. Directly adjacent to the west is a high-rise mixed-use development, low-rise mixed-use development to the southeast, and mid to high-rise commercial immediately adjacent to the north and south across 12 Avenue SW. Transit is accessed on 12 Avenue and 8 Street SW, and the 12 Avenue SW cycle track runs east-west adjacent to the site.

The site is 460 metres (a seven-minute walk) from the 17 Avenue SW Neighbourhood Main Street and 600 metres (an eight-minute walk) to 8th Street SW Calgary Light Rail Train stop. The subject site is well situated in the Greater Downtown area to take advantage of many local amenities.

## Community Peak Population Table

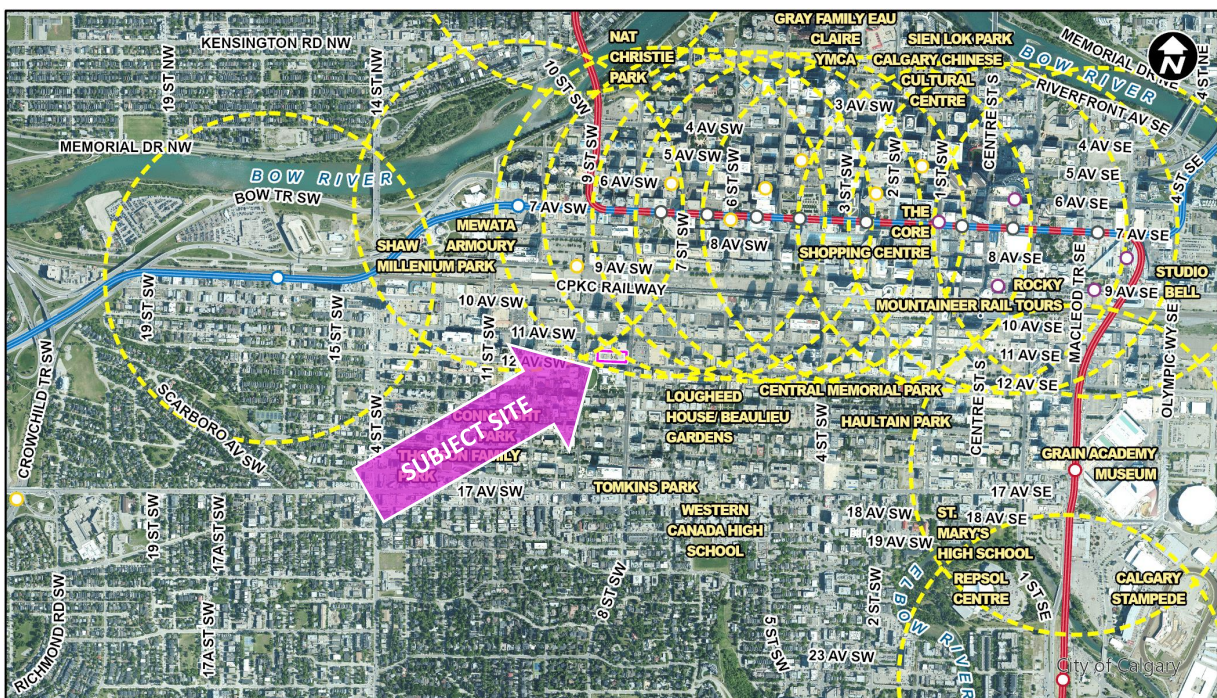
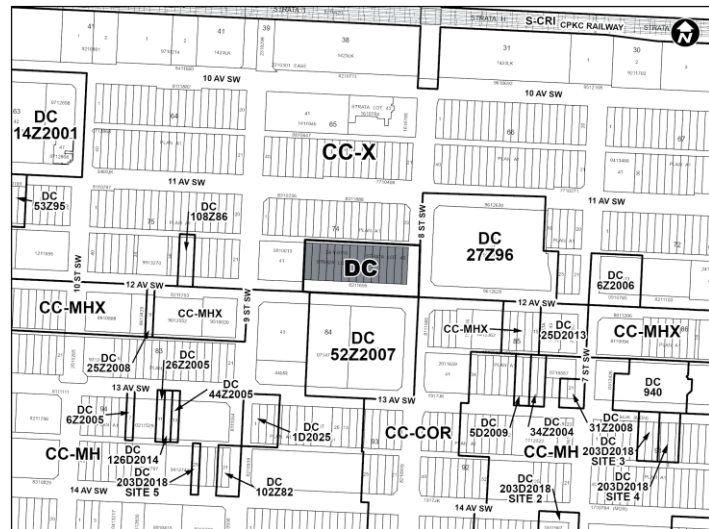
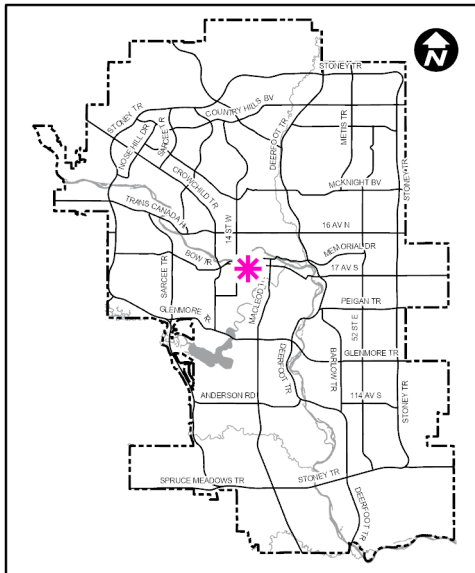
As identified below, the community of Beltline reached its peak population 2019.

<b>Beltline</b>	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

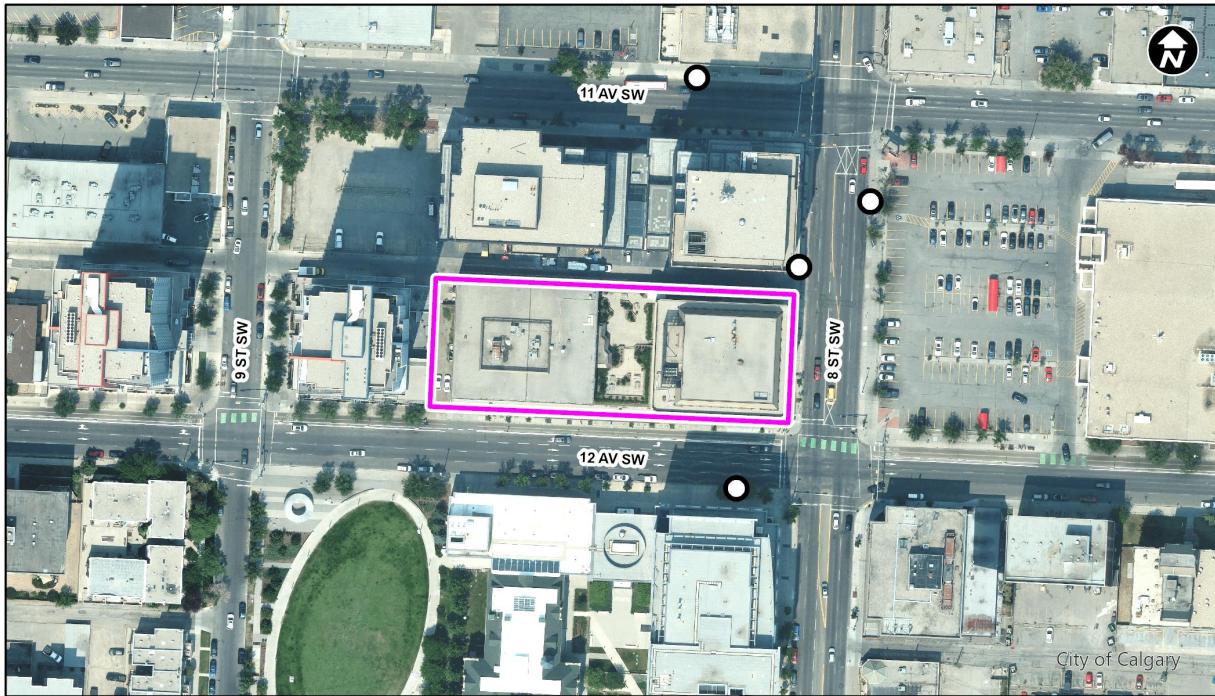
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Centre City Mixed Use District (CC-X) allows for a mix of commercial, residential and a limited range of light industrial uses in a street-oriented and higher intensity form. In this location, the CC-X District allows a maximum base floor area ratio (FAR) of 8.0 with the ability to apply bonus density through the delivery of publicly accessible amenities to a maximum of 12.0 FAR.

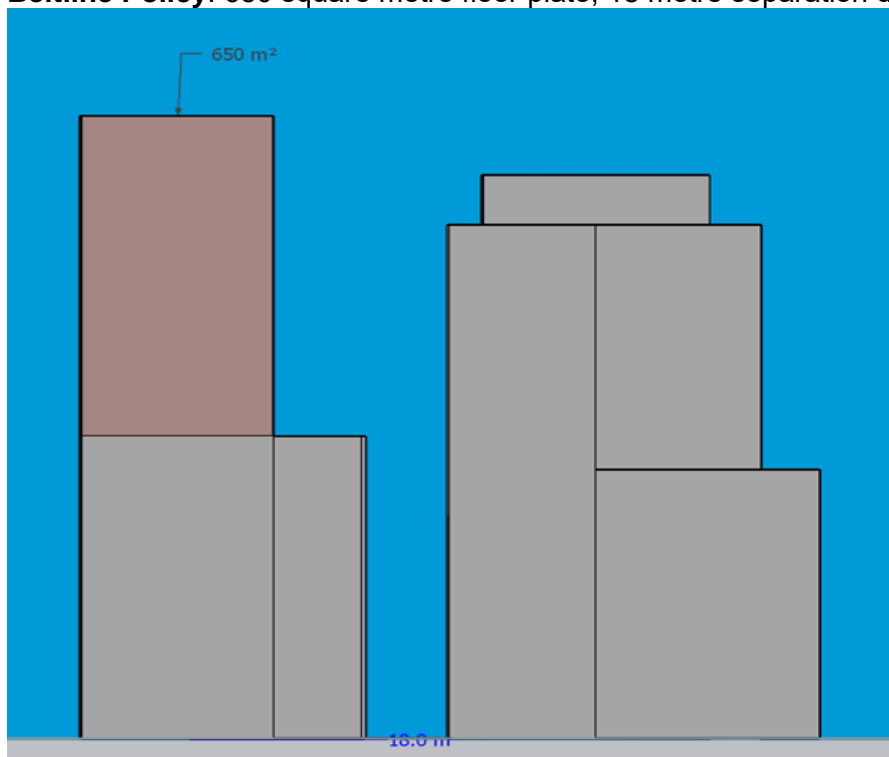
The proposed Direct Control (DC) District is based on the CC-X District. The proposed DC District includes modifications to the floor plate restrictions to allow for a floor plate of 1,225 square metres, which is significantly higher than the current Beltline ARP maximum of 650 square metres.

The proposal also requests a smaller setback to the north lot line of 3.2 metres versus the nine metres identified in the ARP, due to the 1,225 metre floor plate. There would be no stepback in the massing above 36 metres from grade as required by the ARP policies, and the minimum tower separation guidelines of 18 metres cannot be met.

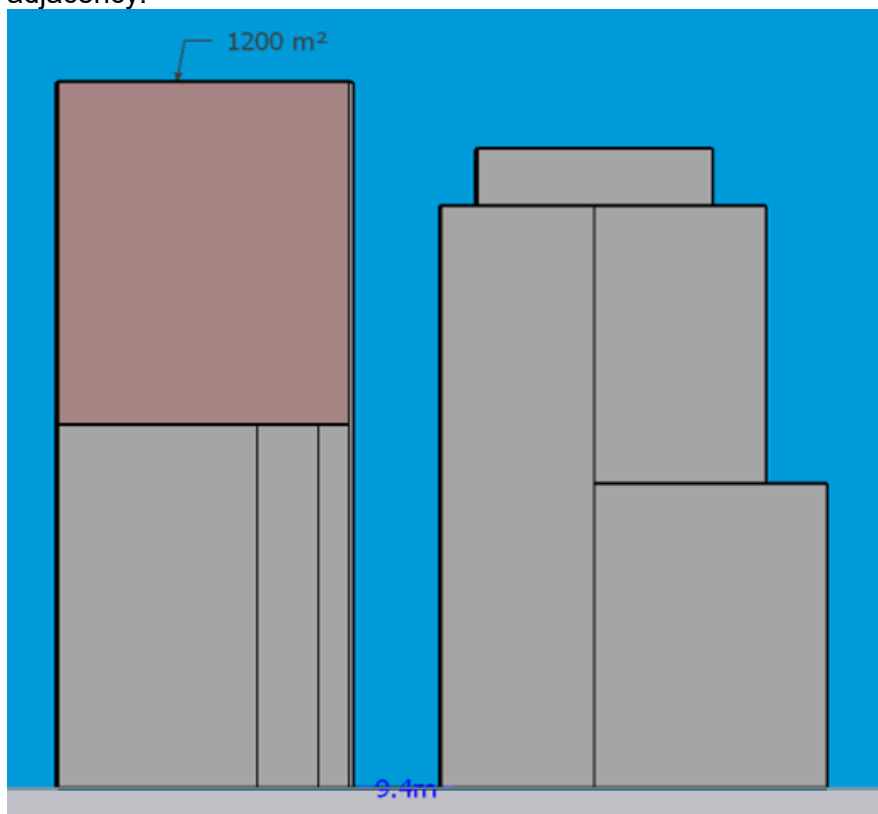
To illustrate, three massing models prepared by Administration demonstrate Beltline policy, compromise and proposal:



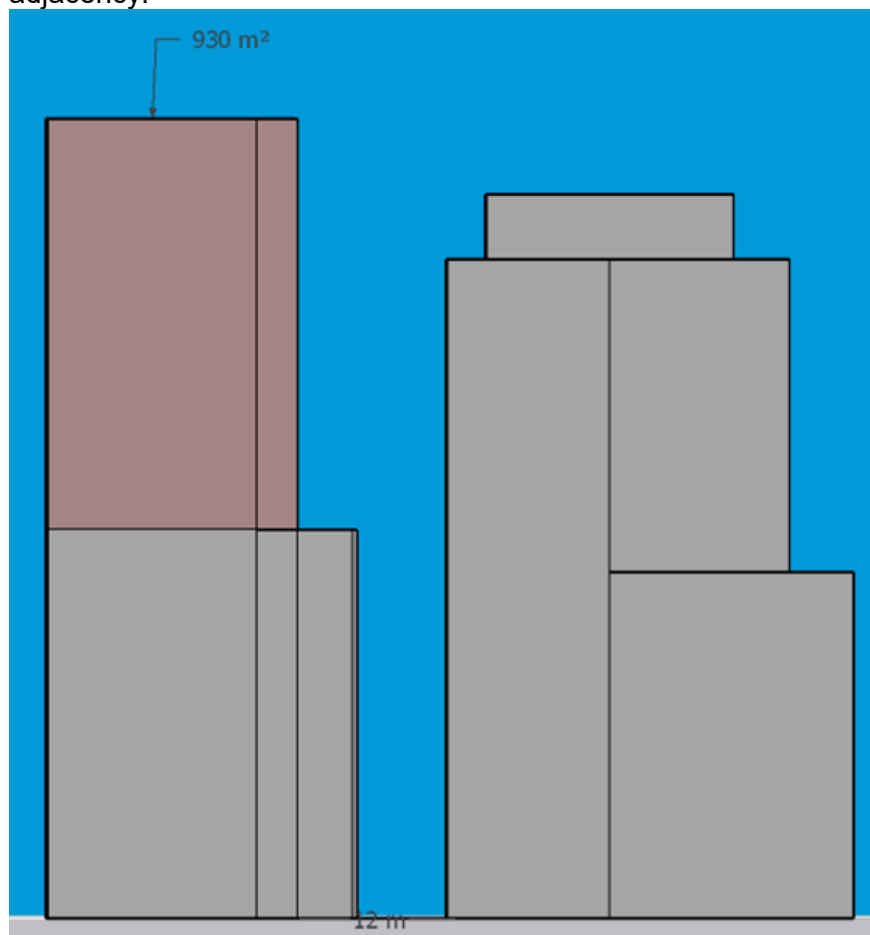
**Beltline Policy:** 650 square metre floor plate, 18 metre separation distance to north adjacency:



**Applicant Proposal:** 1,225 square metre floor plate, 9.4 metre separation distance to north adjacency:



**Compromise Option:** 930 square metre floor plate and 12 metre separation distance to north adjacency:



Through the review of the application, the option of allowing for an increased floor plate of 930 square metres was discussed, as this was allowed within the Large Floor Plate Policy Area as per the ARP directly to the east across 8 Street SW. This would have accommodated a larger floor plate and addressed the concerns of tower separation but was not agreed to by the applicant.

The chart below shows the comparison between the ARP regulations and the proposed DC District.

**Proposed Direct Control District – Regulation Comparison Table**

<b>Regulation</b>	<b>Current Rule</b>	<b>Proposed Request</b>	<b>Administration's Response</b>
<b>Minimum setback from Property Line shared with a lane or another parcel</b>	From 9-12 storeys: <b>0-9 metres.</b>  Above 12 storeys: <b>9-12 metres</b>	3.2 metres	Substantial decrease in setback from property line not supported. The intent of the policy is to maintain a minimum distance to adjacent buildings to allow for standards for daylight, privacy, and building separation.
<b>Floor Plate Size Restrictions</b>	Above 36 metres for a residential floor plate: <b>650 metres</b>	1225 square metres	Substantial increase in floor plate area not supported. The intent of the policy is to limit built form imposing on the public realm, limit impact to adjacent buildings and limit impact existing and new dwellings.
<b>Tower Separation Regulations</b>	Above 36 metres between two commercial or one commercial and one residential building: <b>18 metres</b>	9 metres	Substantial reduction in separation distance not supported. The intent of the policy is to limit negative impacts on privacy, views and access to sunlight.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the site-specific regulations required to allow for this development. The existing nine-storey office building would be converted to residential, retrofitting the structure to the present-day standards. The proposal would accommodate the applicant's intended addition to the existing building by utilizing DC provisions which allow for a larger floor plate and reduced setback on the north, while maintaining the CC-X District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 and a portion of Section 7 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that the rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Site specific rules for

setbacks are also listed as rules that may be relaxed. Section 7(2) includes rules relating to floor plate area for a new building which may be relaxed at the development permit stage.

Although Administration is supportive of the use of a DC District, the rules and regulations of the proposed DC District are not supported.

### **Development and Site Design**

If the land use redesignation is approved by Council, the rules of the proposed DC district would guide the massing and site design of the development. The negative impact on adjacent and future residents, including reduced setback and reduced separation from the property to the north, affect privacy and access to sunlight. Specific items that would be considered through the development process would include:

- ensuring layout of units facing north would be planned in a way as to minimize intrusions on privacy;
- ensuring the built form design reduces the bulk and impact on the surrounding area;
- ensuring retrofit, cladding and materials and high-quality upgrades are in keeping with the surrounding context;
- upgrading the at-grade condition to the frontages along 12 Avenue and 8 Street SW; and
- incorporating green building approaches and on-site amenity space.

### **Transportation**

Motor vehicle parking, loading, waste and recycling pickup is currently accessed through an existing two-storey parkade off the lane north of the site.

The site is well-served by transit, approximately 20 metres (a one-minute walk) from an eastbound bus stop for Route 90 (Bridgeland/University of Calgary), 40 metres (a one-minute walk) from north/southbound bus stop for Route 2 (Mount Pleasant/Killarney) and Route 13 (Altadore), and 40 metres (a one-minute walk) from a northbound bus stop for Route 7 (Marda Loop). The site is roughly 500 metres (an eight-minute walk) south of C-Train service at the 8 Street SW Light Rail Transit (LRT) Station.

12 Avenue SW is classified as a high-traffic volume street as well as a transit corridor. 8 Street SW is also classified as a transit corridor and the city is investing capital into public realm improvements to support vibrancy along the street. Both roads carry heavy volumes of passengers and pedestrians at high frequency and for extended periods of time. The cycle track is well-used as a mode of transportation as the primary cycle track travelling east-west in Beltline.

### **Environmental Site Considerations**

There are no known environmental concerns associated with the site.

### **Utilities and Servicing**

Water, sanitary, and storm infrastructure are available to service the site. Final details related to site servicing, fire protection, stormwater management and waste/recycling access would be addressed through future development permit processes.

## Legislation and Policy

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

The proposal is aligned with the policy direction of the [South Saskatchewan Regional Plan](#), which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### **Municipal Development Plan (Statutory – 2020)**

The subject site is situated in the Greater Downtown area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). Despite the proposed built form, the proposal is in alignment with the vision in the MDP for the Greater Downtown communities, that being mixed-use areas with high-density residential development that are vibrant destinations, connected with great streets and transit opportunities, are truly complete communities. These communities offer a variety of housing choices, diverse employment opportunities, are distinct neighbourhoods and have great public spaces for residents and Calgarians alike.

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

This application does not include specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). The proposal would utilize the existing structure and would retrofit the parkade and nine-storey building to current standards, but not to the benchmarks outlined in the *Calgary Climate Strategy*.

### **Greater Downtown Plan (Non-Statutory – 2021)**

This application is supported by [Calgary's Greater Downtown Plan](#), as it would help to strengthen Beltline as a community that has a variety of housing choices and help to increase commercial opportunities for residents and the broader public. This would aid in achieving the plan's strategic moves of strengthening vibrant, urban, amenity-rich areas neighbourhoods.

### **Beltline Area Redevelopment Plan: Part 1 (Statutory – 2006)**

The subject parcel is governed by the [Beltline Area Redevelopment Plan](#) (ARP). This application does not meet the policies of the ARP that are intended to provide for a minimum setback from a lot line and limiting maximum floor plate area. Section 4.4.6 *Building Massing* is intended to ensure new buildings are:

- in context with the surrounding built form;
- minimize their impact on sunlight penetration to nearby buildings and public spaces; and
- contribute to a visually interesting skyline.

Policy 4.4.6 (15) is intended to provide stepping back from property lines in order to allow for light penetration and minimum distances between built forms to ensure views to and from the units with access to sunlight and privacy. Policy 4.4.6 (17) is intended to reduce massing impacts of high-density buildings through floor plate size restrictions. The maximum allowable floor plate above 36 metres from grade in this location (Urban Mixed-Use Area) is 650 square metres.

Policy amendments to Part 1 of the ARP would be required for this application to ensure that the subject site can achieve a larger floor plate, a minimum north setback and minimum tower separation distance. Specifically:

- updating language in Policy 4.4.6 (18) to reference the subject site;

- updating language in Policy 4.4.6 (17) to reference the subject site;
- updating Table 4.1: Guidelines for Building Setbacks from a Common Property Line would be required to allow for a 3.2 metre minimum setback on the north lot line of the subject site;
- amending Table 4.2: Floor Plate Size Restrictions would also be required to allow for a 1,225 square metre maximum floor plate specific to this site for any addition to the existing building above 36.0 metres in height; and
- amending Table 4.3: Tower Separation Regulations would be required to allow for a reduced setback to nine metres between the existing building to the north, and the proposed building.

The following amendments demonstrate a departure from the statutory policies in the Beltline ARP, which impacts the livability in the Beltline neighbourhood:

- the 1,225 square metre floor plate is an increase of 88 percent from the ARP maximum of 650 square metres;
- the reduced setback to the north lot line of 3.2 metres is a deficiency of 5.8 metres; and
- the reduced tower separation of nine metres between building faces above 36 metres in height results in a narrow nine metre separation to the existing building to the north.

Administration is not supportive of these policy amendments, as they are not in keeping with the overall policies, context and intent as found within the ARP.



# PROPOSED

CPC2025-0891  
ATTACHMENT 2

## BYLAW NUMBER 6P2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE BELTLINE AREA  
REDEVELOPMENT PLAN BYLAW 2P2006  
(LOC2025-0041/CPC2025-0891)**  
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Beltline Area Redevelopment Plan Bylaw 2P2006, as amended;

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

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

1. The Beltline Area Redevelopment Plan attached to and forming part of Bylaw 2P2006, as amended, is hereby further amended as follows:

- (a) In Part 1, Table 4.2 entitled 'Floor Plate Size Restrictions', delete the "\*" preceding the words "650 square metres".
- (b) In Part 1, Table 4.2 entitled 'Floor Plate Size Restrictions', delete the following words under the table:

"\*For that parcel located at Plan 9111729, Block 1, Lots 1 to 4, the residential floor plate above 36 metres maybe be up to 800 square metres."

- (c) In Part 1, subsection 4.4.6 Building Massing, Policy 17, at the end of the paragraph add the following text:

"In addition, the following exceptions to the floor plate restrictions in Table 4.2 apply:

- The parcel located at Plan 9111729, Block 1, Lots 1 to 4, may have a residential floor plate above 36 metres of up to 800 square metres.
- Existing buildings located on the parcel at Plan A1, Block 74, lots 21 to 34 inclusive, may have a residential floor plate above 36 metres of up to 1225 square metres."

- (d) In Part 1, subsection 4.4.7 Building separation and view plane requirements, after Policy 1, add the following new policy and renumber the subsequent policies:

"2. The following exceptions to the tower separation regulations in Table 4.3 apply:

- For the parcel located at Plan A1, Block 74, Lots 21 to 34 inclusive, above 36.0 metres from grade the minimum separation distance from the tower to the north is 9.0 metres."

# PROPOSED

**BYLAW NUMBER 6P2026**

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

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

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

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

\_\_\_\_\_  
MAYOR

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

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

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

# PROPOSED

CPC2025-0891  
ATTACHMENT 3

## BYLAW NUMBER 19D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0041/CPC2025-0891)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

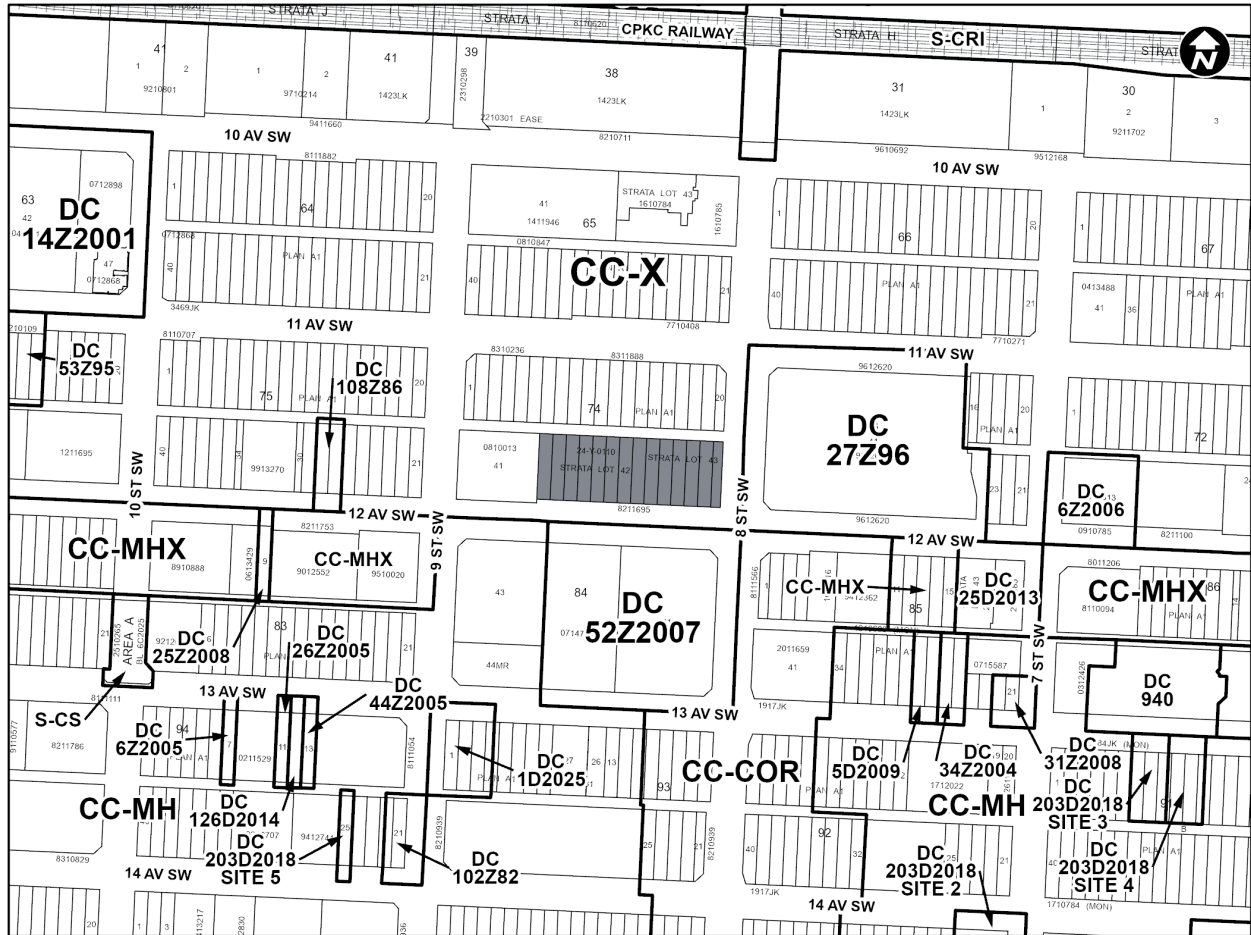
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MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2025-0041/CPC2025-0891  
BYLAW NUMBER 19D2026

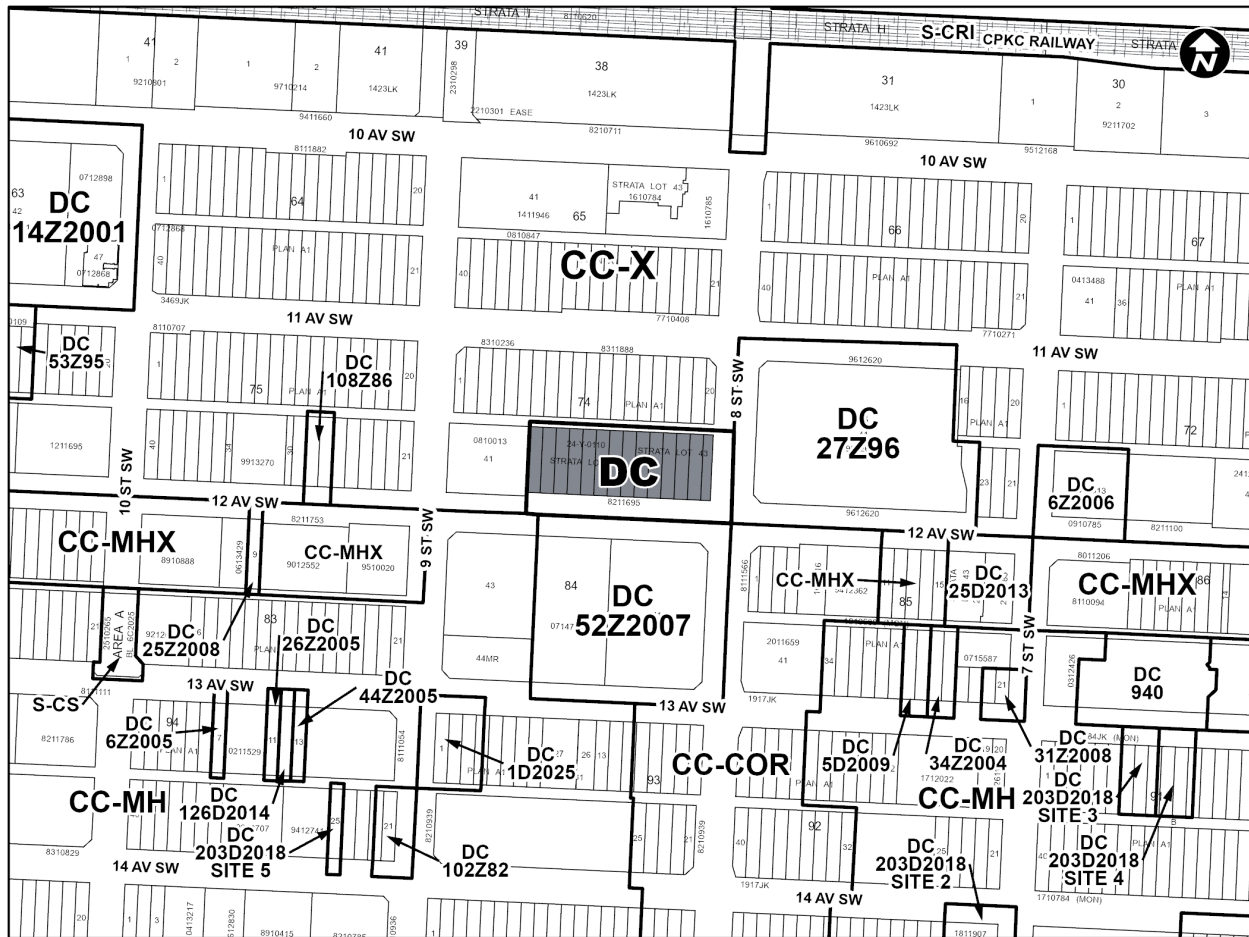
## SCHEDULE A



# PROPOSED

AMENDMENT LOC2025-0041/CPC2025-0891  
BYLAW NUMBER 19D2026

## SCHEDULE B



### DIRECT CONTROL DISTRICT

#### Purpose

- 1 This Direct Control District Bylaw is intended to accommodate the addition of a larger floor plate area above an existing building.

#### Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

#### Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

#### Permitted Uses

- 4 The **permitted uses** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

# PROPOSED

AMENDMENT LOC2025-0041/CPC2025-0891  
BYLAW NUMBER 19D2026

## Discretionary Uses

- 5 The **discretionary uses** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

## Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 apply in this Direct Control District.

## Floor Plate Restrictions

- 7 (1) For additions to a **building** existing at the time of passage of this Direct Control District Bylaw, the maximum **floor plate area** for each floor of a **building** partially or wholly above 36.0 metres above grade is 1225.0 square metres.
- (2) For a new **building**, each floor of a **building** located partially or wholly above 36.0 metres above **grade**, and containing **Dwelling Units**, **Hotel** suites or **Live Work Units**, has a maximum:
- (a) **floor plate area** of 650.0 square metres; and
  - (b) horizontal dimension of 37.0 metres.

## Relaxations

- 8 The **Development Authority** may relax the rules contained in Sections 6 and 7(2) of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.



# Applicant Submission

December 1, 2025

## Applicant submission-Summary- Office conversion 906-12<sup>th</sup> AV SW.

### Introduction

We, at **Manu Chugh Architects** are pleased to submit on behalf of our client, an application requesting the Land Use amendment to re-designate the subject property located at **906 12th AV SW** current Land Use District **CC-X** to **Direct Control (DC)** Land Use with **Centre City (CC-X)** guidelines with the following modifications with respect to:

- Building Massing
- Floor Plate Area
- Tower Distances And Building Setbacks

This report provides a **comprehensive summary** of the proposed Land Use Amendment for 906 12 Avenue SW. For more information, please refer to the **Land Use Amendment Application Report** which highlights in detail the rationale behind this initiative by delving into the intent of the Beltline ARP-Part 1 and how this project aims to achieve these goals.

The project seeks to **repurpose an existing 9-storey office building**, which has been **vacant since 2024**, into a **high-quality residential development**. This adaptive reuse initiative aligns with Calgary's ongoing efforts to address the **growing demand for urban housing**, particularly in **centrally located, well-serviced areas**.

The proposed development involves a **vertical expansion** of the existing structure, adding **12 additional storeys** to create a **21-storey mixed-use tower** comprising a total of **314 residential units**. The project aims to integrate residential living with the existing urban fabric, providing both **market and affordable housing**. Specifically, **25% of the units** are proposed as affordable housing under the **CMHC MLI Select program**, supporting broader city objectives of **inclusive, diverse, and accessible housing options**. This is aimed to be delivered **without any City incentives or subsidies**.

The Land Use Amendment seeks to redesignate the site from **CC-X (Centre City Mixed Use District)** to a **Direct Control (DC) District**, accompanied by **site-specific amendments** to the **Beltline Area Redevelopment Plan (ARP)**. These amendments would allow **larger floorplates** and **modified tower separation requirements** while ensuring a **sensitive approach to urban design, sunlight access, and public realm enhancement**.

### Site Context

The site is located within Calgary's Beltline community at the prominent intersection of 12 Avenue SW and 8 Street SW. The Beltline is recognized as one of Calgary's most vibrant, high-density urban neighbourhoods, with a mix of residential, commercial, institutional, and recreational uses.

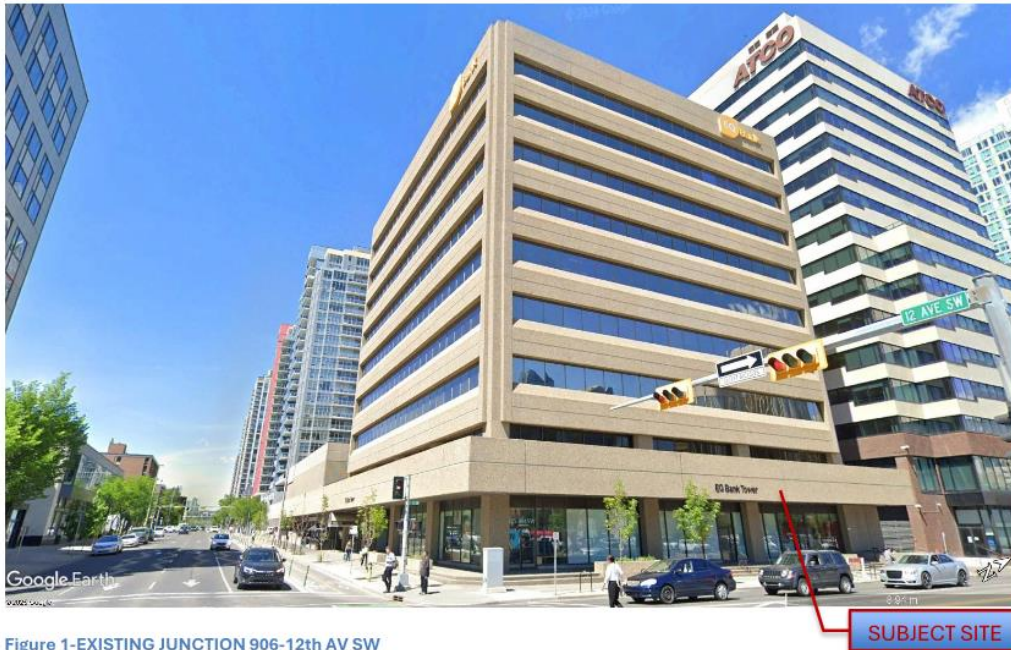


Figure 1-EXISTING JUNCTION 906-12th AV SW

#### Existing Building:

- Constructed in 1980, the EQ Bank Tower encompasses approximately 135,000 square feet of gross floor area.
- The building has remained vacant since 2024, resulting in underutilization of a centrally located asset.

#### Surrounding Uses:

- The immediate context includes high-rise residential towers, boutique retail establishments, office buildings, and institutional facilities.
- The area exhibits a mix of historic and contemporary architecture, creating a diverse streetscape and an active pedestrian environment.

#### Connectivity:

- The site is exceptionally well connected to public transit, with proximity to both LRT and BRT corridors.

- Public realm conditions, including sunlight exposure to sidewalks and plazas, remain **largely unaffected**.



Figure 3-EXISTING PUBLIC REALM 906-12th AV SW

**Alignment with City Objectives:**

- Supports **adaptive reuse** of a long-vacant office building.
- Provides **significant housing capacity** within the Centre City.
- Integrates **affordable housing units** to promote **social diversity**.
- Enhances **streetscape quality** and **active transportation infrastructure**.



Figure 4-PROPOSED PUBLIC REALM 906-12th AV SW



- **Key downtown amenities**, including commercial, recreational, and cultural facilities, are **within walking distance**, enhancing the **liveability** of the proposed residential conversion.

The location's **high level of connectivity and proximity to services** positions the site as an ideal candidate for **intensification and adaptive reuse**, aligning with **municipal strategies to revitalize underutilized properties** while supporting **sustainable urban growth**.



### Policy Framework

The site is within **Beltline ARP Density Area C**, which permits the **highest allowable density** in the community. The ARP currently regulates:

- **Residential Tower Floorplates:** Limits floorplates to **650–930 square metres** to ensure livability and neighbourhood compatibility.
- **Tower Separation:** Requires a minimum separation of **18 metres** to maintain privacy, daylight access, and amenity space quality for residents.

#### Proposed Amendments:

The project proposes a **site-specific amendment to increase allowable floorplate size to 1,200 square metres**, maintaining **structural and financial feasibility** and facilitating **efficient unit layouts**. Comprehensive **shadow studies and massing analyses** demonstrate that:

- Any **additional shadowing is minimal** and largely overlaps with shadows cast by existing high-rise towers.
- The proposed tower addition aligns with the city's **vision for vertical growth** in Density Area C.

### Proposed Land Use Amendment

The application seeks to **redesignate the property** from CC-X (Centre City Mixed Use District) to a **Direct Control (DC) District**, incorporating provisions for:

1. **Residential Conversion:**
  - Transforming existing office floors into **residential units with modern, flexible layouts**.
2. **Vertical Expansion:**
  - Adding **12 storeys** to create a **21-storey mixed-use tower**.
  - Achieves a total of **314 residential units**, balancing **market and affordable housing requirements**.
3. **Floorplate Adjustments:**
  - Increasing allowable floorplate from **930 sqm to 1,200 sqm**.
  - Provides enhanced unit layouts while maintaining structural and urban design integrity.
4. **Modified Tower Separation:**
  - Reduces separation where necessary, while incorporating **privacy mitigation measures**, including **angled glazing, fritted glass panels, and shading devices**.
5. **Public Realm Improvements:**
  - Upgraded sidewalks, street furniture, and landscaping.
  - Increased active frontage along 12 Avenue SW and 8 Street SW.
  - **Bicycle parking and end-of-trip facilities** to encourage **sustainable transport**.
6. **Affordable Housing Commitment:**
  - **25% of total units designated as affordable (without any City incentives or subsidies)**, contributing to Calgary's **housing affordability strategy**.

The proposed **Direct Control District** allows **tailored provisions** to ensure the project achieves its intended outcomes while remaining **sensitive to its urban context and neighbouring properties**.

### Urban Design Considerations

- **Massing & Form:** The proposed vertical addition **respects the scale and rhythm** of surrounding high-rise buildings while providing a **landmark presence** at a key intersection.
- **Shadow & Sunlight:** **Shadow studies confirm minimal impact** on adjacent streets, parks, and residential properties.
- **Streetscape Activation:** Ground-level enhancements, including **retail and amenity spaces**, promote **pedestrian activity and vibrancy**.
- **Sustainability:** The **adaptive reuse approach conserves embodied energy** in the existing structure and aligns with **municipal sustainability goals**.

## Community Engagement

1. **Beltline Neighbourhoods Association (BNA):** Expressed **general support** for adaptive reuse and densification.
2. **Key Feedback:**
  - Maintain high-quality street interface and public realm.
  - Address privacy, livability, and shadow concerns.
  - Ensure accessibility despite site constraints.



Figure 5-PROPOSED TOWER 906-12th AV SW



## Conclusion

The proposed **Land Use Amendment for 906 12 Avenue SW** represents a **forward-looking, context-sensitive approach** to urban intensification in Calgary's Beltline. By converting a **long-vacant office tower into residential use**, the project:

- Provides **new housing opportunities** in a **high-demand, centrally located neighbourhood**.
- Delivers a mix of **market and affordable housing (without any City incentives or subsidies)**, fostering **social and economic diversity**.
- Supports municipal objectives for **adaptive reuse, urban intensification, and sustainable growth**.
- Carefully balances **technical, economic, and urban design considerations**, minimizing impacts on **shadows, tower separation, and streetscape character**.

**Approval of this amendment will unlock significant housing capacity, activate a prominent urban corner, and contribute meaningfully to Calgary's long-term urban development vision.**

In closing, we request the City Planning Commission and the City Council for due consideration and support for our application. We appreciate the time and consideration given by the city in reviewing this document. If further explanations are required in this matter, the applicant is prepared to provide additional commentary.

# Applicant Outreach Summary

July 25, 2025



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

**Project name:** Alberta Ballet School Office to Residential Conversion

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Date: June 25th, 2025

Location : Ranchman Club

Number of participants : 6

Methodology : In person meeting

### Affected Parties

Who did you connect with in your outreach program? List all groups you connected with.  
(Please do not include individual names)

Beltline Community Association.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

Please refer the attached minutes of meeting.

### How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

Please refer the attached minutes of meeting.

### How did you close the loop ?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

The minutes of meetings have been shared with the participants.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



**MINUTES OF MEETING**  
**MC. 1292**



## Project MCA #1292

MEETING HELD ON Wednesday, 25 <sup>th</sup> June 2025		
<b>Present</b>		
Peter Oliver (PO)	Beltline Neighborhood Association	Director of Public Art
Simran Chowdhary (SC)	Beltline Neighborhood Association	Vice Chair of Planning and Urban Development
Tyson Bolduc (TB)	Beltline Neighborhood Association	Director Of Planning
Manu Chugh (MC)	Manu Chugh Architect (MCA)	Architect
Gibron Makhdoomi (GM)	Manu Chugh Architect (MCA)	Intern Architect
Branden Kidd (BK)	Strategic Group	Development Manager
<b>Absent</b>		
<b>Note:</b> The summary below is an understanding and not a verbatim recording of the proceeding.		

Distribution – All above + File

Action

Key Concerns	<p><b>MC</b> attended an in-person meeting with Members of the Beltline Neighbourhoods Association <b>PO</b>, <b>SC</b> and <b>TB</b> at the Ranchman Club, to brief the members about three projects upcoming in the beltline area. MCA shared binders containing the Project information with the members of the community for their information:</p> <p><b>LOC2025-0041:</b> Land Use Amendment 906 12<sup>th</sup> Av SW. (MCA-1292)- Office to residential Conversion</p> <ol style="list-style-type: none"> <li><b>MC</b> introduced the project as part of an initiative towards converting the existing office building on 906, 12AV SW into residential use, as the building has been vacant for over 10 years.</li> <li><b>TB</b> also remarked that the existing neighborhood has an art-deco aged look as lot of buildings in the area have exposed aggregate concrete finish.</li> <li><b>MC</b> explained the unique nature of this project as it brings with it: <ul style="list-style-type: none"> <li>Densification of Beltline.</li> <li>Adaptive reuse of an existing building.</li> <li>First attempt in Calgary in the form of Vertical Expansion of this magnitude.</li> </ul> </li> <li><b>MC</b> also mentioned that the project is still being coordinated with the city administration. However, it has the support of several members of the council.</li> </ol> <p><b>Project Process:</b></p> <ol style="list-style-type: none"> <li><b>PO</b> enquired about the scope of construction in terms of the extent of demolition. <b>BK</b> explained that most of the perimeter of the building is aimed to be retained. However, the façade shall undergo removal &amp; significant modification to achieve the desired modern look. <b>PO</b> enquired if the materials on the façade have been finalized. <b>BK</b> explained that the theme of the design as highlighted in the render is</li> </ol>	N/A
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	<p>what they are focusing on preserving. <b>TB</b> recommended to adopt materials with textures on the Main floor to highlight the retail separately. <b>MC</b> clarified that since this is the Land Use Amendment stage, the material selection is not a consideration from the city. However, any changes would be brought to the attention of the community.</p> <ol style="list-style-type: none"> <li><b>PO</b> enquires on the type of use on the Main floor &amp; the upper floors. <b>BK</b> responded that the main floor use is retained as retail. The upper floors would be residential.</li> <li><b>SC</b> enquired about the unit mix of the project. <b>BK</b> notified that although the accurate count is not established pending the approval of the Land Use amendment, the units would be rental &amp; apartment types are dominated by single bed units with some units as 2 Bed. This is based on their study of the market demand &amp; the experience on sever projects in their portfolio.</li> <li><b>TC</b> enquired whether the Main floor is at grade or not. <b>BK</b> informed that all efforts would be made to make the project as accessible as possible. However, in existing building, there are several locations, where it may be unlikely to implement accessibility measures due to site conditions, especially since the same building slab faces both the 12<sup>th</sup> AV &amp; 8<sup>th</sup> ST SW, along which there is a definite transition of grades.</li> <li><b>TS</b> enquired whether the FAR limitations cap at 8.0 or 12.0. <b>GM</b> responded that for this project, 8.0 FAR is being targeted, as no bonussing is sought.</li> <li><b>PO &amp; TB</b> enquired on access to the parkade, its serving capacity &amp; the changes it may undergo during the construction process. <b>MC</b> explains that the access to the parkade remains unchanged, from the 12<sup>th</sup> AV SW &amp; the back lane. <b>BK</b> added that the parking capacity has been allocated keeping in mind the Transit Oriented nature of the development. Based on experience in several projects, the space allocated for Parking has remained significantly unused. <b>BK</b> also added that though the design of the Parkade remains unchanged, their strengthening of structural elements would still be required to allow for the load of the new addition from levels 10-21.</li> <li><b>SC</b> enquired whether self-storage units were planned in the parkade. <b>MC</b> responded that the existing structure does not support such a load. However, Mobility storage lockers are provided as per the codes.</li> </ol> <p><b>ARP Considerations &amp; Relaxations</b></p> <ol style="list-style-type: none"> <li><b>MC</b> listed the policies of the Beltline ARP-Part 1 where the negotiations with the city have been somewhat challenging: <ul style="list-style-type: none"> <li><b>Floor plate size relaxation requested = 1200 sqm; ARP+ Relaxation provided =930 sqm from 650 sqm.</b></li> <li><b>Tower separation relaxation requested = 9.4 m existing separation; No relaxation provided. ARP recommends an 18m tower separation above 36m height.</b></li> </ul> </li> <li><b>MC</b> clarified that these amendments &amp; relaxations requested are site specific. <b>TB</b> commented that the floor plates for office buildings are usually of this scale (1200sqm). <b>TB</b> also noted that this site is surrounded by office building &amp; asked if there was any shadow impact on Public space or Art. <b>MC</b> confirmed that there is no impact of shadows on the public realm.</li> <li><b>TB</b> acknowledges the challenge in stepping the building on higher levels, and that a load transfer would be required. <b>BK</b> added that the torsional stresses induced by</li> </ol>	
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	<p>a smaller floor plate at higher levels would necessitate strengthening of walls in addition to the columns and footings. This increase is a 75% based on the estimates from the detailed Structural report (beefing up of walls increase from 400mm to 700 mm). <b>PO</b> enquired on the size of the load transfer structure. <b>GM</b> responded that based on the Structural report, it is estimated to be 1.8M deep.</p> <p>4. <b>MC</b> explained that given the existing design of the building, and based on the detailed report from a Structural Engineer, it is very strongly recommended to retain the existing floor plate (1200 sqm) for the new additional levels (10-21). <b>BK</b> added that given the scale of the structural modifications required to pursue a smaller floor plate, the cost of this initiative prevents the project from remaining profitable.</p> <p>5. <b>MC</b> presented the Light penetration study from a building envelope specialist, based on which, there is sufficient natural light entering the units on the North facing the ATCO building.</p> <p><b>Future Considerations:</b></p> <p>1. <b>TB</b> expressed that it would be good to see development on this site, as the neighborhood needs an uplift. <b>TB</b> also emphasized that this is an important junction so design must enhance the visual appeal i its is important to be able to work with existing structures. <b>PO</b> also remarked that it would complement the revitalization initiative on the 8<sup>th</sup> street SW.</p> <p>2. <b>TB</b> remarked that there a lot of developments on the 12<sup>th</sup> AV SW have not been able to capitalize on the retail. However, this site being at the corner has better opportunity because of more frontage. <b>BK</b> added that adding population boosts the retail. <b>PO</b> added that a good Public realm increases the changes of success of a retail e.g. adding patios, clear windows etc.</p> <p>3. <b>TB</b> also emphasized on thinking of adding mitigations for the steps in front of the retail. <b>BK</b> responded that although it is difficult to significantly transform retail entries, but all possible measures which can be implemented to make project accessible shall be adopted.</p> <p>4. <b>PO</b> enquired on the future of the Alberta Ballet section of the site &amp; if there are any plans on expansion for that portion of the building. <b>BK</b> conformed that there is a complete intention of retaining the Alberta ballet as a part of the project. However, in the future if the space were to be vacated, all measures would be taken to not allow the space to degrade. <b>PO</b> asked that were there any plans on building another tower on the Alberta Ballet portion of the building. <b>BK</b> responded that that the potential does exist. However, the commitment at present is to not introduce any changes on the Alberta Ballet. <b>GM</b> added that any future consideration of building above the Alberta Ballet are more impacted by the adjacent buildings on the west across the street. As the site is very wide there is more flexibility between the proposed vertical expansion above the 906 12<sup>th</sup> AV SW in relation to any future expansion above the Alberta Ballet.</p>	
	Meeting Ended	



**WHAT WE HEARD REPORT**  
**MC. 1292**



## What We Heard Report

Project Name: 906 12 Avenue SW – Office to Residential Conversion  
 File Number: LOC2025-0041  
 Meeting Date: June 25, 2025  
 Hosted By: Manu Chugh Architecture  
 Engaged Stakeholders: Beltline Neighbourhoods Association (BNA) – Planning Committee  
 Location: Ranchman Club, Calgary

## Purpose of Engagement

To present a preliminary overview of the proposed Land Use Amendment for 906 12 Avenue SW and gather early feedback from the Beltline Neighbourhoods Association regarding the project's design, community fit, and policy alignment.

## Engagement Format

- In-person meeting with representatives from:
  - Beltline Neighbourhoods Association (BNA)
  - Strategic Group (developer)
  - Manu Chugh Architecture (applicant team)
- Project information binders and renderings shared
- Open discussion format with questions and feedback recorded

## What We Heard – Key Themes

### Support for Adaptive Reuse and Densification

- General support for the conversion of the long-vacant office building to residential use.
- The project was acknowledged as a much-needed revitalization at a key corner in the Beltline.
- Preserving and adapting the existing structure was viewed positively.

### Façade Design and Materials

- Importance of a visually appealing and high-quality façade was emphasized, especially at the ground level.
- Suggestions included using textured materials to differentiate the retail podium.

### Unit Mix and Tenure

- Interest in the proposed unit types and tenure.
- The developer confirmed units will be rental, predominantly 1-bedroom, based on market demand.

### Accessibility and Grade Challenges

- Concerns over accessibility due to sloping grades on 12 Avenue and 8 Street.
- Applicant committed to implementing all possible accessibility measures.

### Public Realm and Retail Success

- Emphasis on active retail frontages, patios, and glazing to promote successful commercial use.
- Project's corner location seen as an opportunity.

### Policy Relaxations (Beltline ARP)

- Recognition of the need for relaxations (e.g., 1200 sqm floorplate, tower separation).
- Applicant justified with structural and economic feasibility arguments.



#### Shadow and Light Impacts

- Interest in shadow and light penetration impacts.
- A study confirmed adequate daylight on north-facing units and no significant shadow impact.

#### Parking and Storage

- Parking strategy aligns with Transit-Oriented Development.
- Mobility lockers confirmed; self-storage not feasible due to structural limits.

#### Structural Considerations

- Vertical expansion requires significant structural reinforcement.
- Includes deep load transfer beams and increased wall thickness.

#### Future Use of the Alberta Ballet Portion

- No immediate changes planned for Alberta Ballet.
- Developer acknowledged future development potential but no current commitments.

#### Conclusion

Stakeholders were generally supportive of the proposed redevelopment and acknowledged the challenges of adaptive reuse. Key interests centered around design quality, accessibility, activation of the public realm, and alignment with the Beltline ARP. Continued engagement was encouraged as the project progresses to future approval stages.

**Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2025-0154**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.26 hectares  $\pm$  (0.65 acres  $\pm$ ) located at 3308, 3312, 3316 and 3320 – 14 Avenue SW and 1445 – 32 Street SW (Plan 8594GD, Block 4, Lots 1 to 5) from Multi-Residential – Contextual Medium Profile (M-C2) District to Mixed Use – General (MU-1f4.0h28) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 18:**

That Council give three readings to **Proposed Bylaw 22D2026** for the redesignation of 0.26 hectares  $\pm$  (0.65 acres  $\pm$ ) located at 3308, 3312, 3316 and 3320 – 14 Avenue SW and 1445 – 32 Street SW (Plan 8594GD, Block 4, Lots 1 to 5) from Multi-Residential – Contextual Medium Profile (M-C2) District to Mixed Use – General (MU-1f4.0h28) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for a six-storey multi-residential development.
- The proposal allows for an increase in density and height, redevelopment within the immediate proximity of a light rail transit station and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Westbrook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? More choices in the types of housing available in an inner-city area with access to transit and services.
- Why does this matter? Allowing for more housing choices in the inner-city areas represents more efficient use of land and existing infrastructure.
- A development permit for a multi-residential building with 127 dwelling units has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment application, in the southwest community of Shaganappi was submitted by CivicWorks on behalf of the landowner, 1841729 Alberta Ltd. (Truman Homes), on 2025 July 28. The approximately 0.26 hectare (0.65 acre) corner lot is located at the northeast corner of 33 Street SW and 14 Avenue SW. The site is currently developed with four single detached dwellings with detached garages and has rear lane access.

The site is approximately 50 metres (a one-minute walk) from the Westbrook Light Rail Transit (LRT) Station and 300 metres (a five-minute walk) from Westbrook Mall. The site is also 250 metres (a four-minute walk) from 17 Avenue SW, a Neighbourhood Main Street.

As indicated in the Applicant Submission (Attachment 2), the application proposes to redesignate the subject site from the Multi-Residential – Contextual Medium Profile (M-C2)

**Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2025-0154**

District to the Mixed Use – General (MU-1f4.0h28) District to accommodate a mix of residential and/or commercial uses in a way that is sensitive to the local area context. A development permit (DP2025-05095) for a six-storey multi-residential building with 127 dwelling units was submitted on 2025 September 03 and is under review.

The proposal is in alignment with the policies of the MDP and LAP, which supports increased housing diversity in an area that is well served by transit.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. In response, the applicant delivered an information package to neighbouring properties within a 200-metre radius of the subject lot and delivered the package to both the Ward 8 Councillor's Office and the Shaganappi Community Association. To accept feedback, the applicant provided both an email address and a phone line. Additional signage was also provided on site. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

Administration received five responses in opposition to this application. Concerns included increased traffic, reduced street parking, loss of privacy and sunlight and increased burden on city infrastructure. The Shaganappi Community Association submitted a letter of no objection regarding the application (Attachment 4).

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate and in alignment with applicable policy. The building and site design, including landscaping and amenity space, will be reviewed and determined at the development permit stage.

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



**Land Use Amendment in Shaganappi (Ward 8) at multiple addresses, LOC2025-0154**

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**IMPLICATIONS**

**Social**

The proposal would allow for additional housing choices for Calgarians within an established neighbourhood that already offers a wide range of services, community amenities and convenient access to transit.

**Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies is being explored and encouraged through the review of the development permit.

**Economic**

The proposed land use would allow for a more efficient use of land, services and existing infrastructure.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Letter from the Shaganappi Community Association
5. **Proposed Bylaw 22D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Shaganappi at the northeast corner of 33 Street SW and 14 Avenue SW. The site is approximately 0.26 hectares (0.65 acres) in size and is approximately 36 metres wide by 70 metres deep. It is currently developed with four single detached dwellings with detached garages and has rear lane access.

Numerous properties on the east side of 33 Street SW have recently rezoned to the Mixed Use – General (MU-1) District and been redeveloped with apartment buildings and mixed-use buildings up to six storeys. Otherwise, development east of 33 Street SW is characterized by single and two-unit housing, rowhouse and townhouse developments and low-rise apartment buildings under the Multi-Residential – Contextual Medium Profile (M-C2) District.

The site is approximately 50 metres (a one-minute walk) from the Westbrook Light Rail Transit (LRT) Station and Library and 300 metres (a five-minute walk) from Westbrook Mall, all to the west across 33 Street SW. The site is also 250 metres (a four-minute walk) from the Neighbourhood Main Street at 17 Avenue SW to the south.

## Community Peak Population Table

As identified below, the community of Shaganappi reached its peak population in 1969.

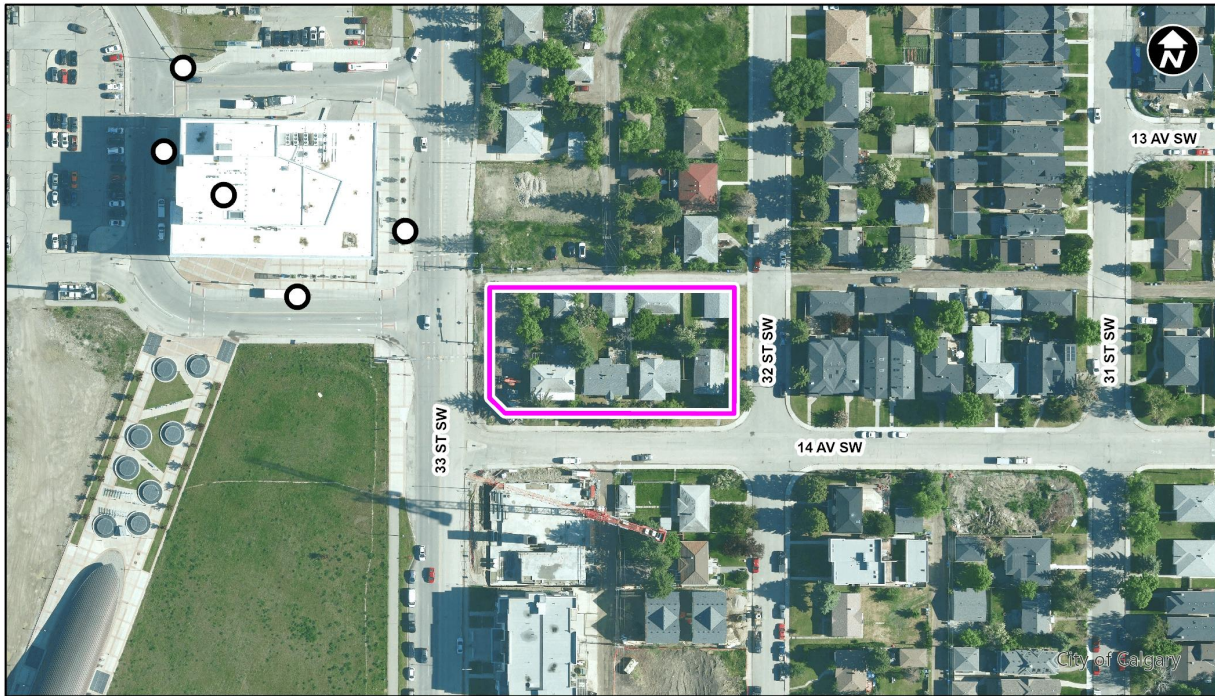
<b>Shaganappi</b>	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	- 506
Difference in Population (Percent)	- 23.7%

Source: *The City of Calgary 2019 Civic Census*

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing M-C2 District allows for multi-residential development in a variety of forms with medium height and density. The M-C2 District is typically located along transportation corridors or at community and transit nodes and in close proximity or adjacent to low density residential development. The maximum height allowed is 16.0 metres (up to five storeys) and the maximum floor area ratio (FAR) is 2.5.

The proposed MU-1f4.0h28 District is intended to accommodate a mix of residential or commercial uses, either in separate buildings or in the same building, and does not require commercial uses to be located at grade. The application proposes an FAR modifier to allow for a maximum FAR of 4.0 (approximately 10,455 square metres of gross floor area) and a maximum height of 28 metres (up to six storeys, as identified in the local area plan).

### Development and Site Design

The rules of the proposed MU-1f4.0h28 District would provide guidance for development of the site including appropriate uses, building height, landscaping, parcel coverage and parking. The corresponding development permit for the site proposes a six-storey residential building with 127 dwelling units and roof-top patio amenity space.

Other key factors that are being considered during the review of the development permit application include the following:

- façade treatment along 33 Street SW;
- shadowing, overlooking and privacy; and
- residential amenity space.

A 2.134 metre public realm setback also applies to this section of 33 Street SW and will be reviewed through the development permit. These setbacks are intended to accommodate public realm improvements, pedestrian environment improvements and context-specific mobility improvements. While there is no front setback requirement in the MU-1 District, all future development is required to be set back 2.134 metres from the existing front property line to accommodate the public realm setback.

### **Transportation**

The subject site is bound by 33 Street SW, classified as a collector street, and by 14 Avenue SW and 32 Street SW, both designated as residential streets. Vehicle access to the site will occur from the rear adjacent lane, whereas pedestrian access will occur from the existing sidewalks surrounding the site. The subject site is well-served by Calgary Transit. Westbrook LRT Station is located directly across 33 Street SW, with additional transit stops serving the MAX Teal, Route 9 (Dalhousie Station/Chinook Station), Route 93 (Coach Hill/Westbrook Station), Route 111 (Old Banff Coach Road), and Route 26 (Sarcee Trail Crosstown). The parcel is served by nearby Always Available for All Ages and Abilities (5A) Network cycling infrastructure with an existing multi-use pathway on the west side of 33 Street SW.

### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site. Servicing requirements will be determined at the time of development.

## **Legislation and Policy**

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

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

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

The [Municipal Development Plan](#) (MDP) identifies the site as located within the Developed Residential – Inner City area on the Urban Structure Map (Map 1). The proposal is consistent with the General Policies for Developed Residential Areas (Section 3.5.1) and Inner City Area policies (Section 3.5.2). The MDP's city-wide policies (Section 2) and specifically Section 2.2 Shaping a More Compact Urban Form provides directions to encourage transit use, making optimal use of transit infrastructure and improve the quality of the environment in communities.

The goals of these policies are to direct future growth of the city in a way that fosters a more compact and efficient use of land, create complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods. The proposed land use

application allows for the site to develop with higher intensity that is transit-oriented and is in keeping with the MDP policies.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies is being explored and encouraged through the development permit review.

### **Westbrook Communities Local Area Plan (LAP) (Statutory – 2023)**

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Flex category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for buildings up to six storeys. The Neighbourhood Flex designation supports a mix of commercial and residential uses, with buildings oriented to the street. The public realm and built form are designed to support frequent pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street. Also, vehicle-oriented uses are discouraged. The proposed land use is in alignment with applicable policy in the LAP.

The subject site is also located within the Westbrook Transit Station Area within the Transition Zone. The LAP envisions transit station areas as focal points and gathering places intended to provide a concentration of private and public amenities that are supported by high density and high levels of pedestrian activity. Buildings, streetscapes and public spaces in these areas are intended to be designed to accommodate this high level of activity through a wide variety of uses, activities and mobility options. Again, the proposed land use is in alignment with applicable policy in the LAP.



# Applicant Submission

2025 August 06



460 - 5119 Elbow Drive SW  
Calgary, Alberta T2V 1H2

P 403 201 5305  
E info@civicworks.ca

## Proposed Land Use Change Applicant Summary

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**Project Location:** 1445 32 ST SW, 3308, 3312, 3316, and 3320 14 AV SW

**Existing Land Use:** Multi-Residential - Contextual Medium Profile (M-C2) District

**Proposed Land Use:** Mixed Use - General 1 (MU-1f4.0h28) District

### APPLICATION SUMMARY

On behalf of Truman Homes (1841729 Alberta LTD.), CivicWorks has made a Land Use Redesignation (rezoning) application to transition the properties at 1445 32 ST SW, 3308, 3312, 3316, and 3320 14 AV SW from the existing Multi-Residential - Contextual Medium Profile (M-C2) District to the Mixed Use - General (MU-1) District with custom modifiers limiting the floor area ratio to a maximum of 4.0 and a maximum building height of 28 metres.

The proposed land use change and development vision will enable a 6-storey mixed use development with 127 purpose-built rental homes. The development vision includes a range of home sizes from studio to two-bedrooms within a transit-oriented area served by a number of nearby amenities including grocery stores, public library, outdoor recreation, parks, and variety of commercial good and services to meet residents' daily needs.

### WHAT IS PROPOSED?

A 6-storey mixed-use development is proposed. A summary of key project details is included below:

**Building Height:** 6 storeys

**Floor Area Ratio:** 3.78

**Homes:** 127 Units Total (Mix of studio, one, and two-bedroom units)

**Vehicle Parking Stalls:** 171 stalls, including 158 resident, 13 visitor, and 5 barrier-free stalls (62 stall surplus).

**Bicycle Stalls:** 64 Class-1 Bicycle Stalls & 14 Class-2 Bicycle Stalls

To provide The City of Calgary, surrounding area residents and the general public with additional information about the proposed development vision, the project team has prepared preliminary plans and concept drawings that will be made available for those who request them as well as shared broadly through various outreach channels in the coming weeks.

These preliminary plans and concept drawings are informed by a concurrent Development Permit (DP) application that will be submitted by the project team in the coming weeks, which will be reviewed for completeness by The City of Calgary and available to surrounding area residents and the broader public for additional review and comment.

### PROJECT SITE CHARACTERISTICS

The proposed development vision is well-suited to the project site given its lot characteristics, strategic location, and the character and scale of surrounding area development:

**Corner Lot:** The proposed development vision orients entries on each block face (33 ST SW, 14 AV SW, 32 ST SW).

**Rear Lane Access:** The project site has rear lane access for all vehicle movements, eliminating the need for driveway cuts and creating an uninterrupted and pedestrian-friendly streetscape. Sites with direct lane access minimize the impact of vehicles on adjacent streets and sidewalks and also allow for organized waste and recycling collection from the lane.



**Higher Activity Street:** The project site has frontage to 33 ST SW, a higher order Collector street that connects surrounding area communities and generally sees higher levels of vehicle, cyclist and pedestrian activity.

**Transit-Oriented Development:** The project site is immediately adjacent to the Blue Line Westbrook LRT Station and MAX Teal BRT Primary Transit Service, along with numerous Local Transit Service routes on Bow Trail SW and 17 AV SW. The availability of various transit route options within easy walking distance of the project site provides access to key local and regional destinations, and supports vehicle-reduced and vehicle-free lifestyles.

**Activity Centre & Main Street Adjacency:** The project site is located adjacent to a Community Activity Centre with Westbrook Mall and commercial plaza to the west, within 200m of the 17 AV SW Neighbourhood Main Street, a municipally-identified corridor providing local area residents with easy access to local goods and services.

**Nearby Open Spaces & Community Amenities:** The subject site is within a ten minute (800m) walk of numerous community amenities including Westbrook Mall (including Walmart and Safeway grocery options), 17 AV SW and 37 AV SW Main Streets, Killarney Aquatic & Recreation Centre, and Shaganappi Point Golf Course.

**Nearby Multi-Unit Development:** The project site is located in proximity to other proposed or approved mixed use and multi-residential developments, including:

- 1717 32 ST SW (DP2024-01129) - 5 storey multi-residential building, 75 units
- 1408 33 ST SW (DP2021-1907) - 7 storey multi-residential building, 45 units
- 1706 33 ST SW (DP2021-2354) - 6 storey multi-residential building, 49 units
- 1710 33 ST SW (DP2015-0952) - 4 storeys multi-residential building, 23 units
- 1736 33 ST SW (DP2021-2356) - 6 storey mixed-use building, 100 units
- 3404 BOW TR SW (DP2021-3051) - 6 storey mixed-use building, 18 units

The development vision aligns with the surrounding area's scale and supports the intended intensity envisioned for the Westbrook Transit Station Area, where a range of multi-residential and mixed-use forms up to 6 storeys are anticipated.

## **ALIGNMENT WITH CALGARY'S GROWTH PLANS**

Through contemporary city-wide plans, The City of Calgary has placed policy priority on building complete and resilient communities that make sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal funding capital. These contemporary realities and their implications are directly reflected in the city-wide policies of the *Municipal Development Plan (MDP)*, the *Calgary Transportation Plan (CTP)* and associated implementation plans like the non-statutory *Guide for Local Area Planning*. This proposed change is consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied 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.

## **ALIGNMENT WITH LOCAL AREA PLANS**

The project site is located within the boundary of the Westbrook Communities Local, Area Plan (LAP), and falls within the "Neighbourhood Flex" LAP Urban Form category and "Low (Up to 6 Storeys)" LAP Building Scale category, allowing for future mixed use development of up to 6-storeys. The proposed land use change and forthcoming development vision are fully aligned with local area policy and no amendments to the plan are required.



## APPLICANT-LED OUTREACH

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provide local area organizations, surrounding area residents and broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city.

This application is supported by a dedicated phone line and email inbox for public questions and comments, along with custom on-site signage and detailed project information brochures hand delivered to residents living within 200m of the project site. Key application materials are also shared directly with the local area Ward Councillor's Office and Community Associations, with opportunities to share feedback, find out more about the project or meet with the project team as helpful.

As our outreach process draws to a close and we approach key decision points in the application process, an *Applicant-led Outreach Summary* will be shared with community groups and The City, and any member of the public who requests it. The *Applicant-led Outreach Summary* highlights the outreach strategies used throughout the application process, what we heard, and how we responded.

## CITY OF CALGARY NOTICE & OUTREACH REQUIREMENTS

In addition to the Applicant-led outreach process, all land use change and development applications are subject to standard City of Calgary notice and outreach requirements:

1. City of Calgary notice letters are sent to directly affected adjacent property owners, with key application information and contact details for the City of Calgary File Manager and the Applicant.
2. Application materials submitted to the City of Calgary are circulated to the local Community Association and Ward Councillor's Office for review and comment.
3. Standard large-format City of Calgary application notice signage is posted on site by the Applicant, with key application information and contact details for the City of Calgary File Manager and the Applicant.

# Applicant Outreach Summary

2025 October 09



460 – 5119 Elbow Drive SW P 403 201 5305  
Calgary, Alberta T2V 1H2 F 403 201 5344

2025.10.09

—

The City of Calgary  
Planning & Development  
800 Macleod Trail SE  
PO Box 2100 Station M  
Calgary, AB T2P 2M5

**ATTN:**

Aaron Thibeault | Senior Planner, Community Planning  
Email Delivery: aaron.thibeault@calgary.ca

**RE:**

Detailed Team Review (DTR1)  
LOC2025-0154 (1445 32 ST SW, 3308,3312,3316,3320 14 AV SW): M-C2 to MU1f4.0h28

**APPLICANT-LED OUTREACH SUMMARY**

CivicWorks submitted an application in July 2025 to redesignate the subject property from the M-C2 District to the MU-1 District to facilitate a six storey development with 127 homes of varying sizes including one and two bedrooms with 175 underground parking stalls.



*Conceptual project visualization, looking north across 32 ST SW and 14 AV SW toward site. Subject to change based on municipal review of Development Permit DP2025-05095 submission.*

CivicWorks and Truman are committed to being good neighbours and working with citizens and community groups throughout the application process. The project team undertakes a meaningful and appropriately-scaled outreach process in support of all applications to ensure a clear and transparent process for all interested parties. As part of our process, we contacted the local Ward 8 Councillor's Office, Shaganappi Community Association, and surrounding residents at the outset of the application process to encourage them to share any comments, questions or concerns. Additional elements of our outreach process also include:





**Custom On-site Signage:** *Installed at application submission, updated at outreach closure*

To supplement required City of Calgary notice signage, the project team deployed additional on-site signage that notified neighbours and surrounding community members of a proposed land use change (installed August 24, 2025). The signage outlined the proposed change and directed interested citizens to get in touch with the project team directly via a dedicated email inbox and phone line. The signage will be updated to notify residents of outreach closure and that this Outreach Summary is available by request.

**Neighbour Brochures:** *Delivered to surrounding area residents within a 200m radius at application submission and at outreach closure*

Paired with on-site signage, information-rich neighbour brochures were hand delivered to local area residents (delivered August 21, 2025) to outline the proposed change and ultimate development vision for the subject site and direct interested parties to get in touch with the project team directly via a dedicated phone line and email inbox. As part of our outreach process, all inquiries, questions, and comments are received, compiled, and responded to by the project team in a timely manner. A second round of mailers will be hand delivered to the same radius to notify citizens of outreach closure and that this Outreach Summary is available for anyone requesting a copy.

## **WHAT WE HEARD**

### **Community Feedback**

The project team did not receive any feedback from community members through the outreach process.

### **Shaganappi Community Association**

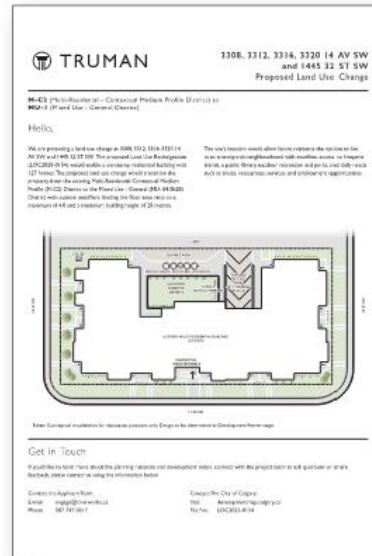
An information-rich project summary memo and supporting materials were shared with the Shaganappi Community Association (SCA) at the outset of the application, along with an invitation to meet and discuss the proposed land use and development vision. The SCA submitted a letter to the City indicating no objection to the proposed land use change. Feedback provided by the SCA regarding building design has been received and will be considered as part of the concurrent Development Permit review process. The project team has also provided the SCA with a copy of this Outreach Summary.

### **Ward 8 Councillor's Office**

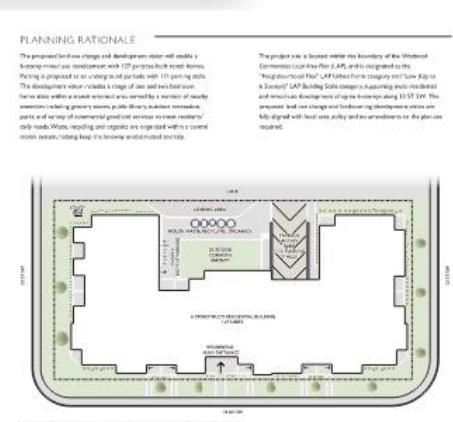
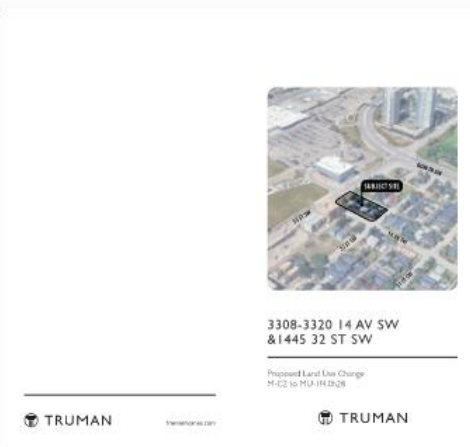
An information rich project summary memo and plans were shared with the Ward 8 Councillor's Office at the outset of the application, along with an invitation to meet and discuss the proposed redesignation. The project team has provided closure messaging to the Ward 8 team, including a copy of this Outreach Summary.



## OUTREACH MATERIALS Custom On-Site Signage



## Neighbour Brochures





# Community Association Response



September 17, 2025

Aaron Thibeault  
Senior Planner, South Team, Community Planning  
The City of Calgary  
5<sup>th</sup> Floor, 800 Macleod Trail SE  
Calgary, AB T2G 2M3  
Email: [aaron.thibeault@calgary.ca](mailto:aaron.thibeault@calgary.ca)

Dear Aaron:

**RE: LOC2025-0154 - 3312 14 AVE SW (Multiple Properties) – Letter of No Objection**

The Shaganappi Community Association has reviewed the above noted application, has no basis to oppose this and will raise no objection. The new land use is appropriate for a lot of this scale, which is already surrounded by buildings of similar scale to the south.

We understand that a Development Permit is pending, and we've already reached out to the applicant with suggestions for an improved building design.

Sincerely,

The Shaganappi Community Association

Michael Wilhelm  
President

Weston Bronconnier  
Westbrook Representative, Development Committee

Cc: Courtney Walcott, Alicia Ta, Ward 8 Office, City of Calgary  
Development Committee, Shaganappi CA  
Paul Needham, CivicWorks

Shaganappi Community Association

# PROPOSED

CPC2025-1006  
ATTACHMENT 5

## BYLAW NUMBER 22D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0154/CPC2025-1006)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

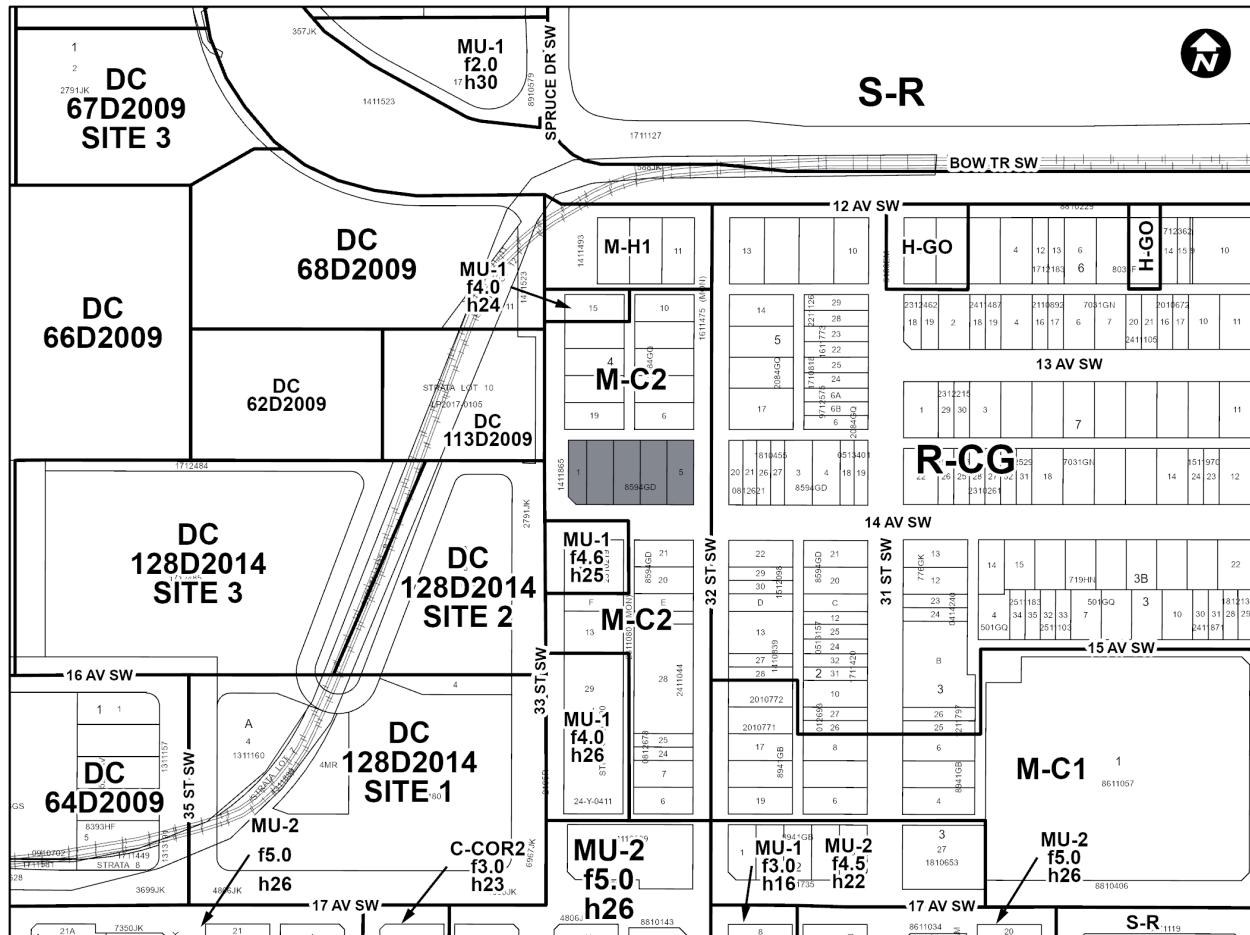
READ A THIRD TIME ON \_\_\_\_\_

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

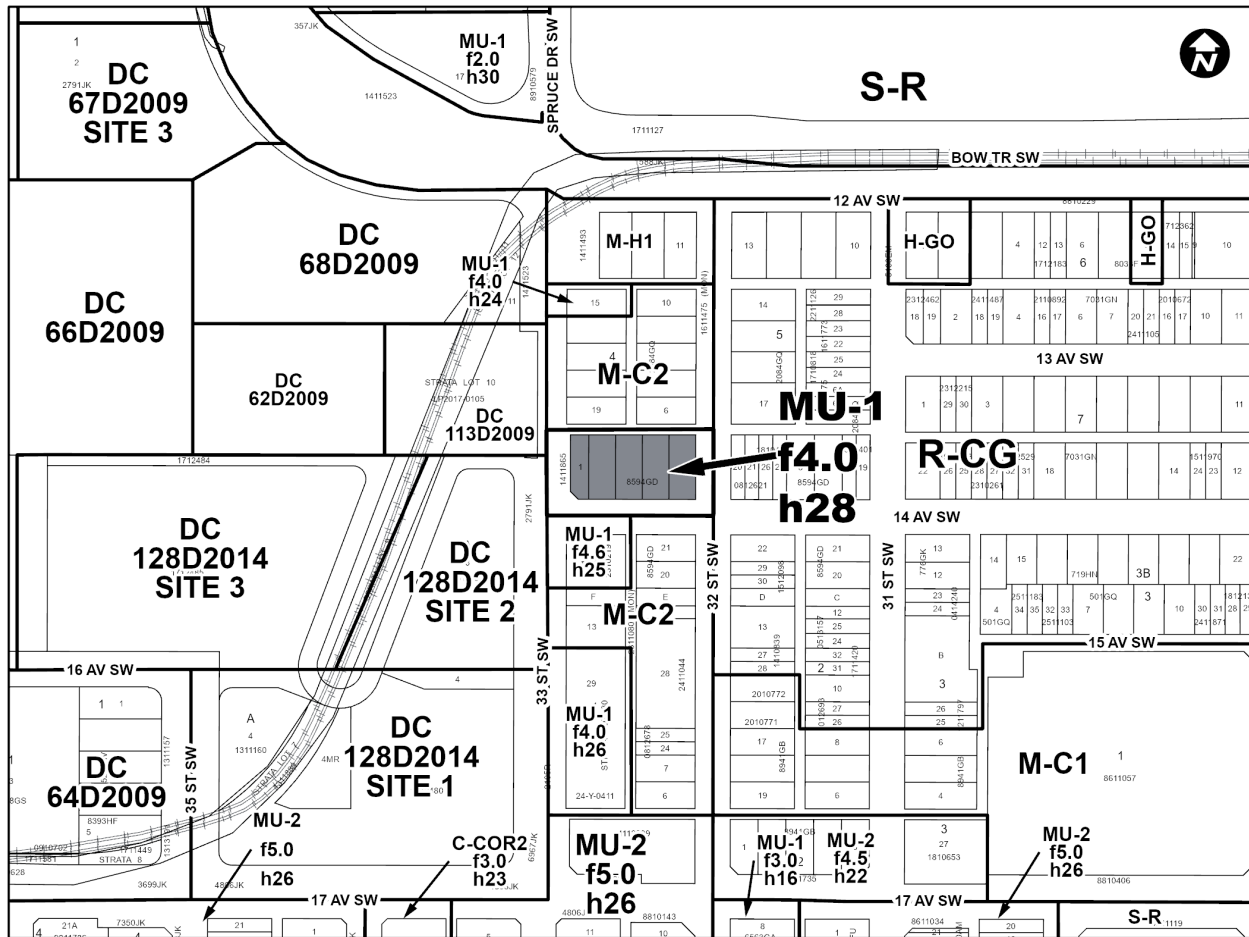
**AMENDMENT LOC2025-0154/CPC2025-1006  
BYLAW NUMBER 22D2026**

**SCHEDULE A**



**AMENDMENT LOC2025-0154/CPC2025-1006  
BYLAW NUMBER 22D2026**

**SCHEDULE B**



**Land Use Amendment in Bankview (Ward 8) at 2213 and 2215 – 14 Street SW,  
LOC2025-0166**

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**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) located at 2213 and 2215 – 14 Street SW (Plan 261L, Block 13, Lots 14 and 15) from Multi-Residential – Contextual Medium Profile (M-C2) District to Mixed Use – General (MU-1f3.5h23) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 4:**

That Council give three readings to **Proposed Bylaw 15D2026** for the redesignation of 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) located at 2213 and 2215 – 14 Street SW (Plan 261L, Block 13, Lots 14 and 15) from Multi-Residential – Contextual Medium Profile (M-C2) District to Mixed Use – General (MU-1f3.5h23) District.

Opposition to Recommendation: Commissioner Gordon and Commissioner Montgomery

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 December 4:

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“The following documents were distributed with respect to Report CPC2025-0993:

- Revised Cover Report;
- Revised Attachment 1; and”

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for a street-oriented, mixed use development comprising of commercial or residential uses at grade with residential uses above, up to six storeys in height.
- The proposal represents an appropriate increase in height and floor area ratio (FAR) along the 14 Street SW Neighbourhood Main Street and aligns with the policies in the *Municipal Development Plan* (MDP) and the *West Elbow Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would allow for additional residential and commercial uses along a Neighbourhood Main Street that is close to transit and would provide for a more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable additional residential housing and enable commercial and employment opportunities in this part of Bankview.
- No development permit application has been submitted at this time.
- There is no previous Council direction related to this proposal.

**Land Use Amendment in Bankview (Ward 8) at 2213 and 2215 - 14 Street SW,  
LOC2025-0166**

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**DISCUSSION**

This application, in the southwest community of Bankview, was submitted by Horizon Land Surveys on behalf of the landowners Timothy Calvin Wong and Dennis Valdez, on 2025 July 7. The approximately 0.05 hectare (0.12 acres) mid-block parcel is located on the west side of 14 Street SW between 19 Avenue SW and 21 Avenue SW. The site is currently developed with two single detached dwellings with vehicle access provided from the rear lane.

The site is well served by Calgary Transit with two bus stops located nearby within a one-minute to three-minute walking distance. These stops provide convenient access to several routes, including Route 7 (Marda Loop/City Centre), Route 22 (Richmond Road SW/City Centre) and Route 414 (14 Street/Crosstown). Additional frequent bus service is also available along 17 Avenue SW located approximately within a four-minute walk to the north, offering additional connections to destinations throughout the city. In addition, the site also benefits from proximity to local parks, schools and neighbourhood retail amenities.

The existing Multi-Residential – Contextual Low Profile (M-C2) District allows for a maximum building height of 16.0 metres and is intended to accommodate multi-residential development of low height and medium density.

The proposed Mixed Use – General (MU-1f3.5h23) District would accommodate mixed use development at a maximum building height of 23 metres (up to six storeys). The proposed MU-1 District would also allow for a maximum building floor area of **1,575 square metres**. As noted in the Applicant Submission (Attachment 2), the intent is to allow for a mix of uses and building form that is consistent with the LAP. No development permit has been submitted at this time.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the community association was appropriate. In response, the applicant distributed letters to residents within a 100 metre radius of the subject site, conducted door knocking and contacted the Bankview Community Association (CA) and the Ward 8 Office for comment. The applicant indicated additional engagement will commence with a future development permit application and design considerations will continue to be welcomed through the engagement process. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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



**Land Use Amendment in Bankview (Ward 8) at 2213 and 2215 - 14 Street SW,  
LOC2025-0166**

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The response in support thought the application would aide in revitalizing 14 Street SW. The responses in opposition had the following concerns:

- the proposed land use amendment may affect downtown views from the north face of 2221 – 14 Street SW;
- potential dust and noise; and
- traffic impacts.

No comments from the CA were received. Administration contacted the CA to follow up and no response was received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units and on-site parking will be reviewed at the time of a development permit application.

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

## **IMPLICATIONS**

### **Social**

The proposal would allow for additional housing options and may better accommodate the housing needs of different age groups, lifestyles and demographics.

### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Economic**

The proposal would enable the development of additional residential dwelling units and commercial spaces along a Neighbourhood Main Street corridor. It would provide opportunities to support local business and employment opportunities within Bankview and nearby communities, allow for the efficient use of land and leverage the existing transit infrastructure in the area.

### **Service and Financial Implications**

No anticipated financial impact.

### **RISK**

There are no known risks associated with this proposal.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 04

ISC: UNRESTRICTED  
Corrected CPC2025-0993  
Page 4 of 4

**Land Use Amendment in Bankview (Ward 8) at 2213 and 2215 - 14 Street SW,  
LOC2025-0166**

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**ATTACHMENTS**

1. **Revised** Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 15D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is comprised of two adjacent lots in the southwest community of Bankview on the west side of 14 Street SW between 21 Avenue SW and 19 Avenue SW. The site has a total parcel area of 0.05 hectares (0.12 acres) and is approximately 15 metres wide by 30 metres deep.

The site is currently developed with two single detached dwellings with rear lane access. It is located directly north across 14 Street SW from the Mount Royal Junior High School (Grades seven to nine), approximately 750 metres (a 10-minute walk) southeast of the Sacred Heart School (Kindergarten to grade six), and approximately 400 metres (a six-minute walk) east of Buckmaster Park. This site is also directly adjacent to the 14 Street SW Neighbourhood Main Street and is approximately 280 metres (a four-minute walk) north of the 17 Avenue SW Neighbourhood Main Street.

Surrounding developments to the north, south and west are primarily characterized by medium density residential built forms, generally three to four storeys in height, and are designated as the Multi-Residential – Contextual Medium Profile (M-C2) District.

## Community Peak Population Table

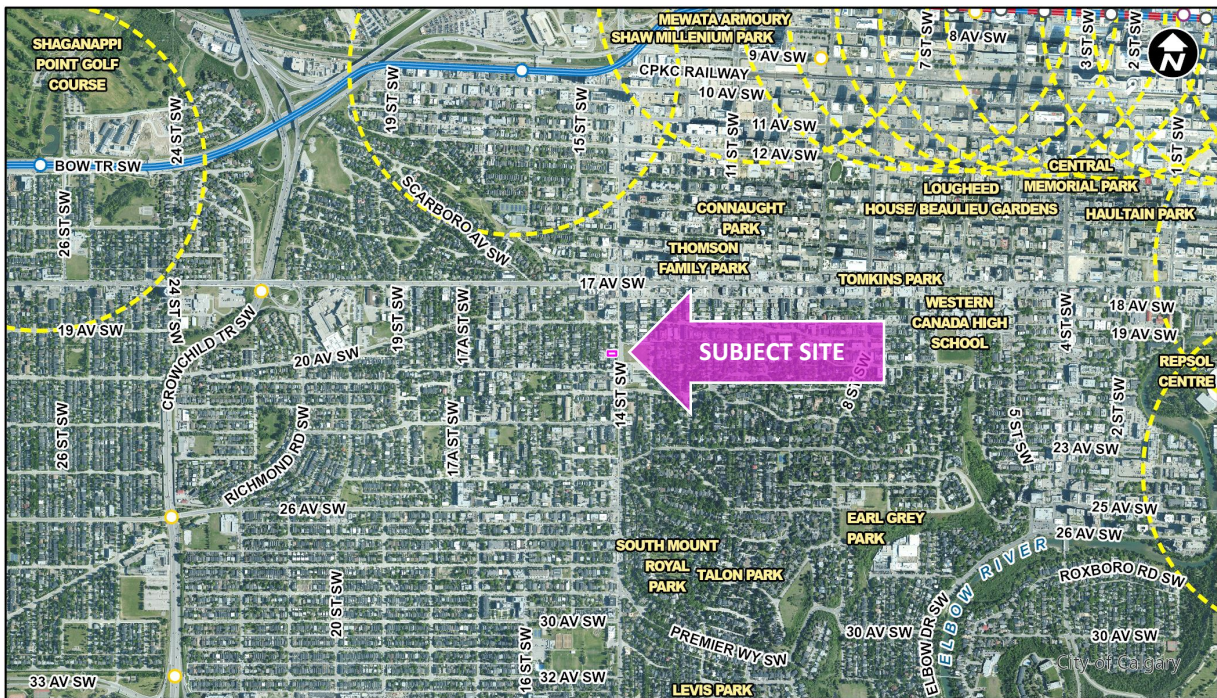
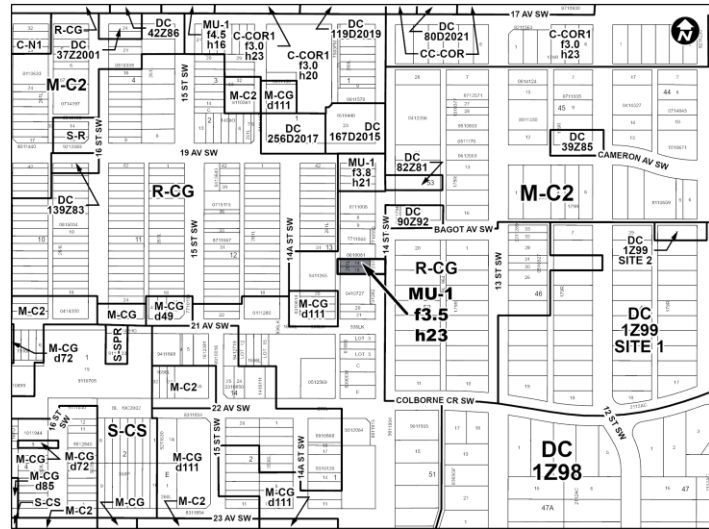
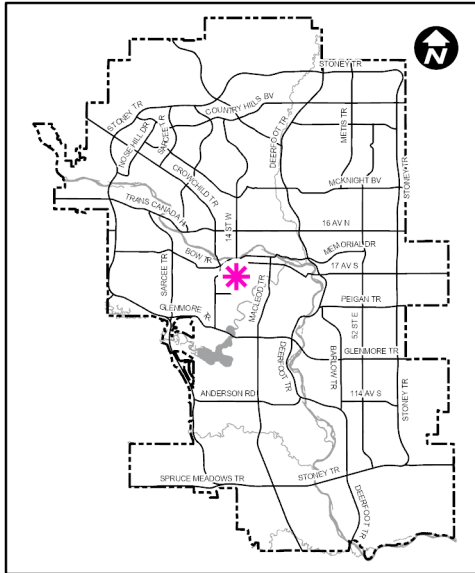
As identified below, the community of Bankview reached its peak population in 1981.

<b>Bankview</b>	
Peak Population Year	1981
Peak Population	5,590
2019 Current Population	5,526
Difference in Population (Number)	- 344
Difference in Population (Percent)	-6.0%

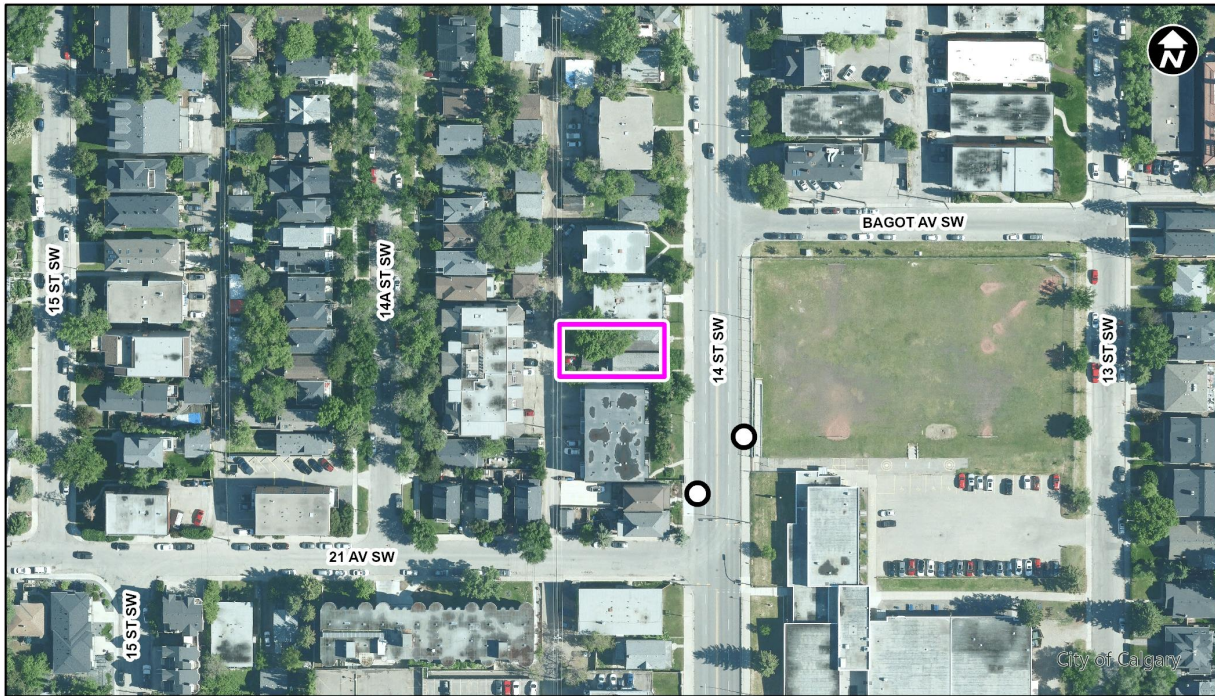
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Multi-Residential – Contextual Low Profile (M-C2) District allows for a maximum building height of 16.0 metres and is intended to accommodate multi-residential development of low height and medium density. This district typically has higher numbers of dwelling units and traffic generation than low density residential dwellings and has a maximum floor area ratio (FAR) of 2.5.

The proposed Mixed Use – General (MU-1f3.5h23) District is intended to accommodate a mixed-use development with commercial or residential uses on the ground floor and residential dwelling units above at a maximum building height of 23.0 metres (up to six storeys). The proposed land use will also allow for a maximum building floor area of approximately **1,575 square metres** through a maximum FAR of 3.5.

The MU-1 District may be located adjacent to low density residential developments and includes specific rules for setbacks, stepbacks and maximum height at shared property lines or lanes. This district is intended to be located along commercial streets where either residential and commercial uses are supported at grade.

### **Development and Site Design**

If approved by Council, the rules for the MU-1f3.5h23 District and the policies in the *West Elbow Communities Local Area Plan* (LAP) would provide guidance for future site development including the overall, building design, mix, location and size of uses, including site layout details such as parking, landscaping and site access. Although the site itself is not large, the owner undertook extensive site testing to evaluate the feasibility of various building schemes under the proposed land use. Parking will be an important consideration in future design work, and the specific requirements would be evaluated at the development permit stage.

Given the specific context of the subject site, additional items that will be considered through the development permit process include, but are not limited to:

- articulation of built form and appropriate transition to adjacent mid-rise, multi-residential (M-C2) District parcels;
- mitigating shadowing, overlooking, and privacy concerns to adjacent residential parcels;
- the design of the eastern facing elevation, as this will be highly prominent;
- ensuring a pedestrian-oriented built interface and streetscape design along 14 Street SW; and
- the interface with the rear lane, along with access to the site.

### **Transportation**

The site is well served by Calgary Transit with multiple bus routes including Route 7 (Marda Loop/City Centre) and Route 22 (Richmond Road SW/City Centre) within 100 metres of the site (a one-minute walk) and Route 414 (14 Street/Crosstown) within 450 metres of the site (a six-minute walk). Additional frequent bus service is also available along 17 Avenue SW located approximately a four-minute walk from the site, offering additional connections to destinations throughout the city. Pedestrian access to the site is available from the existing sidewalk along 14 Street SW and 21 Avenue SW. Vehicular access to the site is provided via the lane on the west edge of the site.

### **Environmental Site Considerations**

There are no known environmental concerns at this time and no reports were required for this application.

### **Utilities and Servicing**

There is existing water, sanitary, and storm sewers to service the site. Servicing requirements will be determined with a future development permit application.

## **Legislation and Policy**

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

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

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

The [Municipal Development Plan](#) (MDP) identifies the subject site as being within the 14 Street SW Neighbourhood Main Street (Map 1: Urban Structure) and located on the Primary Transit Network (Map 2: Primary Transit Network). The MDP supports a moderate intensification and mixed-use redevelopment in these areas to optimize existing infrastructure, enhance access to



amenities and transit, and strengthen local commercial services within walkable distances for residents. The proposed MU-1 District would enable a modest increase in residential and commercial density while supporting active, street-oriented uses at grade. Overall, the proposed land use amendment is consistent with and advances the applicable MDP policies for Neighbourhood Main Streets and transit-supportive development.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of the site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

### **West Elbow Communities Local Area Plan (Statutory – 2025)**

The [West Elbow Communities Local Area Plan](#) (LAP) designates the subject site as part of the Neighbourhood Flex urban form category with a Low building scale modifier, permitting up to six storeys. Neighbourhood Flex areas support a mix of residential and commercial uses, oriented to the street, with uses that may be combined vertically or horizontally within a building or block. Ground-floor uses may be commercial or residential, and the public realm should accommodate moderate to high pedestrian activity.

The site is also within a Neighbourhood Main Street area, where mixed-use retail buildings and higher densities are encouraged, particularly with good transit access. Development must provide a sensitive transition to adjacent residential areas, typically at the rear or along public streets, while respecting the scale, form, and character of the neighbourhood. Proposals should enhance public space, create a safe pedestrian environment, and establish a human-scaled street wall.

The proposal is consistent with LAP policies, with detailed consideration of building form to be addressed at the development permit stage.

# Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

LOC Number (office use only):

LOC2025-0166

Applicant's Name:

Lei Wang

Date:

August 11, 2025

On behalf of the landowner, please accept this application to redesignate a +/- 0.0407 hectare site from M-C2 to MU1f3.5h23 to allow for:

- a mixed use development along 14 Street as a connector corridor
- a maximum floor area ratio of 3.5
- a maximum height of 23 metres
- the uses listed in the proposed MU-1 District

The subject sites, 2213/2215 14 Street SW, are two continuous lots located in the community of Bankview along 14 Street. Both properties are currently developed with single detached dwellings built in the 1920s. Surrounding properties are mostly M-C2 condo buildings with the Mount Royal Junior High School located directly to the east of the site and mixed use developments by the corner of 14 Street and 19 Ave SW.

The sites combined area is approximately 0.047 hectares in size. A rear lane exists to the west of the site. Vehicle access to the parcel is available and will be via the rear lane. The site is along 14 Street, a connector corridor, with bus stops within 40 metres.

The lots are defined as "neighbourhood flex" with a building scale of up to 6 storeys under the West Elbow Communities Local Area Plan. Neighbourhood Flex area are characterized by a mix of commercial and residential uses. Buildings are oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities, and residential uses. The policy says "development in neighbourhood flex areas may include either commercial or residential uses on the ground floor facing the street". The proposed rezoning to MU-1 fully aligns with the LAP, offering additional flexibility for mixed use development, including at-grade commercial uses with residential units above. This supports the plan's emphasis on creating vibrant, pedestrian-oriented streetscapes and providing opportunities for small-scale local businesses in appropriate locations. In addition, it reinforces the function of 14 Street SW as a connector corridor, and encourage a built form that is compatible with the surrounding context. The proposed redesignation to MU-1 would enhance the site's potential to deliver a more active public realm and mix

of uses while remaining consistent with the LAP's vision.

Housing diversity and choice policies encourage the provision of a wide range of housing types, tenures and densities that may meet affordability, accessibility, life cycle, and lifestyle needs of different groups, an adaptation of the City's existing housing stock to enable changing households to remain in the same neighbourhood for longer time periods through allowing accessory suites in low density areas. So we sincerely the city can support our application.

# Applicant Outreach Summary

2025 August 13



## Community Outreach Assessment Tool

The City has created this optional assessment tool which is designed to help you navigate the decision to undertake outreach and provides guidance on high-level outreach considerations based on the impact of your proposed project and the community complexity.

When filling this out, it can be helpful to do some initial research into past projects in the area as this will help inform your answers for more accurate results. Also, ensure when you are answering these that you are putting yourself in the shoes of the community. Remember that how you answer today, is reflective of the context of today and isn't a guarantee that no issues will arise in the future as you move through your process.

COMMUNITY IMPACT	1 Point	2 Points	3 Points	Enter Values
How similar is your project to what already exists in the community?	Similar projects exist in the community and is a low level of change for community.	Community is not that familiar with this project type and will be a moderate change.	Major change or redevelopment being proposed and likely a big change for the community.	1
What is the duration of your project (to occupancy)?	Under 2 years	3 - 5 years	5 + years	1
How broadly will this project impact the surrounding community?	Likely to affect immediate neighbours.	Could have an impact within a few blocks.	Likely to have an impact community - wide.	1
How common is redevelopment within the community?	Redevelopment is common in community.	Moderate redevelopment has occurred.	Little to no redevelopment has occurred.	1
TOTAL				4
COMMUNITY COMPLEXITY	1 Point	2 Points	3 Points	Enter Values
How do you anticipate the community will react to this project?	Little attention - project unlikely to be a public issue.	Anticipate there will be some attention. Disagreement or differing opinions are expected.	Anticipate this to be a highly sensitive issue.	1
How inclined will the community be to accept this project?	Likely minimal to no issues anticipated.	Some issues anticipated.	Many issues are anticipated.	2
What level of influence does the community have over project decisions?	No decisions open for input, willing to inform the community of project details.	Willing to listen to community and learn about their ideas and respond where possible	Willing to collect input to influence specific project decisions.	2
TOTAL				5

### IMPACT SCORE

4 to 6      1  
7 to 9      2  
10 to 12    3

### COMPLEXITY SCORE

3 to 5      A  
6 to 9      B

COMMUNITY IMPACT	COMMUNITY COMPLEXITY	
	3A	3B
	2A	2B
	1A	1B

Your Project's Score:

1 A

Outreach Approach Assessment	
<b>Direct approach</b> (1A, 1B)	Your project is likely of low impact to the community and is not proposing a major change or disruption. For higher complexity, you may have to put a bit more effort in developing content to educate and inform The community about your project details. Consider choosing 2 - 3 tactics suited for a targeted audience*.
<b>Moderate approach</b> (2A, 3A)	Your project is of medium to high impact for the community, but is not very complex and likely little attention and/or issues are expected. Given the level of impact consider expanding your reach beyond the immediate neighbours to inform them of the project details and collect input if needed. Consider choosing 4 - 6 tactics for a range of targeted and broader audiences*.
<b>Comprehensive approach</b> (2B, 3B)	Your project is of medium to high impact for the community, and of higher complexity. There are likely issues that will need to be mitigated and addressed and extra effort will be needed to educate and inform the community about your project. Consider a broader approach with the community and be open to an iterative process with multiple tactics where input could help inform better decisions*.





## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

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**Project name:** 2213/2215 14 Street SW

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Before undertaking the project, our office completed the "Community Outreach Assessment". The project's impact score is "1A". So we are implementing a direct approach to reach to community association, local residents within a 100 meters radius and also Ward Councilor Office.

On May 6th, 2025, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

Immediate neighbour, local residents, community association and ward councillor office



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

We believe those concerns can be properly dealt with at the development permit stage.

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Continue engage with local residents, Councillor office and community association.



# PROPOSED

CPC2025-0993  
ATTACHMENT 4

## BYLAW NUMBER 15D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0166/CPC2025-0993)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

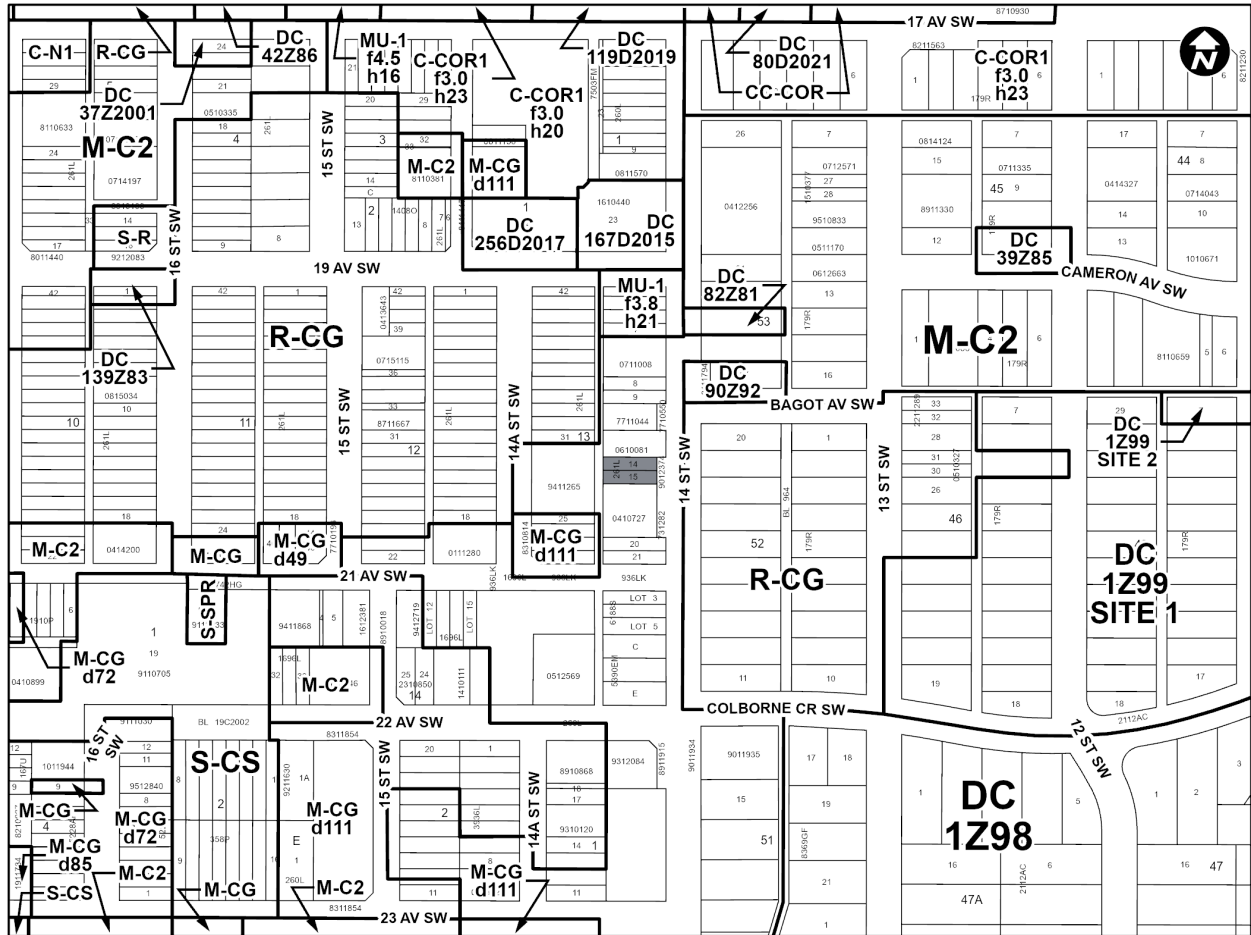
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

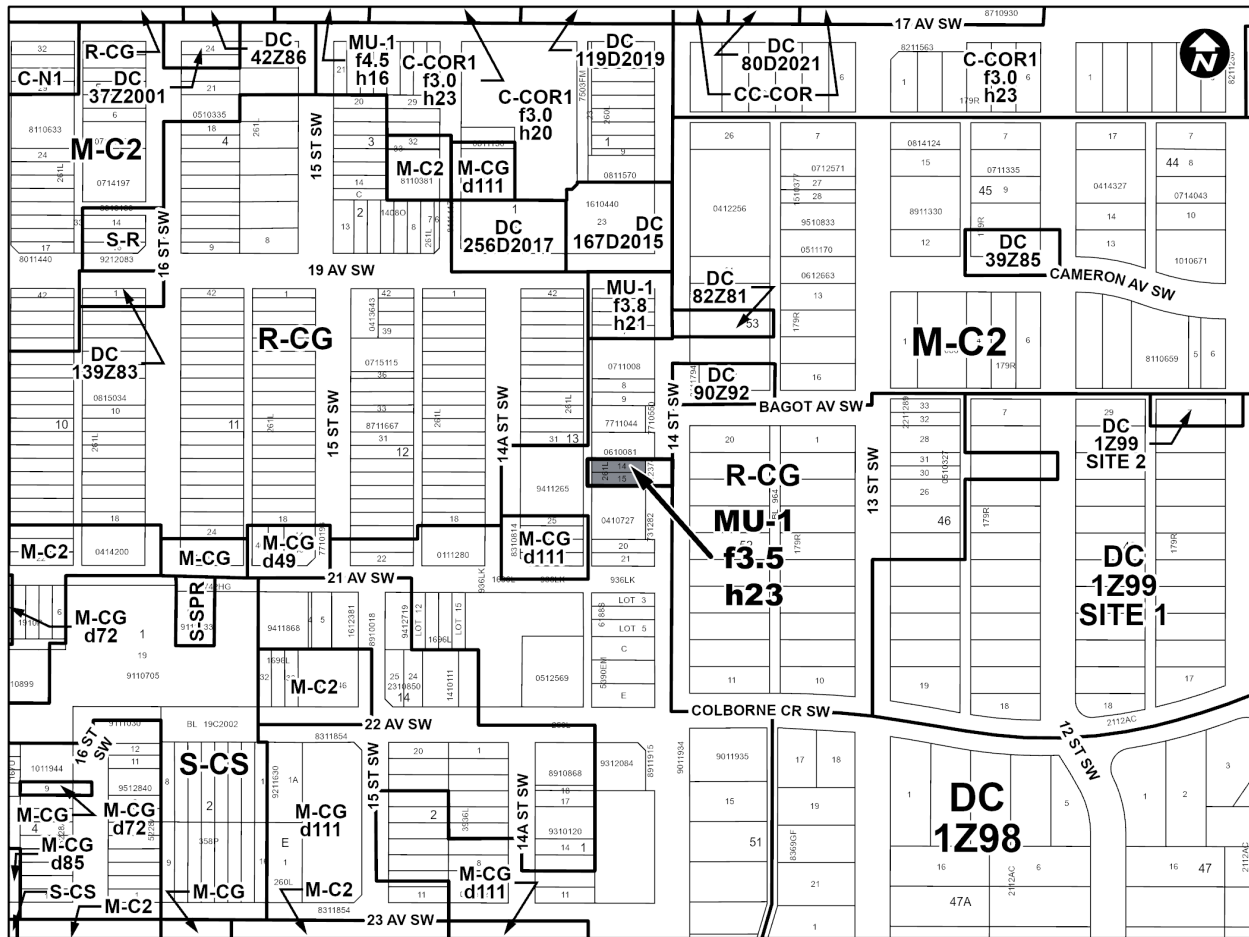
AMENDMENT LOC2025-0166/CPC2025-0993  
BYLAW NUMBER 15D2026

## SCHEDULE A



**AMENDMENT LOC2025-0166/CPC2025-0993  
BYLAW NUMBER 15D2026**

**SCHEDULE B**



**Land Use Amendment in Altadore (Ward 8) at 1537 and 1539 – 34 Avenue SW,  
LOC2025-0167**

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**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.10 hectares  $\pm$  (0.24 acres  $\pm$ ) located at 1537 and 1539 – 34 Avenue SW (Plan 2259N, Block B, Lots 1 to 3) from Multi-Residential – Contextual Low Profile (M-C1) District to Mixed Use – General (MU-1f4.0h24) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 4:**

That Council give three readings to **Proposed Bylaw 12D2026** for the redesignation of 0.10 hectares  $\pm$  (0.24 acres  $\pm$ ) located at 1537 and 1539 – 34 Avenue SW (Plan 2259N, Block B, Lots 1 to 3) from Multi-Residential – Contextual Low Profile (M-C1) District to Mixed Use – General (MU-1f4.0h24) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission,  
2025 December 4:

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“The following documents were distributed with respect to Report CPC2025-0959:

- Revised Attachment 1; and”

**HIGHLIGHTS**

- This application seeks to redesignate the subject parcels to allow for a street-oriented, mixed-use development comprising commercial/retail and residential uses.
- The proposal allows for an appropriate increase in height and development intensity within the 34 Avenue SW Neighbourhood Main Street area and aligns with the *Municipal Development Plan* (MDP) and the *West Elbow Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would allow for additional residential and commercial uses in a walkable, mixed-use area along a Main Street that is close to transit and would provide for a more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable additional residential densification and promote commercial and employment opportunities to activate this part of Altadore.
- A development permit for a six-storey mixed use development has been submitted and is under review.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, located in the southwest community of Altadore was submitted by CivicWorks on behalf of the landowner, 1765325 Alberta Ltd. (Julie Hong), on 2025 August 19.

**Land Use Amendment in Altadore (Ward 8) at 1537 and 1539 - 34 Avenue SW,  
LOC2025-0167**

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The approximately 0.10 hectare (0.24 acre) site includes two parcels on the southern side of 34 Avenue SW, located on the southwest corner of the 14A Street SW and 34 Avenue SW intersection. The proposed Mixed Use – General (MU-1f4.0h24) District would allow for greater buildable height than the current Multi-Residential – Contextual Low Profile (M-C1) District and allow for more varied uses at grade. The MU-1f4.0h24 District would allow for a maximum building height of 24 metres and a buildable floor area of approximately 3,920 square metres within a Neighbourhood Main Street area (34 Avenue SW).

As noted in the Applicant Submission (Attachment 2), the applicant intends to build a mixed-use development to a maximum building height of 24 metres. A development permit (DP2025-04791) for six-storey mixed use building accommodating 43 residential units with commercial uses at grade was submitted on 2025 August 18 and is under review.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed policy and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with relevant public groups and the respective community association was appropriate. In response, the applicant established a project website, distributed mailers to approximately 342 addresses and created custom on-site signage which provided supplementary information to The City's standard site signage. The applicant used additional outreach methods, including an outreach voicemail and email inbox and held a community information sharing and meeting session (2025 September 25).

The applicant also connected with the Marda Loop Communities Association (CA), the Marda Loop Business Improvement Area (BIA) and the Ward 8 Councillor's Office to share the project information. Additional information can be found in the Applicant Outreach Summary (Attachment 3).

**City-Led Outreach**

In keeping with Administration's practices, this application was circulated to public/interested groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received nine letters of opposition from the public and one letter of support.

The public noted the following areas of concern:

- massing impacts due to the height proposed (six storeys is too high);
- increased density and lack of parking;

**Land Use Amendment in Altadore (Ward 8) at 1537 and 1539 - 34 Avenue SW,  
LOC2025-0167**

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- impact on an already congested traffic corridor and parking congestion issues on 34 Avenue SW and other nearby streets;
- impact on neighbourhood character;
- will overwhelm local services; and
- ongoing impacts of construction on direct neighbours.

The letter of support indicated no concerns about parking due to the subject site's location along the Primary Transit Network and suggested that 14A Street SW could become a restricted parking area, either through the implementation of paid or permit parking.

The Marda Loop Communities Association provided a letter on 2025 October 09 (Attachment 4) outlining the following concerns:

- current parking issues will worsen;
- public transportation cited is not sufficient to accommodate the needs of future residents;
- pedestrian safety and crosswalks in the area should be better considered;
- a new development on the proposed site will displace current tenants in the more affordable multi-residential buildings;
- concern about loss of mature trees and lack of public amenity greenspace;
- aesthetic impacts on the street; and
- future waste management concerns.

Administration considered the relevant planning issues specific to the application and determined the proposal to be appropriate. The building and site design, number of units, shadowing of adjacent properties, setbacks and step backs from existing residential development, offsite and onsite transportation, mobility concerns and waste management will be reviewed through the development permit application currently under review.

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

## **IMPLICATIONS**

### **Social**

This application meets the vision of the MDP and the LAP, would allow for additional housing options and may better accommodate the housing needs of different age groups, lifestyles and demographics towards fostering an inclusive community.



**Land Use Amendment in Altadore (Ward 8) at 1537 and 1539 - 34 Avenue SW,  
 LOC2025-0167**

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**Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

**Economic**

The proposed policy and land use amendment would enable the development of additional residential dwelling units and commercial spaces along a Neighbourhood Main Street corridor. It would provide opportunities to support local business and employment opportunities within Altadore and nearby communities, allow for the efficient use of land and leverage the existing transit infrastructure in the area.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. **Revised** Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 12D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Altadore at the southwest corner of the intersection of 34 Avenue SW and 14A Street SW. The site is approximately 0.10 hectares (0.24 acres) in size, with dimensions of approximately 38 metres wide by 15 metres deep. It is comprised of two parcels currently occupied by two multi-residential buildings. The site is bounded to the north by 34 Avenue SW, to the east by 14A Street SW, to the south by a parcel containing a six-unit multi-residential development and to the west by a lane.

The site is located approximately 140 metres (a two-minute walk) south of the 33 Avenue SW Neighbourhood Main Street; 130 metres (a two-minute walk) west of the 14 Street SW Neighbourhood Main Street; and 500 metres (an eight-minute walk) south of the Marda Loop Communities Association complex.

Both 33 Avenue SW and 14 Street SW are part of the Primary Transit Network with nearby bus stops providing direct connections to downtown, Mount Royal University and West Hills Towne Centre shopping area.

Surrounding development is characterized by single and semi-detached dwellings, as well as low rise multi-residential buildings, designated as Multi-Residential – Contextual Low Profile (M-C1) District. Development east of the subject site is characterized by low rise commercial development designated as Commercial – Neighbourhood 2 (C-N2) District. Active redevelopment and recent construction are evident along 33 Avenue SW.

## Community Peak Population Table

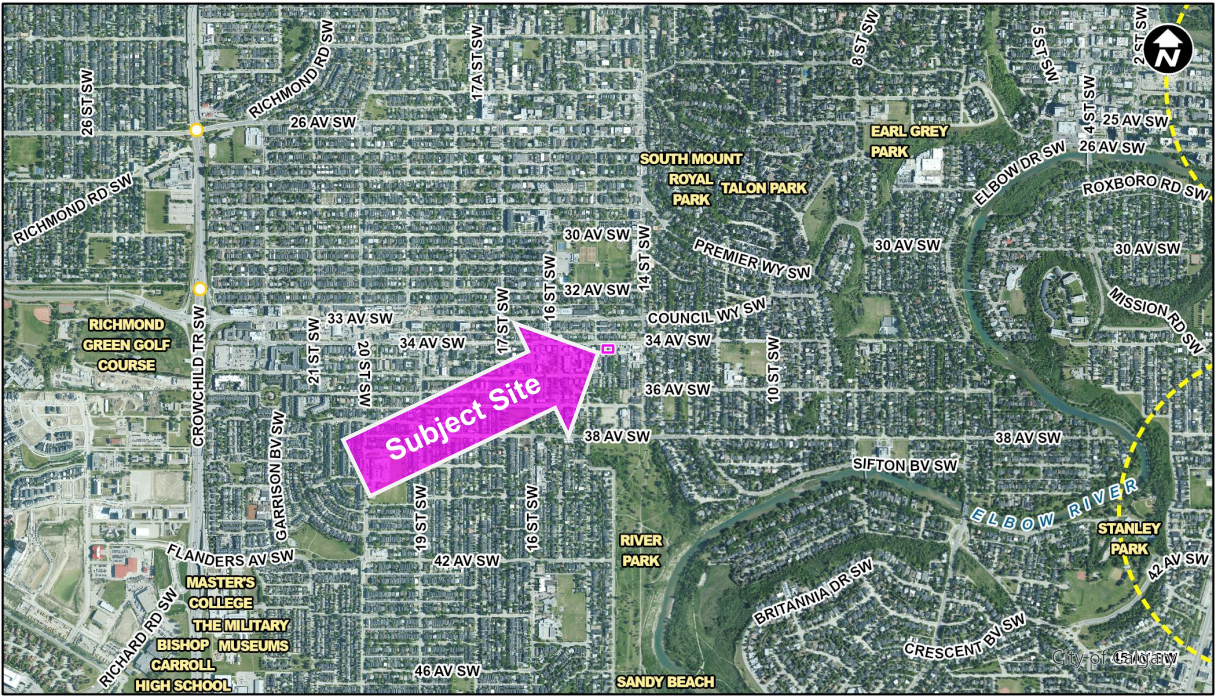
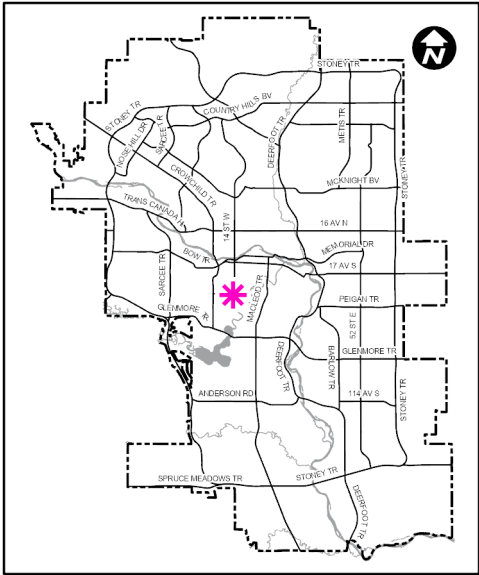
As identified below, the community of Altadore reached its peak population in 2019.

<b>Altadore</b>	
Peak Population Year	2019
Peak Population	6,942
2019 Current Population	6,942
Difference in Population (Number)	± 0
Difference in Population (Percent)	0%

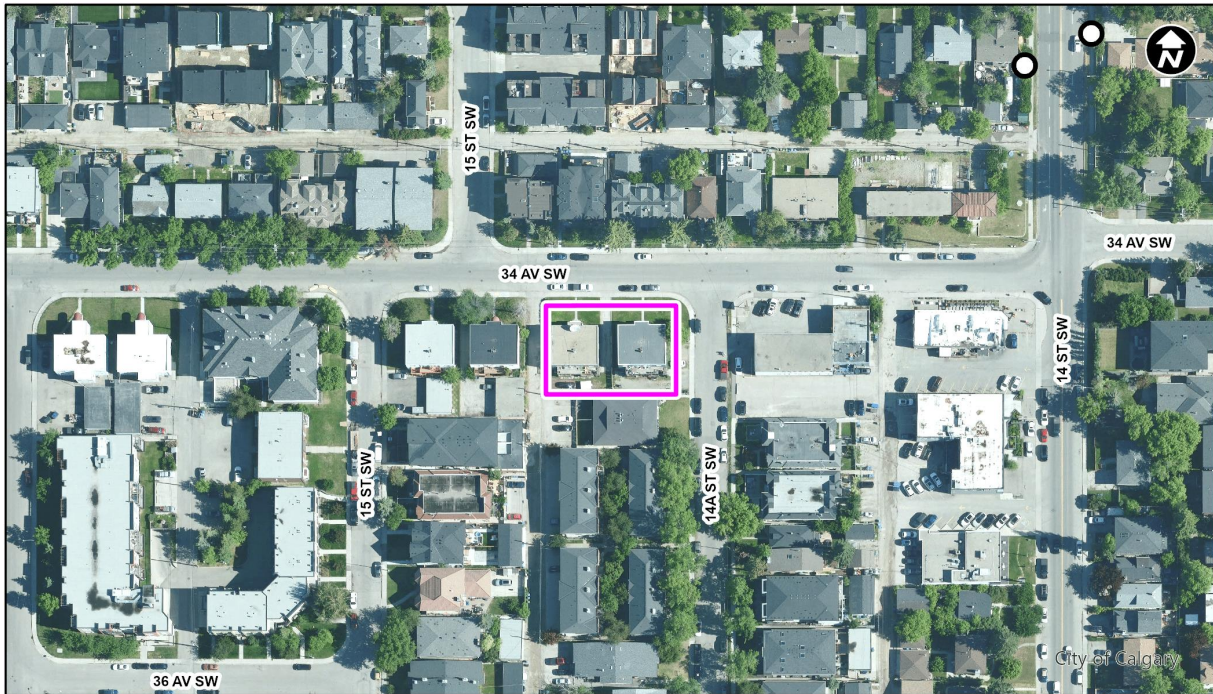
Source: *The City of Calgary 2019 Civic Census*

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

Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing M-C1 District allows for a range of contextual low-profile multi-residential development that will typically have a higher number of dwelling units and traffic generation than lower-density districts. M-C1 District allows for a maximum building height of 14 metres (approximately four storeys) and a maximum density of 148 dwelling units per hectare. Based on the subject site parcel area, this would allow up to 14 dwelling units. The M-C1 District requires a minimum of 0.625 parking stalls per dwelling unit, with reductions to that minimum allowed based on provision of secure bicycle parking and proximity to established transit infrastructure. This District further establishes requirements for private amenity space and landscaping.

The proposed Mixed Use – General (MU-1f4.0h24) District is intended to accommodate a mixed-use development with commercial or residential uses on the ground floor and residential dwelling units above at a maximum building height of 24 metres (up to six storeys in alignment with the applicable local area plan). The proposed land use district will allow for a maximum building floor area of approximately 3,920 square metres through a maximum floor area ratio (FAR) of 4.0. The MU-1 District allows for street-oriented development and it provides flexibility for residential and commercial uses in the same building but does not require commercial uses to be provided at grade. The MU-1 District is designed to be located adjacent to low-density residential development with specific rules for setbacks, stepbacks and maximum height at the

shared property line or lane. This district is intended to be located along commercial streets where both residential and commercial uses are supported at grade.

### **Development and Site Design**

If approved by Council, the Land Use Bylaw 1P2007 rules for the proposed MU-1 District and the policies in the *West Elbow Communities Local Area Plan* (LAP) would provide guidance for future site development including the overall distribution of buildings, building design, mix, location and size of uses, and site layout details such as parking, landscaping and site access. Given the specific context of the subject site, additional items that will be considered through the development permit process include, but are not limited to:

- articulation of built form and physical separation from low-density residential parcels;
- mitigating shadowing, overlooking, and privacy concerns to adjacent residential parcels;
- the design of the eastern-facing elevation;
- integrating a Main Street streetscape design along 34 Avenue SW;
- ensuring a pedestrian-oriented built interface along 34 Avenue SW; and
- the interface with the rear lane, along with access into the site.

### **Transportation**

The subject site fronts onto 34 Avenue SW and is 130 metres (a two-minute walk) west of the 14 Street SW. Pedestrian access is available from both 34 Avenue SW and 14A Street SW, and vehicle access to the subject site would be required from the westerly laneway. The site is well-served by the cycling infrastructure with a planned multi-use pathway extension along 34 Avenue SW which will eventually extend east/west from 14 Street SW to 20 Street SW. On-street bicycle lanes are located on 20 Street SW and provide north-south connectivity into downtown, the Glenmore Reservoir pathway system and the greater Always Available for All Ages and Abilities (5A) Network.

14 Street SW and 33 Avenue SW are both part of the Primary Transit Network with numerous bus stops available including Route 7 (Marda Loop), Route 22 (Richmond Rd SW), and Route 13 (Altadore). On-street parking is available with parking restrictions in effect at all times along the north side of 34 Avenue SW (Residential Parking Zone GG).

A Parking Study was submitted for consideration as part of the land use amendment application. At the time of a development permit application, access and mobility requirements will be required to the satisfaction of Mobility Engineering. All bylaw-required parking, loading and bike parking are to be provided on site and vehicular access is to be from the lane.

At the time of redevelopment, the adjacent sidewalks fronting the site may have to be removed and replaced with sidewalks that meet current Design Guidelines for Subdevelopment Servicing standards.

### **Environmental Site Considerations**

There are no known environmental concerns at this time and no reports were required for this application.

### **Utilities and Servicing**

There are existing sanitary and water mains available to service the site. Additional storm servicing may be provided by drywell or main extension and will be determined with a future development permit application.

## Legislation and Policy

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

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

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

The [Municipal Development Plan](#) (MDP) identifies the subject site as being within the 'Developed Residential - Inner City' area as well as within 33 Avenue SW 'Neighbourhood Main Street Area' (Map 1: Urban Structure). The land use policies direct a greater share of new growth to the Main Streets and Activity Centres that provide a mix of employment, residential, retail and service uses that support the needs of adjacent communities. Furthermore, policies aim to concentrate urban development in a built form that helps to optimize existing public investment, municipal infrastructure and facilities, while supporting a range of housing opportunities in terms of type, tenure, unit size and affordability.

The MDP also provides direction for respecting and enhancing neighbourhood character by ensuring that new developments provide an appropriate transition between the Neighbourhood Main Street areas and the adjacent residential areas. These transitions should generally occur at a rear lane or public street and be sensitive to the scale, form and character of surrounding areas, while still creating opportunities to enhance the connectivity with the community.

The proposal aligns with MDP policies that encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

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

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. One of the Climate Mitigation Plan themes and Program Pathways is 'Zero Carbon Neighbourhoods'. By 2050, the goal is to have 95 percent of Calgarians live within 2000 metres of a dedicated transit facility (e.g., Light Rail Transit, MAX bus service). In this case, the MAX Yellow dedicated bus route lies within 1.5 kilometres to the west of the subject parcels at the junction of 33 Avenue SW and Crowchild Trail SW, thus meeting this goal. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

### **West Elbow Communities Local Area Plan (Statutory – 2025)**

The [West Elbow Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the 'Neighbourhood Main Street' (Map 2: Community Characteristics and Attributes) and 'Neighbourhood Flex' category (Map 3: Urban Form) with a 'Low' building scale modifier (Map 4: Building Scale), which allows for up to six storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses and buildings are oriented to the street. Development in Neighbourhood Flex areas may include either commercial or residential uses on the ground floor facing the street. The proposal aligns with the applicable policies of the LAP.



# Applicant Submission

2025 October 31



460 - 5119 Elbow Drive SW  
Calgary, Alberta T2V 1H2

P 403 201 5305  
E [info@civicworks.ca](mailto:info@civicworks.ca)

## Proposed Land Use Change Applicant Summary

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Project Location: 1537 & 1539 34 AV SW

Existing Land Use: Multi-Residential - Contextual Low Profile (M-C1) District

Proposed Land Use: Mixed Use - General 1 (MU-1f4.0h24) District

### APPLICATION SUMMARY

On behalf of our client (1765325 Alberta Ltd.), CivicWorks has made a Land Use Redesignation (rezoning) application to transition the adjacent two parcels at 1537 & 1539 34 AV SW with a site area of 0.098 hectares from the existing Multi-Residential - Contextual Low Profile (M-C1) District to the Mixed Use - General 1 (MU-1f4.0h24) District with custom modifiers limiting the floor area ratio to a maximum of 4.0 and the building height to a maximum of 24 metres. FAAS Architecture has also been retained to undertake a Development Permit (DP) application alongside the Land Use Redesignation (LOC) application. The concurrent process ensures a high quality 'bricks-and-mortar' design outcome.

### WHAT IS PROPOSED?

A 6-storey mixed-use development is proposed. A summary of key project details is included below:

**Building Height:** Maximum 24m (6 storeys)

**Floor Area Ratio:** 4.0

**Homes:** 44 Residential Units Total (Mix of one and two-bedroom units)

**Commercial:** Total of ±2,500ft<sup>2</sup> at-grade commercial space fronting 34 AV SW

**Office:** Total of ±1,200 ft<sup>2</sup> office space

**Vehicle Parking Stalls:** 12 vehicle parking stalls (4 non-resident + 8 resident)

**Bicycle Stalls:** 77 Class-1 Bicycle Stalls & 6 Class-2 Bicycle Stalls

The concurrent DP application proposes 44 dwelling units with a range of one- and two-bedroom options. 12 motor vehicle parking stalls are proposed in an enclosed at-grade parking area. A resident vehicle bylaw relaxation of 9 stalls is being requested and was assessed by a professional engineer, Bunt & Associates, and supported through a Transportation Impact Statement (TIS) and Parking Study. The building is intended to include common amenity space that is situated on the southern edge of the fifth floor as well as in the central portion of the sixth floor. All common amenity will be set back from the southern property line to prevent potential overlooking into adjacent properties.

To provide The City of Calgary, the Marda Loop Communities Association, surrounding area residents and the general public with additional information about the proposed development vision, the project team made plans and concept drawings available online at: [www.ournari.ca](http://www.ournari.ca). Project details were shared broadly through various outreach channels (see the "Applicant-Led Outreach" section for more information).

## PROJECT SITE CHARACTERISTICS

The proposed development vision is well-suited to the project site given its lot characteristics, strategic location, and the character and scale of surrounding area development:

**Corner Lot:** The proposed development vision utilizes the corner lot by providing active street-fronting uses along 34 AV SW.

**Rear Lane Access:** The project site has rear lane access for all vehicle movements, eliminating the need for driveway cuts and creating an uninterrupted and pedestrian-friendly streetscape on both 34 AV and 14A ST SW. Sites with direct lane access minimize the impact of vehicles on adjacent streets and sidewalks and allow for both parking access and organized waste and recycling collection from the lane.

**Higher Activity Street:** The project site is located on 34 AV SW, a higher order roadway classified as a *Collector*, that connects surrounding area communities and generally sees higher levels of vehicle, cyclist and pedestrian activity.

**Nearby Transit Service:** The project site is within  $\pm 200\text{m}$  ( $\pm 2$  minute walk) of Frequent Transit Service Route 7 and Local Transit Routes 13 and 22. The site is also fronting a designated *On-Street Bikeway* along 34 AV SW, which connects to the greater Calgary Bikeways Network. The site's frontage along 34 AV SW will also be upgraded to a new 600-metre multi-use pathway (part of the 5A network), which will provide a safer and more accessible alternative to the existing sidewalk. The availability of various transit route options within walking distance of the project site provides access to key local and regional destinations, and supports vehicle-reduced and vehicle-free lifestyles.

**Main Street Frontage:** The project site is located within the 33 AV SW *Neighbourhood Main Street Policy Area*, a municipally-identified corridor providing local area residents with easy access to local goods and services. The project site is within  $\pm 100\text{m}$  ( $\pm 1$  min. walk) of the 33 AV SW Main Street, and  $\pm 150\text{m}$  ( $\pm 2$  min. walk) of the 14 ST SW Main Street, which both have a wide variety of commercial and employment opportunities, accessible by active transportation and transit.

**Nearby Open Spaces & Community Amenities:** The project site is within walking distance to a variety of local area destinations and amenities, including the Marda Loop Communities Association, Giuffre Family Library, South Calgary Outdoor Pool, cSPACE Marda Loop, William Reid School, Dr. Oakley School, River Park, Sandy Beach Park, and a wide variety of businesses located along 34 AV SW and the nearby 33 AV SW Main Street.

**Nearby Multi-Unit Development:** The project site is located nearby and immediately adjacent to examples of multi-residential housing along both 34 AV and 33 AV SW and in the Marda Loop community as a whole, allowing the future development to complement the scale of the surrounding area's existing built form.

## ALIGNMENT WITH CALGARY'S GROWTH PLANS

Contemporary city-wide plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)* guide Calgary's current planning policy, placing priority on building complete and resilient communities that make more sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal capital. The proposed change and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied 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.

## ALIGNMENT WITH LOCAL AREA PLANS

The project site is located within the boundary of the West Elbow Communities Local Area Plan (LAP), and falls within the "Neighbourhood Flex" Urban Form category and "Low (up to 6 Storeys)" Building Scale category, allowing for future mixed

use development of up to six storeys. The proposed land use change and development vision are fully aligned with local area policy and no amendments to the plan are required.

#### **APPLICANT-LED OUTREACH**

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provided local area organizations, surrounding area residents and broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city.

This application is supported by a dedicated web portal, phone line, and email inbox for public questions and comments, along with custom on-site signage and detailed project information brochures hand delivered to residents living within 200m of the project site. Key application materials were also shared directly with the local area Ward Councillor's Office and Community Association, with opportunities to share feedback, find out more about the project and meet with the project team.

As our outreach process draws to a close and we approach key decision points in the application process, an *Applicant-led Outreach Summary* has been shared with community groups and The City, and also published on the dedicated web portal for broader public access. The *Applicant-led Outreach Summary* highlights the outreach strategies used throughout the application process, what we heard, and how we responded.

#### **CITY OF CALGARY NOTICE & OUTREACH REQUIREMENTS**

In addition to the Applicant-led outreach process, all land use change and development applications are subject to standard City of Calgary notice and outreach requirements:

1. City of Calgary notice letters are sent to directly affected adjacent property owners, with key application information and contact details for the City of Calgary File Manager and the Applicant.
2. Application materials submitted to the City of Calgary are circulated to the local Community Association and Ward Councillor's Office for review and comment.
3. Standard large-format City of Calgary application notice signage is posted on site by the Applicant, with key application information and contact details for the City of Calgary File Manager and the Applicant.

#### **CONCLUSION**

The proposed land use change and development vision is in keeping with the city-wide goals and policies of the *Municipal Development Plan* and *Calgary Transportation Plan* and will introduce new and innovative housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request your support for this application. Should you have any questions, comments, or concerns, please contact us at 587.747.0317 or [engage@civicworks.ca](mailto:engage@civicworks.ca), referencing "Nari" (1537 & 1539 34 AV SW).

# Applicant Outreach Summary

2025 October 31



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## Applicant-Led Outreach Summary

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Land Use Redesignation & Development Permit  
LOC2025-0167 & DP2025-04791

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Issued: October 2025

Version 1.0

## Applicant-led Outreach

### Outreach Approach

We are committed to working with neighbours to build strong and complete communities through thoughtful planning, great design, and robust public outreach.

Our outreach approach provides multiple opportunities across a variety of platforms for members of the public to learn about a proposed development vision and share their thoughts – all with the intent of maintaining a respectful and transparent dialogue.

Feedback on the Nari proposal has been gathered from emails, online feedback forms, phone calls, and meetings. Following a comprehensive review, key themes have been identified, with each theme presented alongside a summary of feedback received and a detailed response from the project team included as part of this Applicant-led Outreach Summary.

The project team would like to thank all those who shared their thoughts and participated in our process.



## Balancing Multiple Interests

An outreach process is more than a compilation of community input. The project team's role requires active listening to determine the root issues underlying individual statements, as well as reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions.

The wide array of interests and considerations influencing any development proposal include, but are not limited to:

### Calgary's Growth & Development



Planning for the diverse needs of current and next generation Calgarians.

### City-wide & Local Area Policy



Responding to the city-wide and local area policy guiding development.

### Community Feedback



Considering what various citizens and community members think and say about a proposed change.

### Economic Viability



Acknowledging the needs of developer-builders to realize economically viable and sustainable projects.

## City of Calgary Outreach

The City of Calgary is responsible for the formal review and consideration of the concurrent Land Use Redesignation (LOC) and Development Permit (DP) applications. All planning and development applications are subject to standard notice and outreach requirements conducted by The City, including the circulation of materials to the local Community Association and Ward Councillor's office, letter delivery to adjacent property owners, and large-format notice signage posted on the site.

City staff reviews feedback received directly and through Applicant-led outreach, and summarizes all input in reports shared with the Applicant, the Calgary Planning Commission and City Council prior to final recommendations and decision being made.

As part of our process, the project team has provided relevant City staff contact information within our Applicant-led outreach materials.



## Outreach Roles & Responsibilities



### What is Our Role?

Clarifying community and public outreach roles and responsibilities connected to planning and development helps determine who does what, and builds a baseline understanding of the thresholds of responsibility across all roles in building a great city. As the proponent of an Applicant-initiated development proposal, the Applicant project team has the associated responsibilities of the Lead.

### Lead Applicant

The Lead is the primary decision-maker for the proposal leading up to a formal decision by the designated City decision-making bodies. The responsibilities of the Lead role include:

- Notifying citizens and community groups of the proposal and any opportunities to learn more or provide input.
- Determining the negotiable and non-negotiable elements of the proposal and what is / isn't open for public influence.
- Communicating the constraints and clarifying the scope of the conversation.
- Providing clear, concise, transparent and accurate information.
- Fostering and maintaining a respectful conversation.
- Reporting back if / when collecting input and providing City decision-makers with a summary of the community outreach approach that was taken.
- Keeping citizens and community groups in the loop and closing the loop when decisions are made.

## What is Your Role?

### Connector & Participant Community Organizations

The Connector shares information and insights about a specific area with its members, the Lead, and the Support to help increase understanding of the local context and to help inform community outreach plans. The responsibilities of the Connector & Participant role include:

- Where possible, sharing local information and insights to help build understanding and inform outreach plans.
- Where possible, helping raise awareness of opportunities for people to get involved in local development.

### Participant Local Community Members & General Public

The Participant contribute to the outreach process by listening and providing feedback. The responsibilities of the Participant role include:

- Seeking out information to become informed.
- Listening and participating respectfully.
- Providing relevant feedback and remaining open to different ideas.
- Respecting the scope of conversation, development constraints, and timelines.

### Decision-Maker Development Authority & Calgary City Council

The Decision-Maker is responsible for making the final decision to approve or refuse a planning or development application. The responsibilities of the Decision-Maker role include:

- Reviewing and considering proposed planning or development application.
- Reviewing and considering the outreach approach, methods, rationale, and any feedback collected.
- Approving or refusing planning or development applications.
- Establishing the conditions on which the development can proceed, if approved.

### Support City of Calgary Administration

The Support role assists in the outreach process by providing the Applicant, community organizations, and the wider public audience with information, tools, and resources to improve understanding and aid in the overall success of the outreach process. The responsibilities of the Support role include:

- Sharing information about City goals and policies.
- Explaining The City's review and decision-making processes.
- Clarifying community outreach roles and responsibilities.
- Creating tools and resources for Participants, Connectors, and Leads to help them be successful in their outreach roles.

## Outreach Process

### Project Website



A dedicated website ([ourNari.ca](http://ourNari.ca)) provides an opportunity for interested participants to learn about the development vision and enables convenient 24-hour access to the most up-to-date proposal information. The website includes a feedback form and contact information for both the project team (phone number and email address), and The City of Calgary ([developmentmap.calgary.ca](http://developmentmap.calgary.ca)). The project website has had ±156 unique visits since launching in August 2025.

### Neighbour Mailers



Neighbour mailers were hand-delivered to surrounding area residents and businesses within ±200m of the subject (±342 addresses). Mailers summarized the proposed Land Use Redesignation application, outlined key details of the proposed development vision, and provided contact information for both the project team (phone number, email address, and website) and The City of Calgary ([developmentmap.calgary.ca](http://developmentmap.calgary.ca)).

### Custom On-Site Signage



To supplement the required City notification signage, additional project signage was posted on-site to notify surrounding community members of the proposed change. The signage outlined the proposed development vision and invited interested parties to visit the dedicated project website ([ourNari.ca](http://ourNari.ca)) to find out more information or contact the project team directly.

#### Outreach Voicemail & Email Inbox



An outreach voicemail and email inbox provided direct lines of communication between interested members of the public and the project team. The outreach phone number and email address were made available to the public via the project website, neighbour mailers, and custom on-site signage.

#### Community Information Sharing & Meeting



Information sharing and meeting opportunities with the Marda Loop Communities Association (MLCA), Marda Loop Business Improvement Area (MBIA), and the Ward 8 Councillor's Office throughout the application process ensured open lines of communication. Feedback and comments gathered from meetings and correspondence have been included in this Applicant-led Outreach Summary.

## What We Heard & Team Responses

Through all outreach channels and methods to date, the project team has received feedback directly from four community members as well as the Marda Loop Communities Association (MLCA).

City staff also shared a summary of feedback they have received regarding the proposed land use change for the project team's consideration and response.

### Feedback Themes

Through a comprehensive review of all feedback received to date (ending October 2025), the project team has identified six key themes:

- Architectural Design & Height
- Parking & Traffic
- Application Support
- Tenure
- Development Pressure
- Waste & Recycling

A summary of What We Heard as well as an associated Team Response for each theme identified above are provided in the following sections.

### Outreach Timeline

#### August 2025: Public Outreach Launch

- Ward 8, Marda Loop Communities Association (MLCA), & Marda Loop BIA: Information Sharing
- Website & Feedback Form
- Phone & Email Address
- ±342 Neighbour Mailers
- Applicant On-Site Signage

#### August to October 2025

- September 25: Meeting with the MLCA

#### November 2025: Outreach Closure

- Provide outreach closure notification via website updates
- Publish Applicant-led Outreach Summary to project website for download & review
- Share Applicant-led Outreach Summary with City Administration, MLCA, Marda Loop BIA, & Ward 8 Office
- Ongoing monitoring of engagement email, phone line, and webpage feedback form for additional questions or feedback





Architectural Visualization  
Looking south from 34 AV SW



## What We Heard & Team Responses

### Architectural Design & Height

**What We Heard** Those who provided feedback on architectural design, materials, and building height generally supported the overall look and feel of the building, with some expressing opposition to the six-storey scale. Some individuals also requested alternative exterior finishes.

**Team Response** Nari is designed to balance a bold architectural expression with sensitivity to its surroundings. Durable, high-quality materials including finely detailed fiber cement and metal paneling with wood-look accents emphasize key architectural elements and create a visually harmonious façade that will age gracefully and contribute to Marda Loop's eclectic and evolving character.

Nari's building massing strategy also carefully responds to its context and contemporary local area policy, achieving a six-storey scale consistent with the West Elbow Communities Local Area Plan (WECLAP) while stepping back from adjacent properties along the south and west property lines. The sixth storey is set back on all sides to reduce shading impacts and perceived height, while allowing for a rooftop resident amenity area inspired by Zen gardens to promote connection, relaxation, and a sense of belonging — a reflection of Nari's vision for supporting both personal well-being and strong sense of community.



Building Elevation  
Looking south from 34 AV SE



Architectural Visualization  
Looking southwest from 34 AV SW

## What We Heard & Team Responses

### Parking & Traffic

#### What We Heard

We heard about a perceived lack of on-site parking supply, and concerns with potential increases in traffic congestion.

#### Team Response

Nari includes ±12 interior residential and visitor parking stalls, accessed via the rear lane, along with 77 Class-1 and 6 Class-2 bicycle parking stalls, providing nearly two bicycle stalls per unit. Based on the number of residential units proposed, the Land Use Bylaw requires a total of 21 parking stalls to be provided on-site, however given the site's inner city context, the proximity to frequent transit service and the substantial on-site bicycle parking supply, the project team is seeking a relaxation of 9 stalls. An underground parkade structure has been tested and is not feasible given the site's dimensions and access needs.

To assess the appropriateness of the proposed parking supply, a supporting Transportation Impact Statement (TIS) and Parking Study prepared by Bunt & Associates Transportation Engineers is currently under review by The City as part of the Development Permit application (DP2025-04791). The findings of the TIS confirm the existing road network and nearby intersections can accommodate the proposed development, as the total new vehicle trips generated by Nari are estimated at only 16 during the AM peak hours and 25 during the PM peak hours, indicating a modest overall additional traffic impact. The Parking Study also found the proposed parking supply to be consistent with other residential developments in Marda Loop and appropriate given the site's inner city location and proposed unit and use mix.

Nari is located within the Communato car share service area and is also within a ±200 metre (2 minute) walk of Calgary Transit Routes 7, 13 and 22, providing residents with convenient access to multiple alternative transportation options. The project site also fronts 34 AV SW which will see a new multiuse pathway installed by the City in 2026 with connections to Calgary's broader pathway and cycling infrastructure network.

Together, the high-quality bicycle facilities, excellent transit access, available carshare options and active transportation infrastructure support a reduced parking supply and promote sustainable, vehicle-light lifestyles that align with The City's broader mobility and climate goals. Based on experience from similar mixed-use and multi-residential projects, the project team has also found that residents tend to self-select transportation options that fit their needs and budget. Many prioritize cycling, walking, transit, or ridesharing for daily mobility, further reinforcing the suitability of the proposed parking supply within this highly connected urban location.



On-Site  
Parking

±4 Visitor Stalls  
±8 Residential Stalls



Bicycle  
Stalls

±77 Class-1 Secure  
±6 Class-2 Outdoor



Transit  
Within ±200 Metres

Route 7 (Frequent)  
Route 13 & 22 (Local)



Trip Generation  
Post-Development

AM Peak Hours: 16  
PM Peak Hours: 25



Site Circulation Plan

## What We Heard & Team Responses

### Application Support

**What We Heard** We heard support for the proposal, welcoming both the commercial uses at-grade and additional residential density.

**Team Response** The project team appreciate the messages of support it has received and is excited to contribute to the ongoing evolution of 34 AV SW Main Street.

### Tenure

**What We Heard** We heard questions related to the intended tenure of new units (rental or condo), as well as inquiries about future commercial leasing opportunities.

**Team Response** Nari is envisioned as a purpose-built market rental development that contributes to Calgary's long-term housing supply. The proposal includes a mix of one- and two-bedroom units, supporting a variety of lifestyles and budgets, offering increased housing choice for future residents who value the character, vibrancy, and the walkability of Marda Loop.

While rental rates have not been finalized, the unit mix has been intentionally designed to reflect the current and anticipated housing needs. According to The City of Calgary's Housing Needs Assessment, 81% of Calgarians in core housing need consist of single or two-persons households. The proposed unit distribution directly responds to this demand, helping to address the growing need for housing options for single or two-persons households in inner city neighbourhoods.

By adding secure, professionally managed rental housing in an established community with walkable amenities and services, Nari supports both individual choice and broader city-wide goals for housing diversity and affordability.

The project team expects healthy interest in future at-grade commercial space within the building and looks forward to working with local area businesses to assess leasing opportunities that will activate 34 Avenue.

## Development Pressure

### What We Heard

We heard feedback regarding a high number of active Land Use Redesignation (LOU) and Development Permit (DP) application in the Marda Loop communities, citing specific concerns about over-development.

### Team Response

Every planning and development application is required to stand on its own merits and demonstrate alignment with sound planning principles, local area policy and urban design best practice. City of Calgary Administration is responsible for reviewing all applications along with the cumulative impacts of all active and recently approved proposals to identify if infrastructure upgrades or local area improvements are required. The City identifies and implements infrastructure upgrades to support growth. The direct cost for site-specific upgrades that are triggered by individual development proposals are borne by project developers.

It is also important to note that all new development applications contribute to the long-term maintenance and upgrading of municipal infrastructure and community services through the payment of off-site levies, which are calculated on a per-unit basis. These contributions help ensure that growth is supported by adequate services, utilities, and public amenities over time.

Redevelopment in established areas like Marda Loop supports broader city goals of creating more complete, walkable, and sustainable communities, helping to make efficient use of existing infrastructure, provide housing diversity, and strengthen local businesses and amenities.

## Waste & Recycling

### What We Heard

We heard questions about the proposed waste management system, with a preference for the inclusion of a Molok semi-in-ground waste management system.

### Team Response

The project team explored incorporating a Molok system, however, the presence of power poles and lines in the rear lane does not accommodate the operational requirements of a Molok collection vehicle. As a result, a standard waste management system with public collection has been included in the proposal.



# Community Association Response

2025 October 09



October 9th, 2025

**The City of Calgary Planning Services**  
**Attention: File Manager, Asia Walker**  
Senior Planner, South Team  
Community Planning, Planning & Development  
**The City of Calgary**

**Re: Application LOC2025-0167; 1537 & 1539 34 Ave SW**

Dear Asia,

We are writing on behalf of the Marda Loop Communities Association (MLCA) Planning & Mobility Committee to provide comments on **Application LOC2025-0167**, a proposed land use amendment at 1537 & 1539 34 Ave SW from MC-1 to MU-1.

We appreciate the applicant's intent to contribute to Calgary's housing supply and support the vibrancy of 34 Avenue SW. We also recognize The City's policy objectives in promoting mixed-use, transit-oriented development and economic vitality within the Marda Loop Main Street area. We are concerned about a number of issues with this site including parking and density.

Accordingly, we have met with Civicworks and discussed the project scope and changes for the site, including the site at issue becoming a rental property designed for seniors. Additionally, while we also understand that this address is within the Neighbourhood Flex zone as per the West Elbow Communities Local Area Plan, the surrounding neighbours are commercial and this raises concerns about the availability of parking for their clients.

We have some specific design considerations from the plans circulated to the neighbours:

1. **Parking:** The site does not provide adequate parking. The site must include more parking than the 12 proposed stalls for 44 residential proposed units. We acknowledge that bicycle storage is available for residents but as it is a seniors building we don't think this meets their needs.

There is no parking for the offices and commercial spaces in the proposed development, which is in line with current City of Calgary policies. However, this makes it difficult for residents and businesses. There are already constraints on parking for and this would just further burden existing businesses.

Marda Loop Communities Association  
3130 16<sup>th</sup> Street SW, T2T 4G7  
403-244-5411 - [info@mardaloop.com](mailto:info@mardaloop.com)



2. **Transit:** The current transit system with the #7, #13 and #22 is not sufficient to accommodate the needs of the residents. In the winter, the bus is often delayed and does not show up at all. The applicant should work with the City, and consult with the MLCA on a transit strategy to accommodate multi-use buildings.
3. **Safety and Crosswalks:** The LOC application discusses the proximity amenities like the Marda Loop Communities Association Hall, the library and local shopping making it an ideal location. The intersection of 15th Street and 33rd Avenue SW needs an update and does not have a marked crosswalk going north and south currently, down 15th Street and across 33rd Avenue South. The applicant could work with the City and our community association on this.
4. **Loan Program:** The City should consider the needs of the current tenants in the two buildings which will be torn down. Perhaps, consider they be offered a loan program of some kind or a first right of refusal on the units.
5. **Green Space:** The site contains mature trees, which provide environmental and aesthetic benefits to both the local community and the broader city of Calgary. These trees should be preserved to the greatest extent possible. Where preservation is determined to be infeasible, the new development should aim to include additional trees beyond the minimum requirements of the Land Use Bylaws to offset the loss, as new trees do not provide the same benefits as mature trees.  
  
The courtyard or zen garden on the 6th floor will be a feature for the residents but does not address the community's need for more green spaces. The applicant should support parks and green spaces in Marda Loop communities.
6. **Aesthetics:** This is on a corner lot in the community. The development should feature a high standard of architecture from an aesthetic standpoint and incorporate high quality materials that correspond to its prominent location.
7. **Waste and Recycling:** Waste and recycling should be managed comprehensively through Moloks or other waste management solutions rather than individual bins, which can proliferate during developments, such as the one at issue.

For these reasons, we encourage the applicant to re-submit a plan to address these design

Marda Loop Communities Association  
3130 16th Street SW, T2T 4G7  
403-244-5411 - [info@mardaloop.com](mailto:info@mardaloop.com)



considerations. Furthermore, the neighbours need to be properly consulted on the potential building so they have the knowledge to appropriately respond during notice and comment periods, making the process fair and transparent.

We thank the City Administration and the applicant for their engagement on this file. We hope our input will support a constructive, collaborative process as this application moves forward. We remain open to dialogue and willing to work toward solutions that support both growth and the long-term success of Marda Loop Communities.

Sincerely,

**Planning & Mobility Committee**  
**Marda Loop Communities Association**

# PROPOSED

CPC2025-0959  
ATTACHMENT 5

## BYLAW NUMBER 12D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0167/CPC2025-0959)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**AMENDMENT LOC2025-0167/CPC2025-0959  
BYLAW NUMBER 12D2026**

**SCHEDULE A**



# PROPOSED

AMENDMENT LOC2025-0167/CPC2025-0959  
BYLAW NUMBER 12D2026

## SCHEDULE B





**Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses, LOC2023-0167**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.02 hectares  $\pm$  (0.06 acres  $\pm$ ) of road (Plan 2411344, Area 'A'), adjacent to 311 – 34 Avenue SE, with conditions (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.25 hectares  $\pm$  (0.62 acres  $\pm$ ) located at 311 – 34 Avenue SE, 3610 Macleod Trail SE and the closed road (Plan 8490AP, Block 6, Lots 2 to 6 and portions of Lots 1, 7 and 41 to 45; Plan 2411344, Area 'A') from Industrial – Redevelopment (I-R) District, Commercial – Corridor 3 f3.0h46 (C-COR3 f3.0h46) District and Undesignated Road Right-of-Way to Multi-Residential – High Density Medium Rise (M-H2f3.0h30) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 DECEMBER 4:**

That Council:

1. Give three readings to **Proposed Bylaw 1C2026 for the** closure of 0.02 hectares  $\pm$  (0.06 acres  $\pm$ ) of road (Plan 2411344, Area 'A'), adjacent to 311 – 34 Avenue SE, with conditions (Attachment 2); and
2. Give three readings to **Proposed Bylaw 13D2026** for the redesignation of 0.25 hectares  $\pm$  (0.62 acres  $\pm$ ) located at 311 – 34 Avenue SE, 3610 Macleod Trail SE and the closed road (Plan 8490AP, Block 6, Lots 2 to 6 and portions of Lots 1, 7 and 41 to 45; Plan 2411344, Area 'A') from Industrial – Redevelopment (I-R) District, Commercial – Corridor 3 f3.0h46 (C-COR3 f3.0h46) District and Undesignated Road Right-of-Way to Multi-Residential – High Density Medium Rise (M-H2f3.0h30) District.

**HIGHLIGHTS**

- This application seeks to close a portion of public laneway and redesignate the land to allow for consolidation with the adjacent properties to the east and west, enabling development of a multi-residential development with a limited range of support commercial development.
- The proposed M-H2f3.0h30 District would allow residential intensification adjacent to an Urban Main Street and aligns with the *Municipal Development Plan* (MDP) and the *Chinook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would allow for additional housing options with access to transit and would allow for a more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable the opportunity to utilize vacant portions of land and improve the developability of the site.

**Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses, LOC2023-0167**

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- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This application, in the southeast community of Manchester Industrial, was submitted by The City of Calgary's Real Estate and Development Services on behalf of the landowner, The City of Calgary. The proposal was originally submitted on 2023 June 28 and later amended on 2025 September 5. The intent is to close the portion of public lane identified as 'Area A' on the Registered Road Plan (Attachment 3) and to consolidate with the adjacent parcels to the east (311 – 34 Avenue SE) and west (3610 Macleod Trail SE) and redesignate to the M-H2f3.0h30 District to accommodate multi-residential uses on the subject site with the potential to accommodate a limited range of support commercial uses.

As noted in the Applicant Submission (Attachment 4), the intent of this application is to enable the utilization of an unused portion of public lane and improve the developability of the two adjacent vacant sites. A subdivision application (SB2023-0193) to facilitate the parcel consolidation was approved on 2025 March 11, by City Administration.

The 0.02-hectare (0.06-acre) portion of public laneway to be closed is no longer needed by The City for maintenance and access to the adjacent Red Line Light Rail Transit (LRT) track and tunnel. Closing the public laneway and consolidating it with the adjacent lands would enable a rational parcel configuration to facilitate future development. Calgary Transit are also in support of the proposed road closure and land use amendment application.

The subject site is within a station area, adjacent to an Urban Main Street (Macleod Trail S) and the proposal is in alignment with the LAP.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed road closure and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. They determined that no outreach was necessary. The Applicant Outreach Summary (Attachment 5) provides rationale for why outreach was not conducted.

**City-Led Outreach**

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

## **Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at multiple addresses, LOC2023-0167**

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adjacent landowners. Separate circulations were conducted for the original and the subsequent land use district proposal.

There is no community association for the subject area and no public comments were received at the time of writing this report.

Administration considered the relevant planning matters specific to the application and determined the proposal to be appropriate. The closure of the public lane will allow optimization of an unused portion of road right-of-way through a reconfiguration of the parcel boundaries, and the M-H2f3.0h30 District will enable additional housing opportunities to occur on the subject site. The site design and layout, including setbacks, onsite parking and waste management will be reviewed at the future development permit application stage.

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

### **IMPLICATIONS**

#### **Social**

The proposed land use district would enable additional housing options and may better accommodate the housing needs of different age groups, lifestyles, and demographics towards fostering an inclusive community. The development of these lands may also enable a more efficient use of land and infrastructure and support surrounding uses and amenities while introducing additional amenities for Manchester Industrial and the greater area.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### **Economic**

The proposed land use amendment would enable the development of additional residential dwelling units on vacant lands adjacent to a primary transit network. Additional residential development in the area may provide support for local businesses and enable additional employment opportunities.

#### **Service and Financial Implications**

No anticipated financial impact.

#### **RISK**

There are no known risks associated with this proposal.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 04

ISC: UNRESTRICTED  
CPC2025-0952  
Page 4 of 4

**Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at  
multiple addresses, LOC2023-0167**

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**ATTACHMENTS**

1. Background and Planning Evaluation
2. Road Closure Conditions
3. Registered Road Closure Plan
4. Applicant Submission
5. Applicant Outreach Summary
- 6. Proposed Bylaw 1C2026**
- 7. Proposed Bylaw 13D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is in the southeast community of Manchester Industrial on the east side of Macleod Trail S and consists of two individual parcels separated by a public lane. The site is traversed by the Red Line Light Rail Transit (LRT) track and tunnel which was installed between 1979 and 1982. The LRT installation changed the road and access pattern for the area and significantly restricted access and circulation to the subject site.

The parcel east of the public lane (311 – 34 Avenue SE) is triangular in shape and is approximately 0.05 hectares (0.13 acres) in size while the parcel west of the public lane (3610 Macleod Trail SE) is irregular in shape and is approximately 0.18 hectares (0.46 acres). The parcels are vacant and currently designated as Industrial – Redevelopment (I-R) District and Commercial – Corridor 3 f3.0h46 (C-COR3 f3.0h46) District respectively. Vehicular access to the parcels is from the adjacent lane to the south that also connects to Macleod Trail S.

The public lane in this application is approximately 0.02 hectares (0.06 acres) in size and is proposed to be closed. Together, the laneway closure portion and the subject parcels (under the same land ownership) total an area of 0.25 hectares (0.62 acres) that are proposed to be redesignated.

The closed lane and the subject parcels are to be consolidated and would result in the expansion of the development opportunities for the properties. The proposal would not disrupt the current or future access and maintenance of the adjacent LRT track and tunnel.

Surrounding uses include the LRT track and tunnel to the north and the City-owned Senior Services building designated as I-R District. To the south is a five-storey hotel development (also designated as C-COR3f3.0h46 District). Further east is a range of developed sites containing industrial businesses, designated as I-R District.

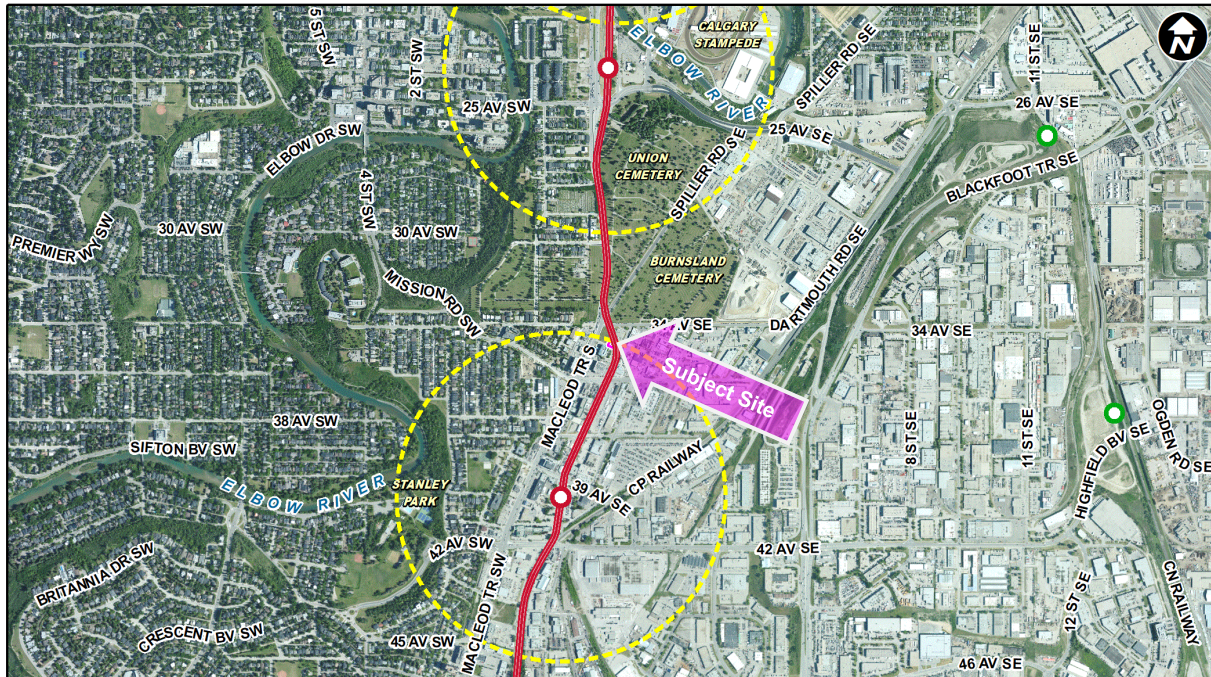
The site is also located within the 600-metre buffer area of the 39 Avenue Red Line LRT Station, located further south.

## Community Peak Population Table

There is no population data available since the subject site is in an industrial area (Manchester Industrial).







## Previous Council Direction

None.

## Planning Evaluation

## Road Closure

This proposal includes the closure of an approximately 0.02-hectare (0.06-acre) portion of public laneway that lies between two parcels of land. Once closed, the portion of laneway described as Area 'A' in Registered Road Plan No. 2411344 would then be consolidated with the adjacent parcels to the east and west. The laneway subject to the road closure application is no longer required by The City to function as a public laneway. It would contribute to a more comprehensive and efficient redevelopment of the two adjacent parcels if closed and consolidated as proposed in this application.

## Land Use

The existing I-R District for the 0.05-hectare parcel located east of the road closure (Area 'A') is intended to accommodate a wide range of industrial uses that would allow for the reuse and redevelopment of existing parcels that are not located along a major road. The I-R District allows for a maximum building height of 16.0 metres and a maximum floor area ratio of 1.0 (approximately 500 square metres of building floor area).

The existing C-COR3 f3.0h46 District for the 0.18-hectare parcel located west of the road closure is intended for parcels located along a major road, to accommodate mid-scale retail uses, medium to large restaurant uses and no residential uses. The District also allows for a

maximum building height of 46.0 metres and a maximum building floor area ratio of 3.0 (approximately 5,400 square metres of building floor area).

The proposed Multi-Residential – High Density Medium Rise (M-H2f3.0h30) District is intended to accommodate multi-residential developments with higher density, including a limited range of support commercial uses restricted in size and location within the building. When the two existing parcels are combined with the public lane to be closed (0.25 hectares), an overall parcel will be created that will allow for future development with a maximum building floor area of approximately 7,500 square metres and a maximum building height of 30.0 metres. While the proposal will facilitate the consolidation of the parcels and enable additional development opportunities beside a major road (Macleod Trail S), Administration also supports the application because the M-H2 District can respond to the steep topography of the site with the following rules that provide site planning and programming flexibility:

- there is no minimum or maximum setback requirement along the commercial street (unlike the C-COR1 District or C-COR2 District);
- there is no building orientation requirement for the public entrance into a building to face the property line shared with the commercial street (unlike the C-COR1 District); and
- the proposed district enables the opportunity to include commercial uses at grade with no restrictions on the length of the building façade allowed to face the commercial street (unlike the Mixed Use – General (MU-1) District or C-COR1 District).

The M-H2 District requires that multi-residential developments achieve a minimum density of 150 units per hectare (approximately a minimum of 37 dwelling units based on the combined parcel size of the subject site). The district is also intended to be located near transit, transportation corridors, nodes and employment concentrations; and it measures intensity by floor area ratio to provide flexibility in the building form and dwelling unit size and number.

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed M-H2f3.0h30 District and the policies in the *Chinook Communities Local Area Plan* (LAP) would provide guidance for any future development on the site including appropriate uses, building configuration, parcel coverage, building massing and height, LRT setback requirements, landscaping, waste management and parking.

### **Transportation**

Pedestrian connections to and from the site are available from the sidewalks on Macleod Trail S.

There are no cycling facilities immediately adjacent to the site, however, an on-street bikeway is recommended as per the Always Available for All Age and Abilities (5A) Network on 34 Avenue SE.

The site is located on the Primary Transit Network (Macleod Trail S) and within a 600-metre buffer area of the 39 Avenue Red Line LRT station. The area is served by Calgary Transit Routes 10 (City Hall/South Centre) and 449 (Eau Claire/Parkhill) with a bus stop located within approximately 150 metres (less than a three-minute walk) south on Macleod Trail S. These transit options provide connection to various destinations across the city.

Vehicular access to the site is currently available from the adjacent lane to the south that also connects to Macleod Trail S. On-street parking is restricted on Macleod Trail S but is available nearby on the north side of 34 Avenue SE.

A Transportation Impact Assessment or a Parking Study was not required as part of the application.

### **Environmental Site Considerations**

There are no known environmental concerns associated with the site and/or proposal.

### **Utilities and Servicing**

Public water, sanitary and storm mains exist within the adjacent public road rights-of-way. Servicing requirements will be determined at the time of development.

## **Legislation and Policy**

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

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

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

Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) identifies the subject as being within the Urban Main Street land use typology. Urban Main Streets are strategic growth areas that are intended to emphasize a walkable pedestrian and transit-oriented environment fronted by a mix of higher intensity residential and business uses. The applicable land use policies support new developments that incorporate a broad range of employment, commercial and retail uses, including a variety of housing form, tenure and affordability to accommodate a diverse range of the population at appropriate densities to support an enhanced Base or Primary Transit Network.

Map 2: Primary Transit Network also identifies Macleod Trail S as a Primary Transit Network. It comprises a permanent network of high-frequency transit services that include Light Rail Transit (LRT), Bus Rapid Transit (BRT) and frequent bus service that operate every 10 minutes or less at least 15 hours a day, seven days a week.

The proposed land use and road closure application aligns with the MDP as the proposed M-H2f3.0h30 District allows for a range of multi-residential uses that could enhance the site's interface with the adjacent Macleod Trail Urban Main Street.

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

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage development that creates a higher employee density, walkable, mixed-use environments within station areas in order to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring a transit supportive land use and optimizing an existing site and nearby infrastructure.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Chinook Communities Local Area Plan (Statutory – 2025)**

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site as spanning two urban form categories (in Map 3: Urban Form) and two building scale modifier areas (in Map 4: Building Scale).

The 'Neighbourhood Flex' urban form category and the 'Mid (Up to 12 Storeys)' building scale apply to the parcel located west of the road closure (3610 Macleod Trail SE), which will apply to the western portion of the future consolidated site. The applicable land use policies support a mix of commercial or residential uses with ground floor units facing the Macleod Trail S Urban Main Street.

The 'Industrial General with Special Policy Area' urban form category and the 'No Scale Modifier' building scale apply to the parcel located east of the road closure (311 – 34 Avenue SE), or the eastern portion of the future consolidated site. The applicable policies support complementary non-industrial uses like retail, institutional and/or recreation developments, including ancillary residential uses. Future redevelopment of this portion of the site is expected to contain parking and other back-of-house functions.

In addition, the LAP identifies the subject site as being within the Macleod Trail S Urban Main Street area. The applicable policies support a broad mix of uses and provide guidance for development to be comprehensively designed to improve the public realm.

The proposed land use and road closure application aligns with the LAP.

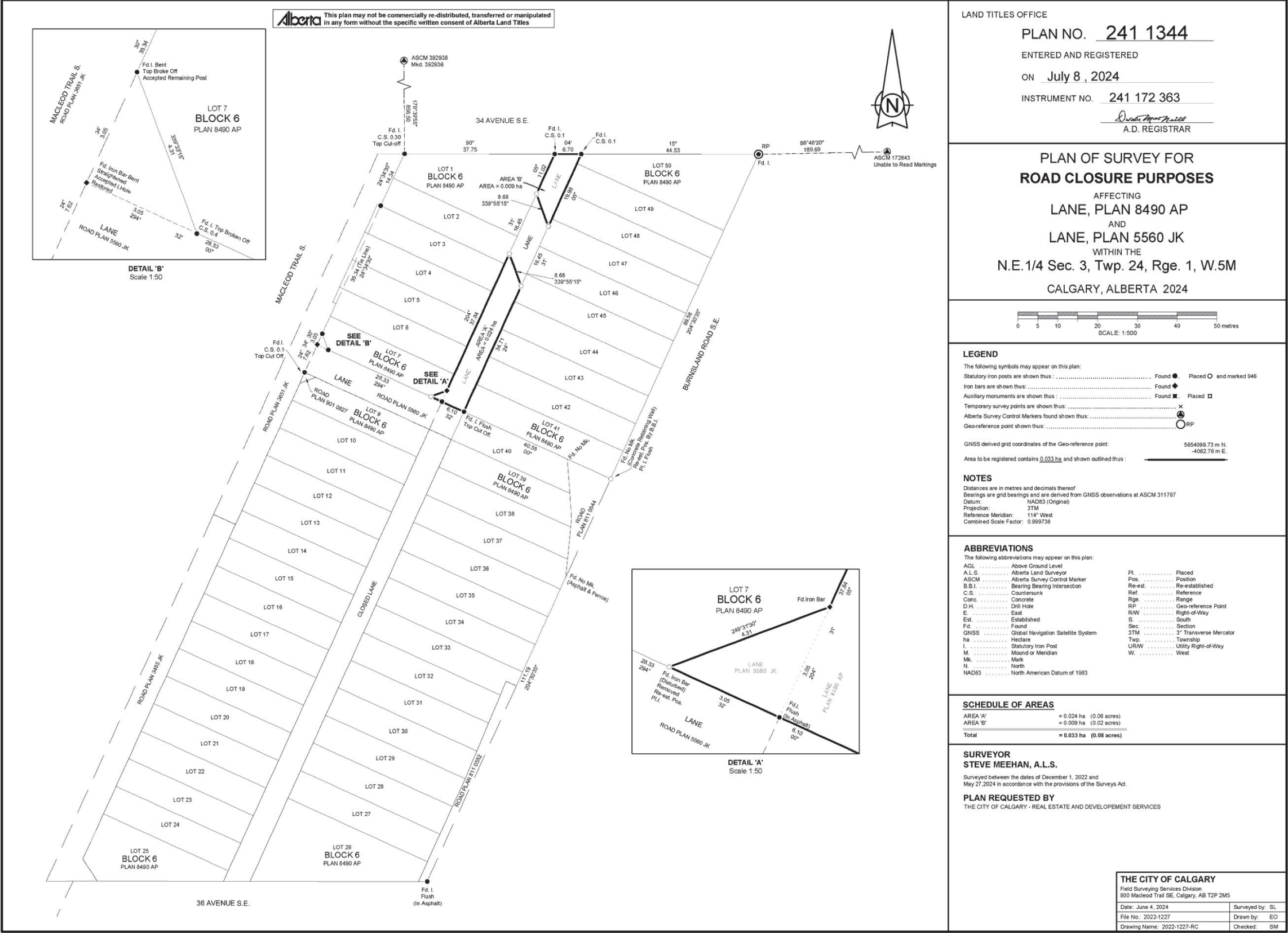
# Road Closure Conditions

## Planning

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. The closed road right-of-way is to be consolidated with the adjacent lands.



Registered Road Closure Plan





# Applicant Submission

Company Name (if applicable):

The City of Calgary - RE&DS

LOC Number (office use only):

Applicant's Name:

Mladen Kukic

Date:

August 29, 2025

Real Estate & Development Services (RE&DS) is acting on behalf of both RE&DS and Facility Management (FM), to submit this land use amendment & road closure application. The request is to redesignate 3610 Macleod Trail SE from Commercial-Corridor 3 (C-COR3) f3.0 h46 district to Multi-Residential - High Density Medium Rise (MH-2) f3.0 h30 district and to redesignate the SW corner of 311 34 Avenue SE bounded by two laneways and the LRT ROW from the existing Industrial-Redevelopment ( I-R ) district to Multi-Residential - High Density Medium Rise (MH-2) f3.0 h30t.

The proposed amendment also includes the south portion of the public laneway between 3610 Macleod Trail SE and 311 34 Avenue SE. The subject laneway is currently not used as a public lane. A road closure request and plan are submitted with this application. A subdivision application has also been submitted to consolidate this area with 3610 Macleod Avenue SE on the west.

The total proposed amendment area contains 0.25 hectares and will allow the City to effectively utilized the otherwise unused land, reduce operational cost/risks, and improve the developability of the site. No negative impact on the communities is identified through the due diligence.

# Applicant Outreach Summary

2025 November 18



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

**Project name:** 311 34 Avenue and 3610 Macleod Trail SE

Did you conduct community outreach on your application? ☐ YES or ☒ NO

If no, please provide your rationale for why you did not conduct outreach.

Given that the proposed land use permits less height and less intensive uses than the existing zoning for the site, and the relatively small size of the road closure portion, there will be minimal impact on the adjacent land and the general public. The application will be circulated to the community by the Planning Authority. Any comments received through the circulation, if applicable at the land use stage, will be addressed through the planning review process.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

If during the planning review, additional outreach is recommended by the Planning Authority, the applicant will work with the DART team to address the received comments

### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

N/A

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

N/A

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

N/A

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

N/A

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# PROPOSED

CPC2025-0952  
ATTACHMENT 6

## BYLAW NUMBER 1C2026

**BEING A BYLAW OF THE CITY OF CALGARY  
FOR A CLOSURE OF A ROAD  
(PLAN 2411344, AREA 'A')  
(CLOSURE LOC2023-0167/CPC2025-0952)**  
\*\*\*\*\*

**WHEREAS** The City of Calgary has decided to close from public use as a road and to sell or to hold those portions of road described below;

**AND WHEREAS** the provisions of Sections 22 and 606 of the Municipal Government Act, R.S.A. 2000, c.M-26 as amended, with respect to notice of intention of Council to pass such a Bylaw have been complied with;

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

1. Immediately upon passage of this Bylaw, the following described road shall be closed from use as a road:

PLAN 2411344  
AREA 'A'  
EXCEPTING THEREOUT ALL MINES AND MINERALS

2. The proper officers of The City of Calgary are hereby authorized to execute such instruments as may be necessary to effect the purpose of the Bylaw.
3. This Bylaw comes into force on the date it is passed.

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

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

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

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

CPC2025-0952  
ATTACHMENT 7

## BYLAW NUMBER 13D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2023-0167/CPC2025-0952)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

\_\_\_\_\_  
MAYOR

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

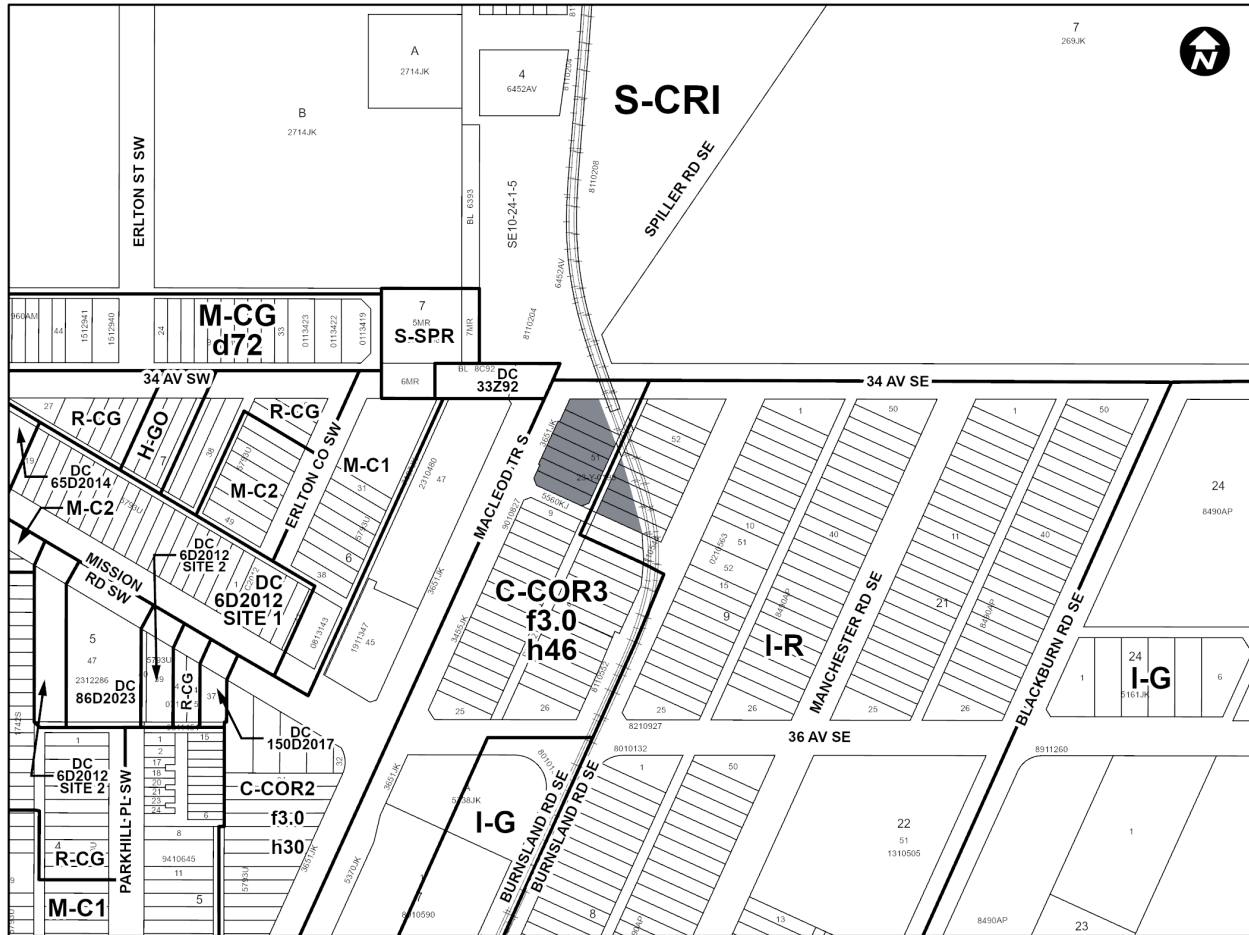
\_\_\_\_\_  
CITY CLERK

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

# PROPOSED

AMENDMENT LOC2023-0167/CPC2025-0952  
BYLAW NUMBER 13D2026

## SCHEDULE A

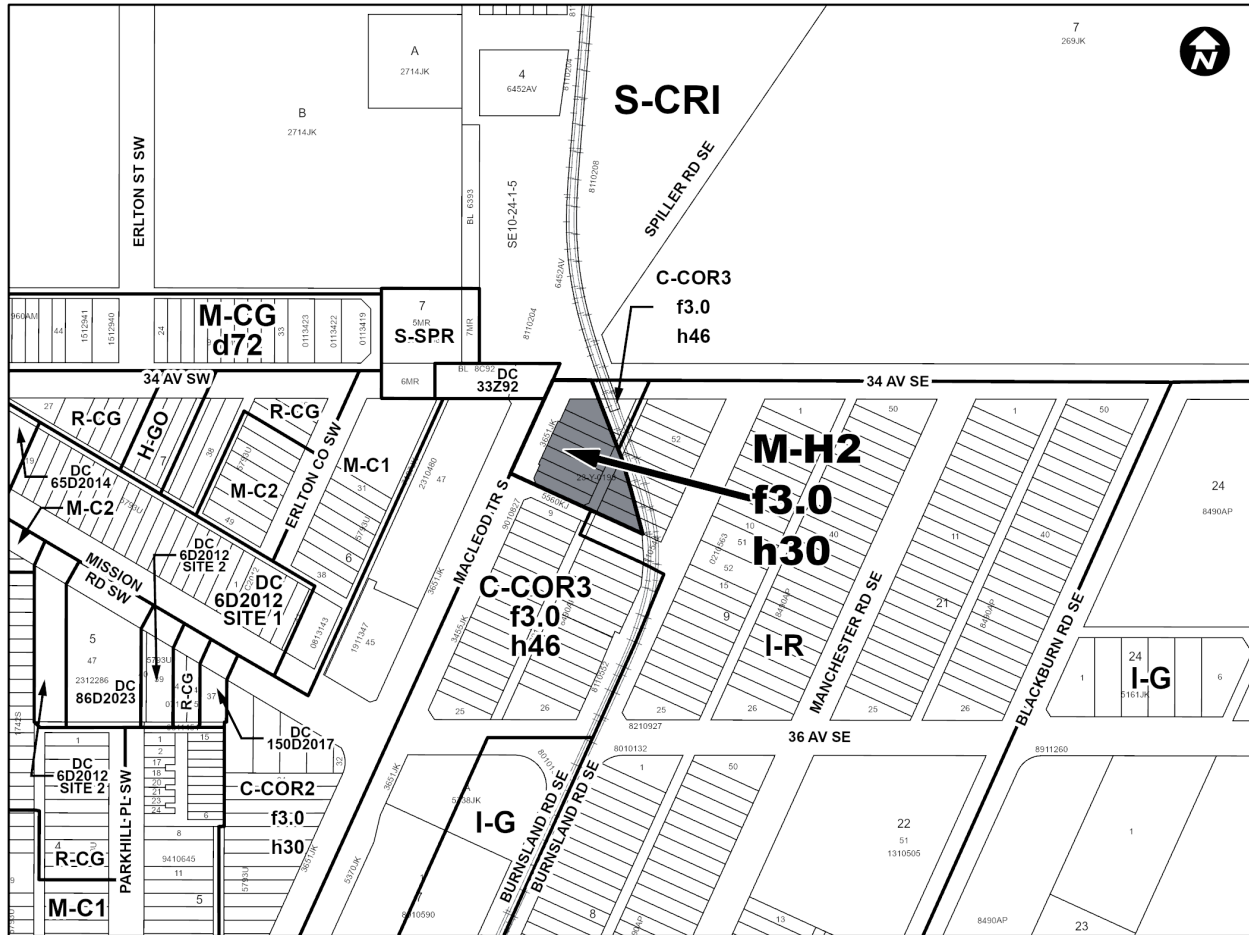




# PROPOSED

AMENDMENT LOC2023-0167/CPC2025-0952  
BYLAW NUMBER 13D2026

## SCHEDULE B



**Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at  
 3610 Macleod Trail SE, LOC2023-0166**

**RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.01 hectares  $\pm$  (0.02 acres  $\pm$ ) of road (Plan 2411344, Area 'B'), adjacent to 3610 Macleod Trail SE, with conditions (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.01 hectares  $\pm$  (0.03 acres  $\pm$ ) located at 3610 Macleod Trail SE and the closed road (Plan 8490AP, Block 6, a portion of Lot 1; Plan 2411344, Area 'B') from Commercial – Corridor 3 (C-COR3f3.0h46) District and Undesignated Road Right-of-Way to Industrial – Redevelopment (I-R) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
 DECEMBER 4:**

That Council:

1. Give three readings to **Proposed Bylaw 2C2026 for the** closure of 0.01 hectares  $\pm$  (0.02 acres  $\pm$ ) of road (Plan 2411344, Area 'B'), adjacent to 3610 Macleod Trail SE, with conditions (Attachment 2); and
2. Give three readings to **Proposed Bylaw 14D2026** for the redesignation of 0.01 hectares  $\pm$  (0.03 acres  $\pm$ ) located at 3610 Macleod Trail SE and the closed road (Plan 8490AP, Block 6, a portion of Lot 1; Plan 2411344, Area 'B') from Commercial – Corridor 3 (C-COR3f3.0h46) District and Undesignated Road Right-of-Way to Industrial – Redevelopment (I-R) District.

**HIGHLIGHTS**

- This application seeks to close and redesignate a portion of public laneway and to redesignate a small, remnant parcel of land to allow for consolidation of these two parcels with an adjacent property to the east to create a larger parcel designated Industrial – Redevelopment (I-R) District.
- The proposed I-R District allows for the reuse and redevelopment of small and narrow parcel sizes in older industrial areas and aligns with the *Municipal Development Plan* (MDP) and the *Chinook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The consolidation of underutilized lane and remnant parcel with the adjacent industrial parcel would result in a more logical parcel configuration and increase the future development opportunities on the site.
- Why does this matter? The proposal would enable the opportunity to utilize vacant portions of adjacent land and improve the developability of the site.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at  
3610 Macleod Trail SE, LOC2023-0166**

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**DISCUSSION**

This application, in the southeast community of Manchester Industrial, was submitted by The City of Calgary's Real Estate and Development Services on behalf of the landowner, The City of Calgary on 2023 June 28. The intent is to close the portion of a public lane south of 34 Avenue SE identified as 'Area B' in the Registered Road Plan (Attachment 3) and consolidate it with a 0.01 hectare remnant parcel to the west (municipally addressed as 3610 Macleod Trail SE), and redesignate both to the I-R District. As noted in the Applicant Submission (Attachment 4), the intent of this application is to enable the utilization of an unused portion of public lane and improve the developability of adjacent sites, including the adjacent parcel to the east (311 – 34 Avenue SE) already designated as I-R District and developed with a City-owned, single storey Senior Services building. A subdivision application (SB2023-0193) to facilitate parcel consolidation was approved on 2025 March 11 by City Administration.

The 0.01 hectare (0.02 acre) portion of public laneway to be closed is no longer needed by The City for maintenance access to the adjacent Red Line Light Rail Transit (LRT) track and tunnel. Closing the public laneway and consolidating it with the adjacent lands enable a more rational parcel configuration for future development. Calgary Transit are also in support of the proposed road closure and land use amendment application.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed road closure and land use amendment applications, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. They determined that no outreach would be undertaken. Please refer to the Applicant Outreach Summary (Attachment 5) for rationale as to why no outreach was conducted.

**City-Led Outreach**

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

There is no community association for the subject area and no public comments were received at the time of writing this report.

Administration considered the relevant planning matters specific to the application and determined the proposal to be appropriate. The closure of the public lane will allow optimization of an unused portion of road right-of-way through a reconfiguration of the parcel boundaries, and the redesignation of the subject parcels to the I-R District will enable industrial uses on the

## Road Closure and Land Use Amendment in Manchester Industrial (Ward 9) at 3610 Macleod Trail SE, LOC2023-0166

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subject site. The site design and layout, including setbacks, onsite parking and waste management will be reviewed at a future development permit application stage.

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

### IMPLICATIONS

#### Social

This application may enable additional development on the site and may provide for a range of additional job or service opportunities. The proposed application would also create a better-defined parcel boundary adjacent to a well-travelled road (34 Avenue SE).

#### Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

#### Economic

This application would allow for additional industrial development opportunities to occur on the subject land which is currently vacant. The proposal will enable support for new employment uses in the area and make more efficient use of existing infrastructure.

#### Service and Financial Implications

No anticipated financial impact.

### RISK

There are no known risks associated with these proposals.

### ATTACHMENTS

1. Background and Planning Evaluation
2. Road Closure Conditions
3. Registered Road Closure Plan
4. Applicant Submission
5. Applicant Outreach Summary
- 6. Proposed Bylaw 2C2026**
- 7. Proposed Bylaw 14D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is in the southeast community of Manchester Industrial along 34 Avenue SE and consists of a triangular shaped parcel and a public lane. The site is adjacent the Red Line Light Rail Transit (LRT) track and tunnel which was installed between 1979 and 1982. The LRT installation changed the road and subdivision pattern in the area and resulted in the creation of a small, irregularly shaped remnant parcel that would have previously been part of a larger parcel to the southwest. The parcel is approximately 0.004 hectares (0.01 acres) in size, vacant and currently designated as Commercial – Corridor 3 (C-COR3f3.0h46) District. Vehicular access to the parcel is available from 34 Avenue SE.

The public lane is approximately 0.01 hectare (0.02 acre) in size and is directly adjacent to the east of the parcel. The public lane is proposed to be closed and the proposed land use redesignation includes the laneway closure portion and the subject parcel for a total area of 0.014 hectares (0.03 acres).

The closed lane and the subject parcel are to be consolidated with the property to the east, 311 – 34 Avenue SE. The east parcel is under the same land ownership and currently designated as Industrial – Redevelopment (I-R) District. The consolidation would result in the expansion of the development opportunities for the east property which contains a City-owned, Senior Services building. The proposal would not disrupt the current or future access and maintenance of the adjacent LRT track and tunnel.

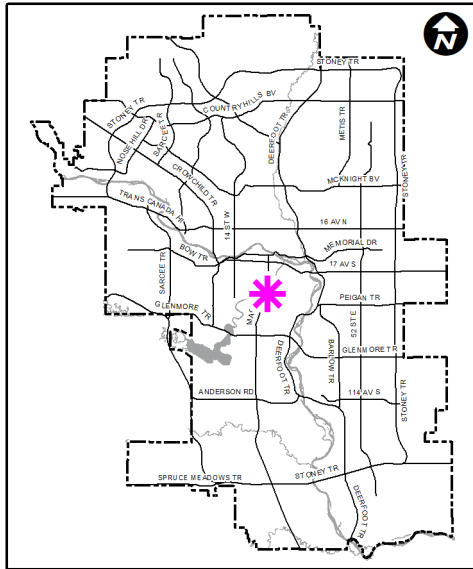
Surrounding uses include a cemetery across 34 Avenue SE to the north designated as Special Purpose – City and Regional Infrastructure (S-CRI) District. To the east are a range of industrial businesses designated as I-R District. The Red Line LRT track and tunnel are directly south of the site, including vacant land designated C-COR3f3.0h46 directly south of the track and tunnel.

The site is also located on the edge of the 600-metre buffer area of the 39 Avenue Red Line LRT Station, located to the south.

## Community Peak Population Table

There is no population data available since the subject site is in an industrial area (Manchester Industrial).

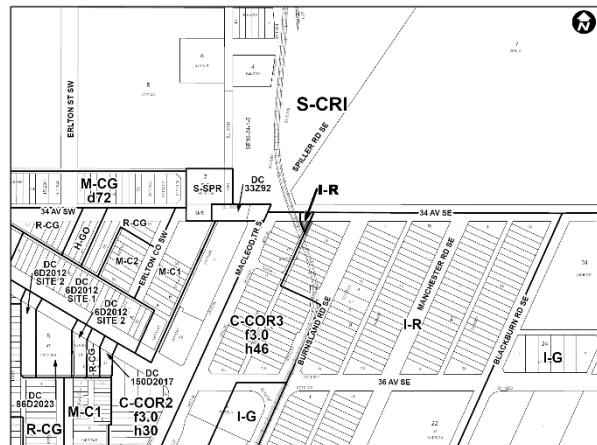
## Location Maps



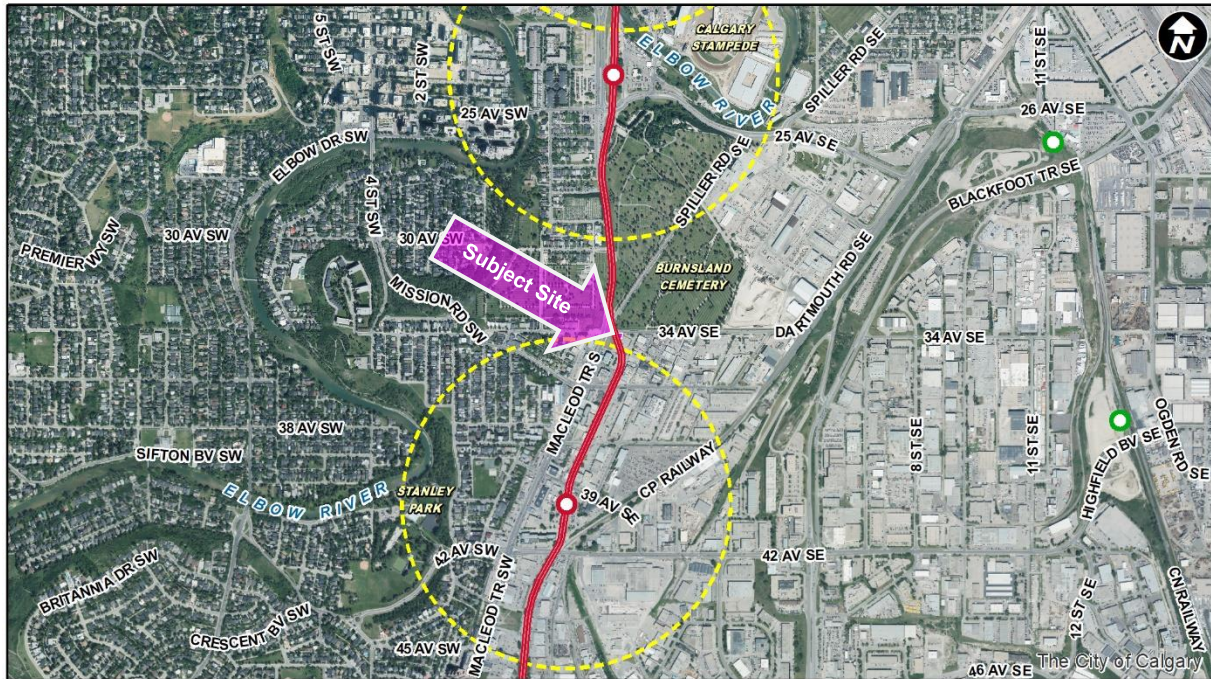
Road Closure Map



Land Use Amendment Map







## Previous Council Direction

None.

## Planning Evaluation

## Road Closure

This proposal includes the closure of an approximately 0.01 hectare (0.02 acre) portion of public laneway that lies between two parcels of land under the same ownership. Once closed, the portion of laneway described as Area 'B' in Registered Road Plan No. 2411344 would be consolidated with the adjacent parcel to the west (a portion of 3610 Macleod Trail SE), as well as the adjacent parcel to the east (311 – 34 Avenue SE). The laneway subject to the road closure application is no longer needed by The City to function as a public laneway. It would contribute to a more comprehensive and efficient redevelopment of the two adjacent parcels if closed and consolidated as proposed in this application.

## Land Use

The existing C-COR3f3.0h46 District is intended to accommodate mid-scale retail use, medium to large restaurant uses and no residential uses on parcels along a major road. The district allows for a maximum building height of 46.0 metres and a maximum building floor area ratio of 3.0.

The proposed I-R District is intended to accommodate a wide range of industrial uses that would allow for the reuse and redevelopment of small parcels and fragmented ownership in old

industrial areas. The proposed district would capture both the small, triangular shaped, 0.004 hectares (0.01 acres) remnant parcel and also the road closure area. The I-R District would allow a maximum building height of 16.0 metres and a maximum floor area ratio (FAR) of 1.0. When consolidated with I-R designated lands to the east, the proposed land use would result in the expansion of development opportunities for 311 – 34 Avenue SE, which contains a City-owned, single-storey Senior Services building.

The vision for the area east of Macleod Trail S along the western side of Manchester Industrial is for the industrial sites to transition over time to accommodate light industrial uses and non-industrial uses that may include office, retail, institutional and ancillary residential uses. The proposal supports this vision by offering a consistent land use district and a larger, more logical parcel configuration.

### **Development and Site Design**

If this land use redesignation is approved by Council, the rules of the proposed I-R District and the policies in the *Chinook Communities Local Area Plan* (LAP) would provide guidance for any future development on the site including appropriate uses, building configuration, parcel coverage, building massing and height, LRT setback requirements, landscaping, waste management and parking.

### **Transportation**

Pedestrian access to the site is available from 34 Avenue SE.

There are no cycling facilities immediately adjacent to the site, however, an on-street bikeway is recommended as per the Always Available for All Ages and Abilities (5A) Network on 34 Avenue SE.

The site is located near a Primary Transit Network (Macleod Trail S) and on the edge of the 600-metre buffer area of the 39 Avenue Red Line LRT station. The area is served by Calgary Transit Routes 10 (City Hall/South Centre) and 449 (Eau Claire/Parkhill) with a bus stop located within approximately 180 metres (a three-minute walk) south on Macleod Trail S. These transit options provide connection to various destinations across the city.

Vehicular access to the site is currently available on 34 Avenue SE, which is classified as a local road. On-street parking is available on the north side 34 Avenue SE and adjacent to the east of the site on Burnsland Road SE.

A Transportation Impact Assessment or a Parking Study was not required as part of the application.

### **Environmental Site Considerations**

There are no known environmental concerns associated with the site and/or proposal.

### **Utilities and Servicing**

Public water, sanitary and storm mains exist within the adjacent public road rights-of-way. Servicing requirements will be determined at the time of development.

Any public utilities that may exist within the site shall either be adequately protected by road right-of-way or utility right-of-way.

## Legislation and Policy

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

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

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

Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) identifies the subject as being within the Urban Main Street land use typology. Urban Main Streets are strategic growth areas that are intended to provide for compact and high-quality urban development, with a mix of uses. The applicable land use policies support new developments that incorporate appropriate densities, a broad range of employment, commercial and retail uses including a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

Considering that the size and location of the subject site makes it functionally cut-off from the Macleod Trail S Urban Main Street, the proposed land use and road closure application generally aligns with the MDP as the vacant site will be consolidated with the adjacent I-R District parcel to the east to enable viability and support the MDP Goal (2.2) to achieve a more compact and efficient urban form.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

### **Chinook Communities Local Area Plan (Statutory – 2025)**

The [Chinook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Flex land use category (Map 3: Urban Form) and within the 'Mid' scale modifier (up to 12 storeys) in Map 4: Building Scale of the LAP. The applicable land use policies support a mix of commercial and residential uses, including compatible low impact uses near industrial areas.

In addition, the LAP identifies the subject site as being within the Macleod Trail S Urban Main Street area. The applicable policies support a broad mix of uses and provide guidance for development to be comprehensively designed to improve the public realm and create safe and welcoming pedestrian environments.

The undersized nature of the subject land to be redesignated (0.004 hectares), including its direct adjacency to an LRT right-of-way, limits the ability to develop the subject land in isolation.

Given the opportunity to consolidate the subject site with the larger I-R District parcel to the east, the policy implications of the proposed land use redesignation and road closure application are minor in nature and generally align with the LAP.

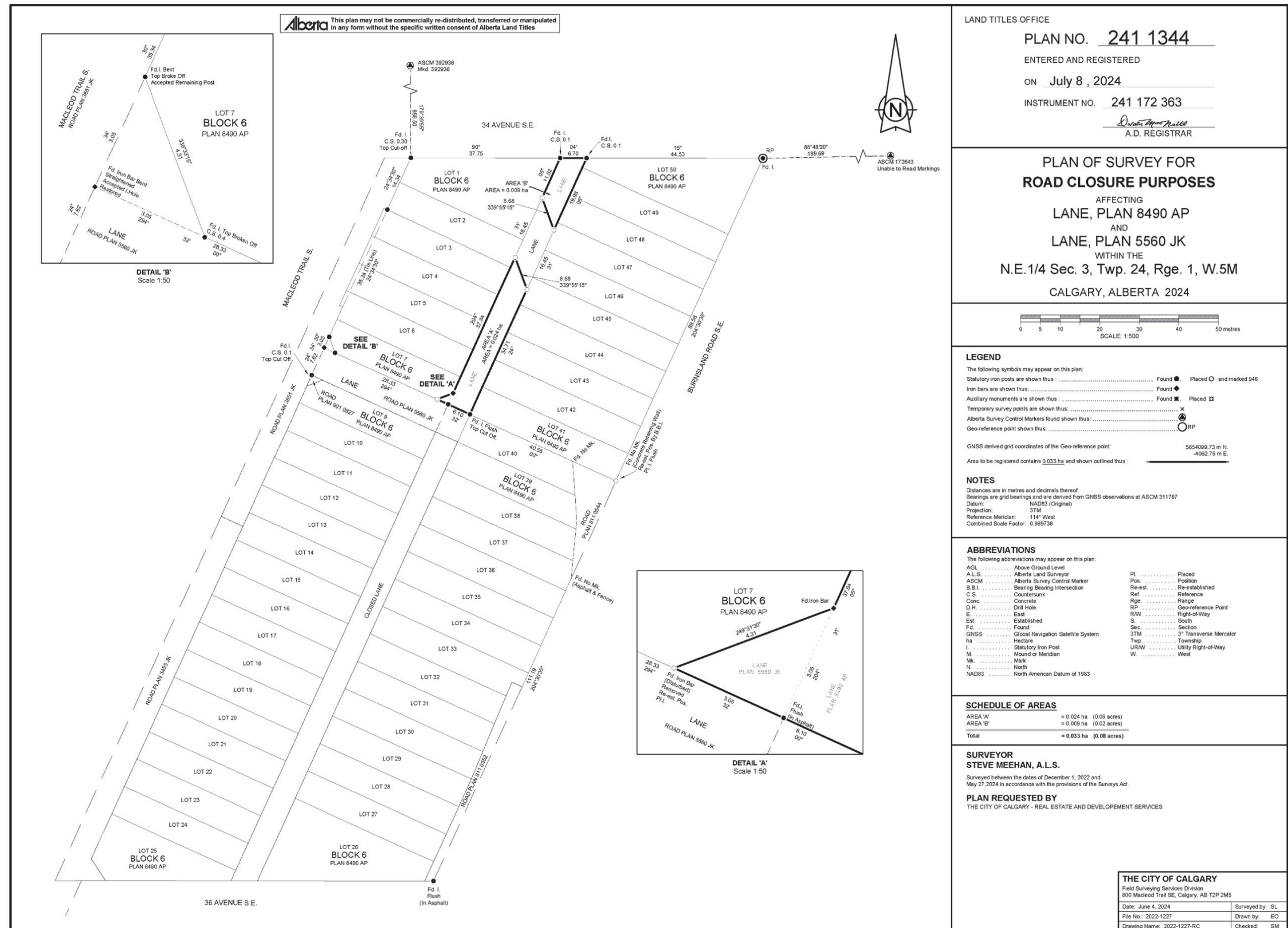
# Road Closure Conditions

## Planning

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. The closed road right-of-way is to be consolidated with the adjacent lands.



# Registered Road Closure Plan



# Applicant Submission

Company Name (if applicable):

The City of Calgary - Real Estate & Development Services (RE&DS)

LOC Number (office use only):

Applicant's Name:

Mladen Kukic

Date:

August 27, 2025

Real Estate & Development Services (RE&DS) is acting on behalf of both RE&DS and Facility Management (FM), to submit this land use amendment and road closure applications.

The road closure application is to close the north portion of the public laneway between 311 34 Avenue SE and 3610 Macleod Trail, which is currently not being used. The proposed area has 0.03 acres. A subdivision application has been submitted to consolidate this area with 311 34 Avenue SE on the east, which is currently designated I-R.

The land use amendment request is to redesignate the triangular land formed by 311 34 Avenue SE, 34 Avenue and the LRT ROW from Commerical-Corridor3 (C-COR3) f3.0h46 and public laneway to Industrial-Redevelopment (I-R) district.

The proposed amendment will allow The City of Calgary to effectively utilized the otherwise unused land, reduce operational cost/risks, and improve the potential for development of the site. The proposed area is relatively small, with limited impact on the communities being identified through the due diligence.



# Applicant Outreach Summary

2025 November 18



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission**

**Project name:** 3610 Macleod Trail SE

Did you conduct community outreach on your application? ☐ YES or ☒ NO

If no, please provide your rationale for why you did not conduct outreach.

The road closure application is to close the north portion of the public laneway between 311 34 Avenue SE and 3610 Macleod Trail, which is currently not being used. The proposed area has 0.03 acres. Given the size of the proposed area that will be affected, there will be minimal impact on the adjacent land and the general public. The application will be circulated to the community by the Planning Authority. Any comments received through the circulation, if applicable at the land use stage, will be addressed through the planning review process.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

If during the planning review, additional outreach is recommended by the Planning Authority, the applicant will work with the DART team to address the received comments .

### Affected Parties

Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)

N/A

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach on Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

N/A

### How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

N/A

### How did you close the loop?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

N/A

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# PROPOSED

CPC2025-0602  
ATTACHMENT 6

## BYLAW NUMBER 2C2026

**BEING A BYLAW OF THE CITY OF CALGARY  
FOR A CLOSURE OF A ROAD  
(PLAN 2411344, AREA 'B')  
(CLOSURE LOC2023-0166/CPC2025-0602)**  
\*\*\*\*\*

**WHEREAS** The City of Calgary has decided to close from public use as a road and to sell or to hold those portions of road described below;

**AND WHEREAS** the provisions of Sections 22 and 606 of the Municipal Government Act, R.S.A. 2000, c.M-26 as amended, with respect to notice of intention of Council to pass such a Bylaw have been complied with;

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

1. Immediately upon passage of this Bylaw, the following described road shall be closed from use as a road:

PLAN 2411344  
AREA 'B'  
EXCEPTING THEREOUT ALL MINES AND MINERALS

2. The proper officers of The City of Calgary are hereby authorized to execute such instruments as may be necessary to effect the purpose of the Bylaw.
3. This Bylaw comes into force on the date it is passed.

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

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

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

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

CPC2025-0602  
ATTACHMENT 7

## BYLAW NUMBER 14D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2023-0166/CPC2025-0602)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

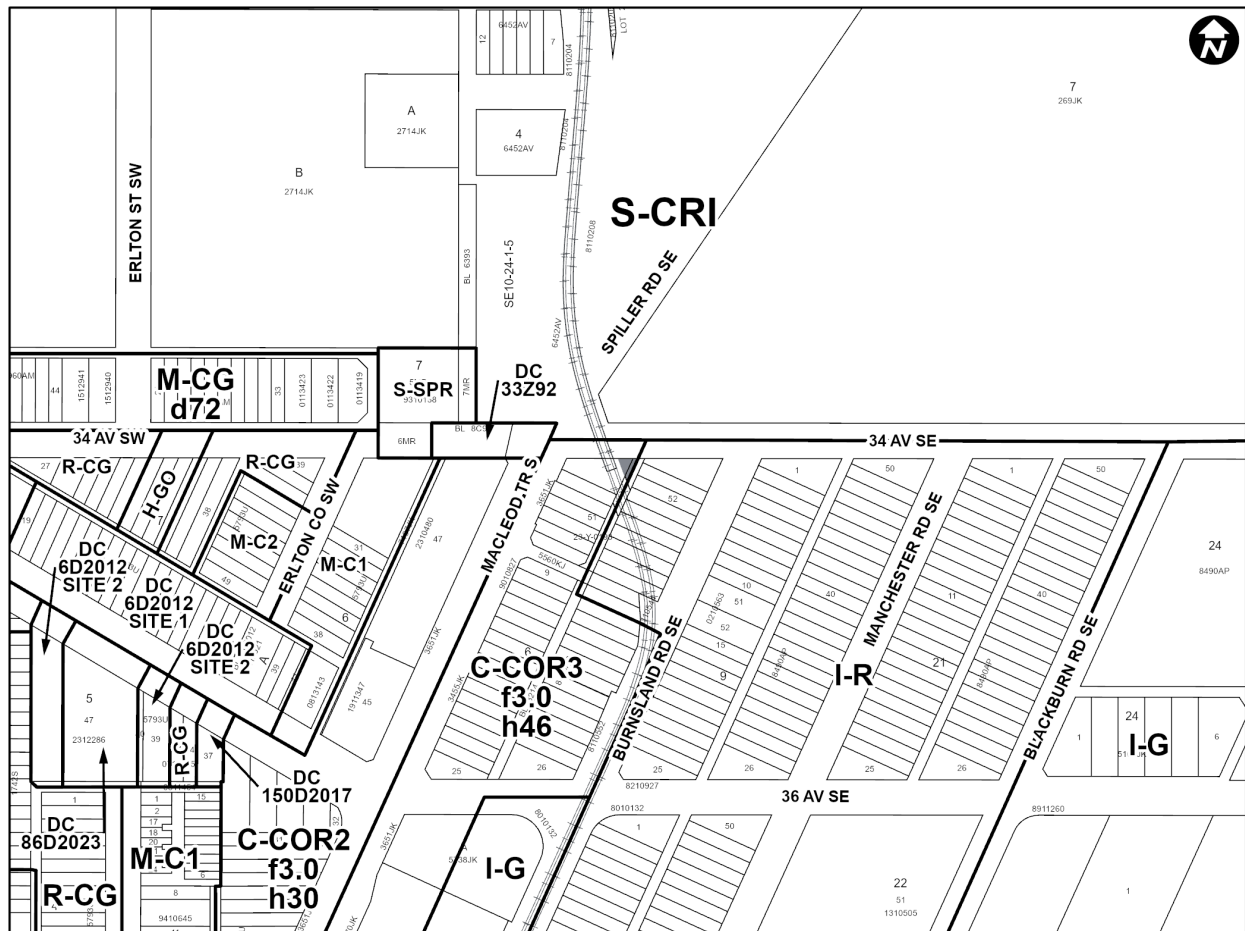
READ A THIRD TIME ON \_\_\_\_\_

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

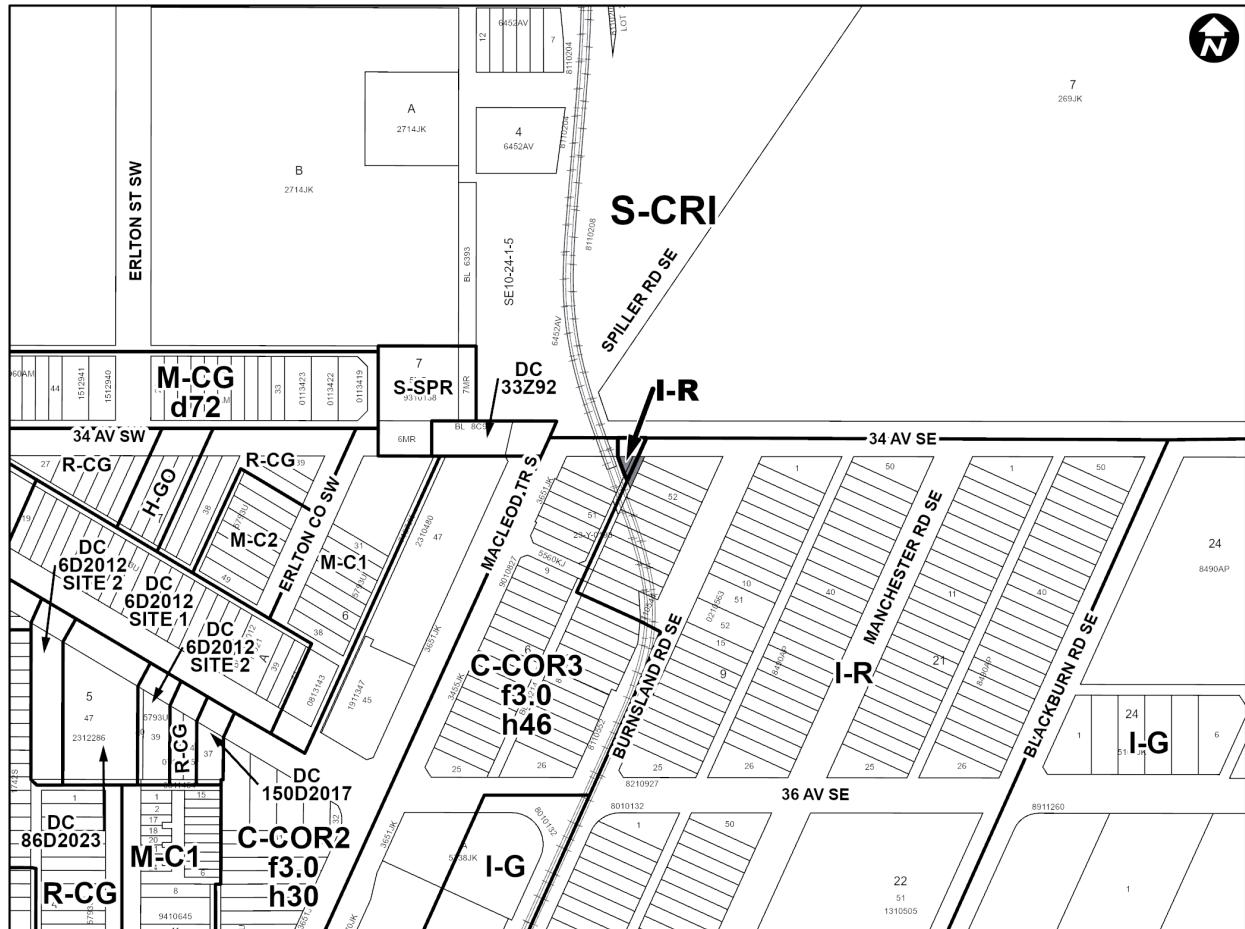
**AMENDMENT LOC2023-0166/CPC2025-0602  
BYLAW NUMBER 14D2026**

**SCHEDULE A**



**AMENDMENT LOC2023-0166/CPC2025-0602  
BYLAW NUMBER 14D2026**

**SCHEDULE B**





**Policy Amendment in Ogden (Ward 9) at 7428 – 24 Street SE, LOC2025-0173**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 4:**

That Council give three readings to **Proposed Bylaw 3P2026** for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2).

**HIGHLIGHTS**

- This application seeks a policy amendment to the *Millican-Ogden Area Redevelopment Plan* (ARP) to allow for rowhouses and townhouses, in addition to the building types already allowed under the existing Residential – Grade-Oriented Infill (R-CG) District (e.g., single detached, semi-detached and duplex dwellings).
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed policy amendment would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed policy amendment would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This proposed policy amendment, in the southeast community of Ogden, was submitted by Horizon Land Surveys on behalf of the landowner, Innertec Homes Ltd., on 2025 September 02. The approximately 0.06 hectare (0.14 acre) midblock lot is located on 24 Street SE between 74 Avenue SE and 76 Avenue SE. The lot is currently developed with a single detached dwelling and detached garage with rear lane access.

The property is designated as the Residential – Grade-Oriented Infill (R-CG) District, which allows for a variety of infill housing types, including single detached, semi-detached, duplex dwellings, rowhouses, townhouses and secondary suites. No development permit application has been submitted at this time. As noted in the Applicant Submission (Attachment 3), the policy amendment is needed to allow for the full range of uses under the R-CG District, including rowhouses and townhouses, that are not currently permitted.

## **Policy Amendment in Ogden (Ward 9) at 7428 - 24 Street SE, LOC2025-0173**

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

### **ENGAGEMENT AND COMMUNICATION**

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

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant delivered postcards within a 100-metre radius, contacted their immediate neighbours and introduced their proposal. The applicant also contacted the Millican Ogden Community Association, but no response was received. The applicant provided details of the outreach response in the Applicant Outreach Summary (Attachment 4).

#### **City-Led Outreach**

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

Administration received seven letters in opposition to the proposal. Concerns included additional traffic, reduced supply of street parking, loss of privacy and sunlight and too much density. No comments were received from the Millican Ogden Community Association.

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

### **IMPLICATIONS**

#### **Social**

The proposed policy amendment would allow for additional housing types and accommodates site and building design that is adaptable to the functional requirements of evolving households and lifestyle needs.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies are being explored and encouraged through the development permit.

#### **Economic**

The proposed policy amendment would allow for a more efficient use of land, existing infrastructure and services.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 04

ISC: UNRESTRICTED  
CPC2025-0972  
Page 3 of 3

**Policy Amendment in Ogden (Ward 9) at 7428 - 24 Street SE, LOC2025-0173**

---

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
- 2. Proposed Bylaw 3P2026**
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Ogden on 24 Street SE, between 74 Avenue SE to the north and 76 Avenue SE to the south. This midblock lot is approximately 0.06 hectares (0.14 acres) in size and is approximately 15 metres wide by 37 metres deep. The lot is currently developed with a single detached dwelling and detached garage with rear lane access.

The subject property and surrounding lands are designated as the Residential – Grade-Oriented Infill (R-CG) District, which allows for a variety of infill housing types, including single detached, semi-detached, duplex dwellings, rowhouses, townhouses and secondary suites. Surrounding lands are characterized mainly by single and semi-detached dwellings with accessory residential buildings. No development permit has been submitted at this time on the subject lot. The policy amendment is needed to allow for the full range of uses under the R-CG District, including rowhouses and townhouses, that are not currently permitted.

## Community Peak Population Table

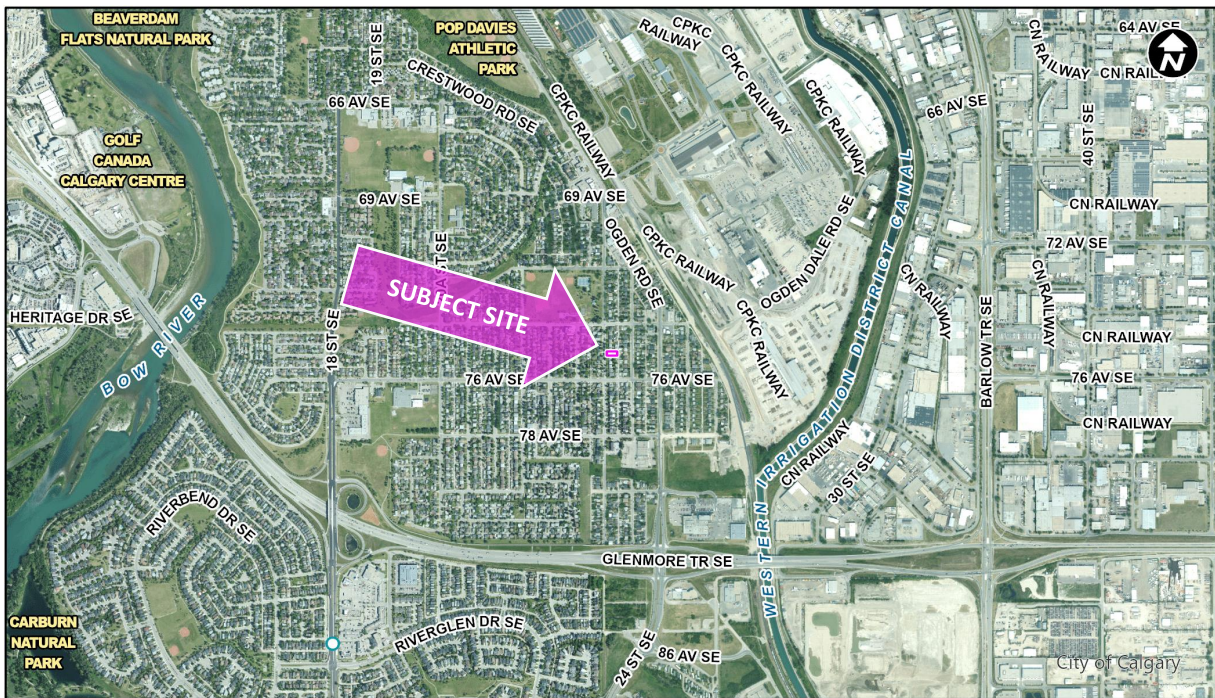
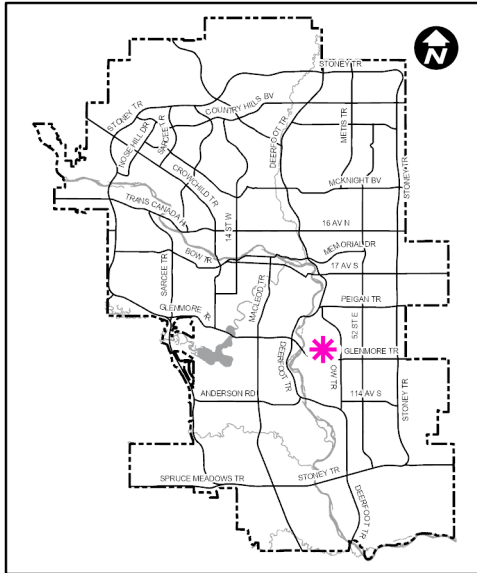
As identified below, the community of Ogden reached its peak population in 1982.

<b>Ogden</b>	
Peak Population Year	1982
Peak Population	11,548
2019 Current Population	8,576
Difference in Population (Number)	- 2,972
Difference in Population (Percent)	- 25.74%

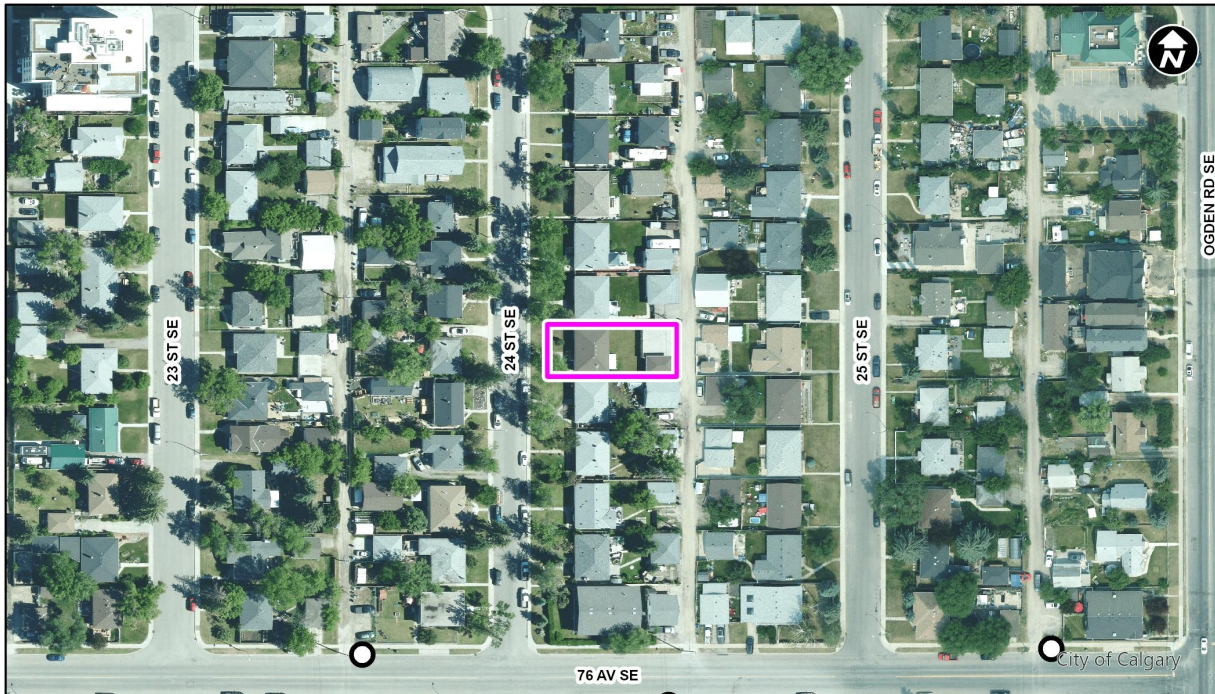
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow for up to four dwelling units.

Secondary suites (one backyard suite and one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel requires 0.5 parking stalls per dwelling unit and per secondary suite.

### Transportation

The site is 600 metres (a ten-minute walk) from the nearest northbound and southbound bus stops for Route 302 (BRT Southeast/City Centre). The site is also 500 metres (an eight-minute walk) from the planned Ogden Green Line Light Rail Transit (LRT) Station. In addition, the site is 100 metres (a two-minute walk) from George Moss Park and 400 metres (a seven-minute walk) from a small commercial corridor node at the corner of Ogden Road SE and 72 Avenue SE.



## Legislation and Policy

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

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

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

The site is within the Developed Residential – Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

The proposal is in keeping with relevant MDP policies.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

### **Millican-Ogden Area Redevelopment Plan (Statutory – 1999)**

The site is located within the Low Density Conservation area as identified on Map 5 – Proposed Land Use Policies of the [Millican-Ogden Area Redevelopment Plan](#) (ARP). As per ARP policies in Section 3.4.3 (Residential Land Use), the Low Density Conservation area is intended to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood. The Low Density Conservation area supports residential development in the form of single- and two-unit dwellings.

The proposed policy amendment to Map 5 would amend the subject site from Low Density Conservation to Low or Medium Density Multi-Dwelling Residential to reflect the allowable uses under the R-CG District and align with MDP policies. A text amendment is proposed to further clarify that 75 units per hectare is appropriate on the subject site in alignment with the R-CG District maximum allowable density.

# PROPOSED

CPC2025-0972  
ATTACHMENT 2

## BYLAW NUMBER 3P2026

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE MILLICAN-OGDEN AREA REDEVELOPMENT PLAN BYLAW 8P99 (LOC2025-0173/CPC2025-0972)

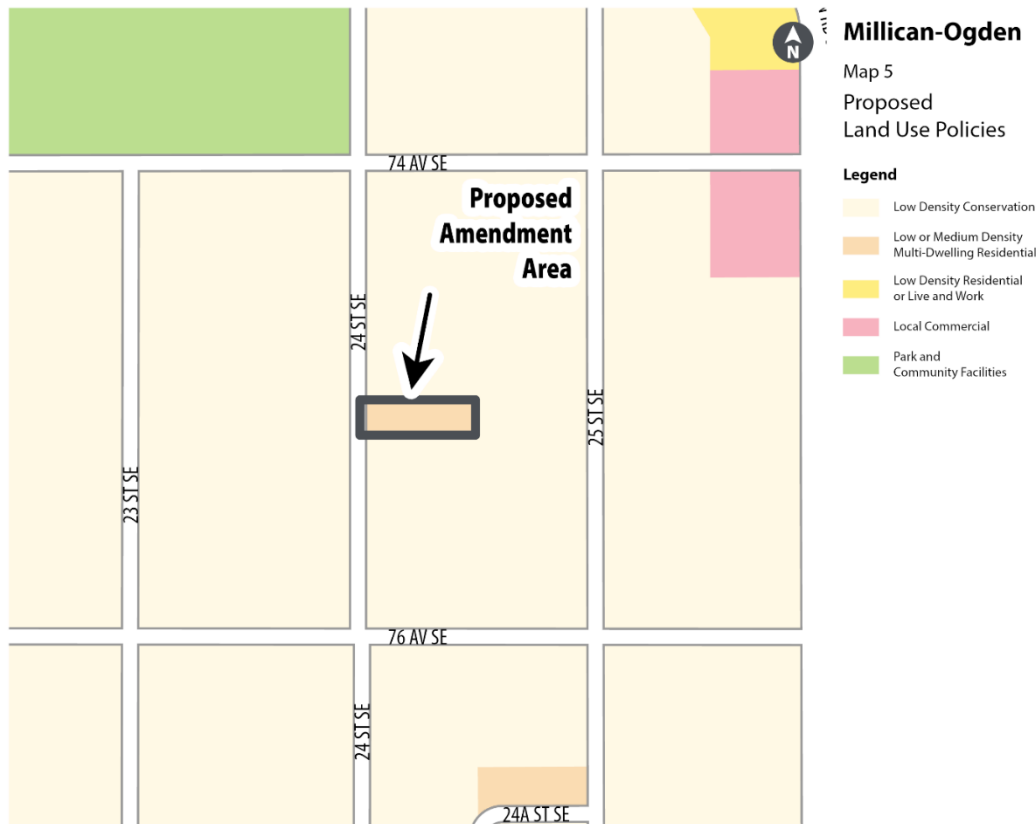
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Millican-Ogden Area Redevelopment Plan Bylaw 8P99, as amended;

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

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

1. The Millican-Ogden Area Redevelopment Plan attached to and forming part of Bylaw 8P99, as amended, is hereby further amended as follows:
  - (a) Amend Map 5 entitled 'Proposed Land Use Policies' by changing 0.06 hectares  $\pm$  (0.15 acres  $\pm$ ) located at 7428 – 24 Street SE (Plan 3826IB, Block 9, Lot 17) from 'Low Density Conservation' to 'Low or Medium Density Multi-Dwelling Residential' as generally illustrated in the sketch below:



# PROPOSED

## BYLAW NUMBER 3P2026

- (b) In Section 3.4.3 Residential Land Use, subsection 3.4.3.3 Policies, Policy 2 (a), add 7428 – 24 Street SE to the list of addresses.

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

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

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

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

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

Applicant's Name:

Lei Wang

Date:

Aug. 28th, 2025

LOC Number (office use only):

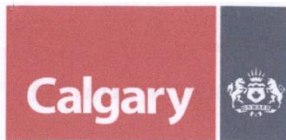
As part of city's blanket rezoning process, this lot is already zoned as R-CG. However under the current Millican-Ogden ARP, the subject site is identified with a "low density conservation" designation, which would only allow for single and semi-detached dwellings. The application is to bring the lot more in align with the zoning.

The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable 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 row housing. The Municipal Development Plan 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 the relevant policies of the MDP.

Housing diversity and choice policies encourage the provision of a wide range of housing types, tenures and densities that may meet affordability, accessibility, life cycle and lifestyle needs of different groups; an adaptation of the City's existing housing stock to enable changing households to remain in the same neighbourhood for longer time periods through allowing accessory suites in low density areas. So we sincerely hope city can support our application.

# Applicant Outreach Summary

2025 September 2



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

---

**Project name:** 7428 24 Street SE

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

This is a minor policy amendment application for Millican-Ogden ARP to allow for uses under the current R-CG zoning.

On August 21st, 2025, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

Immediate neighbour, local residents, community association and ward councillor office

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

We believe those concerns can be properly dealt with at the development permit stage.

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Continue engage with local residents, Councillor office and community association.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



**Policy Amendment in Ogden (Ward 9) at 7235 – 25 Street SE, LOC2025-0174**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 4:**

That Council give three readings to **Proposed Bylaw 4P2026** for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2).

**HIGHLIGHTS**

- This application seeks a policy amendment to the *Millican-Ogden Area Redevelopment Plan* (ARP) to allow for rowhouses and townhouses, in addition to the building types already allowed under the existing Residential – Grade-Oriented Infill (R-CG) District (e.g., single detached, semi-detached and duplex dwellings).
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed policy amendment would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed policy amendment would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This proposed policy amendment, in the southeast community of Ogden, was submitted by Horizon Land Surveys on behalf of the landowner, Nagesh Subramaniam, on 2025 September 02. The approximately 0.06 hectare (0.14 acre) midblock lot is located on 25 Street SE between 72 Avenue SE and 74 Avenue SE. The lot is currently developed with a single detached dwelling and detached garage with rear lane access.

The property is designated as the Residential – Grade-Oriented Infill (R-CG) District, which allows for a variety of infill housing types, including single detached, semi-detached, duplex dwellings, rowhouses, townhouses and secondary suites. No development permit application has been submitted at this time. As noted in the Applicant Submission (Attachment 3), the policy amendment is needed to allow for the full range of uses under the R-CG District, including rowhouses and townhouses, that are not currently permitted.

## **Policy Amendment in Ogden (Ward 9) at 7235 - 25 Street SE, LOC2025-0174**

---

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

### **ENGAGEMENT AND COMMUNICATION**

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

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant delivered postcards within a 100-metre radius, contacted their immediate neighbours and introduced their proposal. The applicant also contacted the Millican Ogden Community Association, but no response was received. The applicant provided details of the outreach response in the Applicant Outreach Summary (Attachment 4).

#### **City-Led Outreach**

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

Administration received four letters in opposition to the proposal. Concerns included additional traffic, reduced supply of street parking, loss of privacy, additional burden on city infrastructure and increased density that is out of context with the neighbourhood. No comments were received from the Millican Ogden Community Association.

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

### **IMPLICATIONS**

#### **Social**

The proposed policy amendment would allow for additional housing types and accommodates site and building design that is adaptable to the functional requirements of evolving households and lifestyle needs.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies are being explored and encouraged through the development permit.

#### **Economic**

The proposed policy amendment would allow for a more efficient use of land, existing infrastructure and services.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 04

ISC: UNRESTRICTED  
CPC2025-0992  
Page 3 of 3

**Policy Amendment in Ogden (Ward 9) at 7235 - 25 Street SE, LOC2025-0174**

---

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 4P2026**
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Ogden on 25 Street SE, between 72 Avenue SE to the north and 74 Avenue SE to the south. This midblock lot is approximately 0.06 hectares (0.14 acres) in size and is approximately 15 metres wide by 37 metres deep. The lot is currently developed with a single detached dwelling and detached garage with rear lane access.

The subject property and surrounding lands are designated as the Residential – Grade-Oriented Infill (R-CG) District, which allows for a variety of infill housing types, including single detached, semi-detached, duplex dwellings, rowhouses, townhouses and secondary suites. Surrounding lands are characterized mainly by single and semi-detached dwellings with accessory residential buildings. No development permit has been submitted at this time on the subject lot. The policy amendment is needed to allow for the full range of uses under the R-CG District, including rowhouses and townhouses, that are not currently permitted.

## Community Peak Population Table

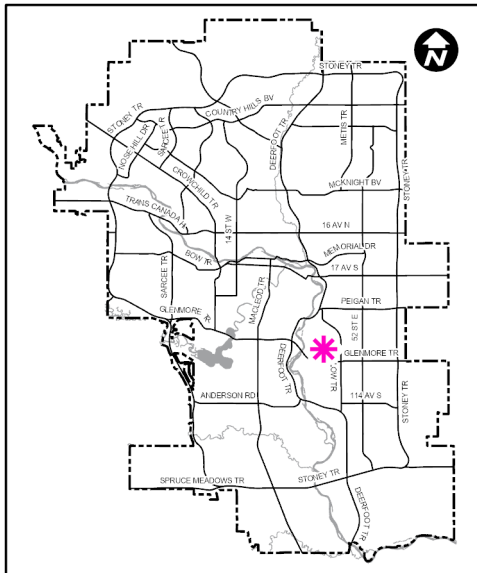
As identified below, the community of Ogden reached its peak population in 1982.

<b>Ogden</b>	
Peak Population Year	1982
Peak Population	11,548
2019 Current Population	8,576
Difference in Population (Number)	- 2,972
Difference in Population (Percent)	- 25.74%

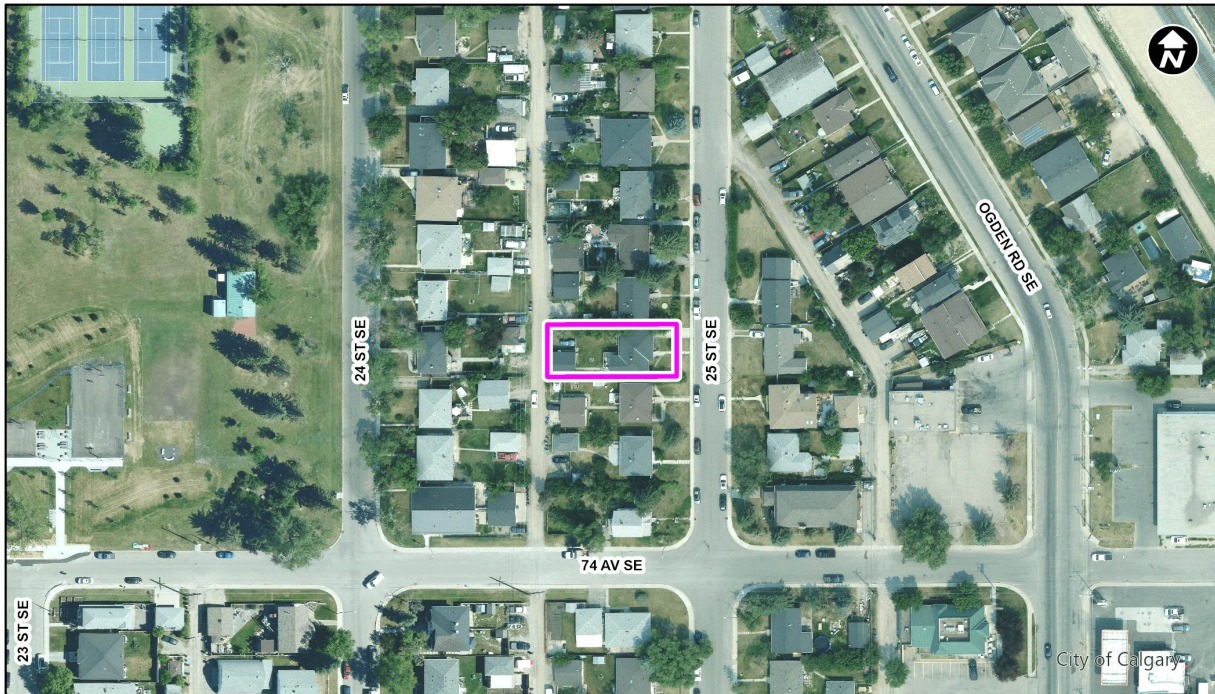
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow for up to four dwelling units.

Secondary suites (one backyard suite and one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel requires 0.5 parking stalls per dwelling unit and per secondary suite.

### Transportation

The site is 400 metres (a seven-minute walk) from the nearest northbound and southbound bus stops for Route 302 (BRT Southeast/City Centre). The site is also 500 metres (an eight-minute walk) from the planned Ogden Green Line Light Rail Transit (LRT) Station. In addition, the site is 200 metres (a three-minute walk) from both George Moss Park and a small commercial corridor node at the corner of Ogden Road SE and 72 Avenue SE.



## Legislation and Policy

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

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

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

The site is within the Developed Residential – Inner City area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

The proposal is in keeping with relevant MDP policies.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

### **Millican-Ogden Area Redevelopment Plan (Statutory – 1999)**

The site is located within the Low Density Conservation area as identified on Map 5 – Proposed Land Use Policies of the [Millican-Ogden Area Redevelopment Plan](#) (ARP). As per ARP policies in Section 3.4.3 (Residential Land Use), the Low Density Conservation area is intended to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood. The Low Density Conservation area supports residential development in the form of single- and two-unit dwellings.

The proposed policy amendment to Map 5 would amend the subject site from Low Density Conservation to Low or Medium Density Multi-Dwelling Residential to reflect the allowable uses under the R-CG District and align with MDP policies. A text amendment is proposed to further clarify that 75 units per hectare is appropriate on the subject site in alignment with the R-CG District maximum allowable density. Administration has also included a housekeeping text amendment to clean up an error within the same section of the ARP.

# PROPOSED

CPC2025-0992  
ATTACHMENT 2

## BYLAW NUMBER 4P2026

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE MILLICAN-OGDEN AREA REDEVELOPMENT PLAN BYLAW 8P99 (LOC2025-0174/CPC2025-0992)

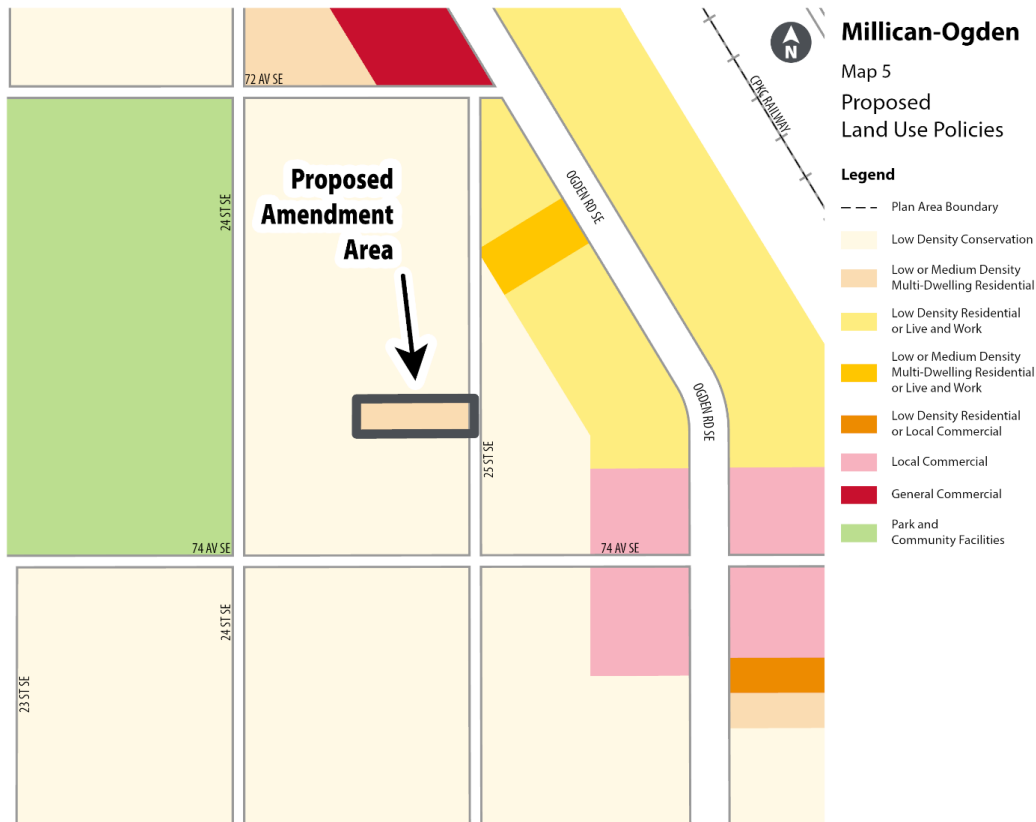
\*\*\*\*\*

**WHEREAS** it is desirable to amend the Millican-Ogden Area Redevelopment Plan Bylaw 8P99, as amended;

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

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

1. The Millican-Ogden Area Redevelopment Plan attached to and forming part of Bylaw 8P99, as amended, is hereby further amended as follows:
  - (a) Amend Map 5 entitled 'Proposed Land Use Policies' by changing 0.06 hectares  $\pm$  (0.14 acres  $\pm$ ) located at 7235 – 25 Street SE (Plan 375AM, Block 3, Lots 17 and 18) from 'Low Density Conservation' to 'Low or Medium Density Multi-Dwelling Residential' as generally illustrated in the sketch below:



# PROPOSED

## BYLAW NUMBER 4P2026

- (b) In Section 3.4.3 Residential Land Use, subsection 3.4.3.3 Policies, Policy 2 (a), add 7235 – 25 Street SE to the list of addresses.
- (c) In Section 3.4.3 Residential Land Use, subsection 3.4.3.3 Policies, Policy 2, delete bullet (b) and replace with the following:
  - “(b) The following sites do not have a maximum density of units per hectare, but have a maximum floor area ratio of 1.5: 6240 – 18A Street SE.”

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

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

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

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

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

Applicant's Name:

Lei Wang

Date:

Aug. 28th, 2025

LOC Number (office use only):

As part of city's blanket rezoning process, this lot is already zoned as R-CG. However under the current Millican-Ogden ARP, the subject site is identified with a "low density conservation" designation, which would only allow for single and semi-detached dwellings. The application is to bring the lot more in align with the zoning.

The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable 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 row housing. The Municipal Development Plan 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 the relevant policies of the MDP.

Housing diversity and choice policies encourage the provision of a wide range of housing types, tenures and densities that may meet affordability, accessibility, life cycle and lifestyle needs of different groups; an adaptation of the City's existing housing stock to enable changing households to remain in the same neighbourhood for longer time periods through allowing accessory suites in low density areas. So we sincerely hope city can support our application.

# Applicant Outreach Summary

2025 September 2



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

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**Project name:** 7435 25 Street SE

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

This is a minor policy amendment application for Millican-Ogden ARP to allow for uses under the current R-CG zoning.

On August 22nd, 2025, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

Immediate neighbour, local residents, community association and ward councillor office

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

We believe those concerns can be properly dealt with at the development permit stage.

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Continue engage with local residents, Councillor office and community association.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



**Land Use Amendment in Forest Lawn (Ward 9) at 2001 and 2007 – 37 Street SE,  
LOC2025-0160**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.12 hectares  $\pm$  (0.29 acres  $\pm$ ) located at 2001 and 2007 – 37 Street SE (Plan 2335AH, Block 13, Lots 17 to 20) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 18:**

That Council give three readings to **Proposed Bylaw 17D2026** for the redesignation of 0.12 hectares  $\pm$  (0.29 acres  $\pm$ ) located at 2001 and 2007 – 37 Street SE (Plan 2335AH, Block 13, Lots 17 to 20) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for a variety of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings.
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *East Calgary International Avenue Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choice within the community and a more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed Housing – Grade Oriented (H-GO) District would allow for more housing options that will better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

**DISCUSSION**

This application, located in the southeast community of Forest Lawn, was submitted by Horizon Land Surveys, on behalf of the landowners, Amrit Bhullar, Apharnarayan Singh Bhullar and Rajpal Singh Chahal on 2025 August 7. No development permit has been submitted at this time, however, as noted in the Applicant Submission (Attachment 2) the intent is to construct a development consistent with the H-GO District rules.

This 0.12 hectare (0.29 acre) site consists of two parcels which are located at the corner of 37 Street SE and 19 Avenue SE, approximately 250 metres (a four-minute walk) south of International Avenue/17 Avenue SE. The subject parcels have a rear lane and are currently

**Land Use Amendment in Forest Lawn (Ward 9) at 2001 and 2007 - 37 Street SE,  
LOC2025-0160**

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developed with single detached dwellings with detached garages. Surrounding developments include commercial uses across the lane to the west, mixed use development across 19 Avenue SE to the north, multi-residential development across 37 Street SE to the east and single detached dwellings to the south.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the Community Association was appropriate. In response, the applicant delivered postcards to residents within 100 metres of the site, as well as reached out to the Forest Lawn Community Association (CA) and Ward Councillor. The Applicant Outreach Summary can be found in Attachment 3.

**City-Led Outreach**

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

No public comments were received at the time of writing this report and no comments from the CA were received. Administration contacted the CA to follow up and no response was received.

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

**IMPLICATIONS**

**Social**

The proposed land use district would allow for a diversity of grade-oriented housing that may better accommodate the needs of different age groups, lifestyles and demographics.

**Environmental**

This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 18

ISC: UNRESTRICTED  
CPC2025-0902  
Page 3 of 3

**Land Use Amendment in Forest Lawn (Ward 9) at 2001 and 2007 - 37 Street SE,  
LOC2025-0160**

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**Economic**

The proposed land use would allow for a more efficient use of land, existing infrastructure and services, and may provide more housing choices in the community.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
- 4. Proposed Bylaw 17D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Forest Lawn. The site consists of two corner parcels facing 37 Street SE. When combined, the site is approximately 0.12 hectares in size (0.29 acres) and is approximately 38 metres wide by 30 metres deep. The site is currently developed with a single detached dwelling on each parcel and a lane exists to the west to provide access to the site.

The surrounding development is characterized by a mix of commercial and residential uses. To the west, facing 36 Street SE, and to the north, there are low-rise commercial developments. To the east and south, the area is predominantly occupied by single detached dwellings designated as Residential – Grade-Oriented Infill (R-CG) District.

The site is located approximately 250 metres (a four-minute walk) south of International Avenue/17 Avenue SE Urban Main Street, as outlined in the *Municipal Development Plan* (MDP). This Main Street offers a diverse range of retail, dining and service options within walking distance, in addition to a MAX Purple station situated approximately 400 metres north of the site.

The site is also just 180 metres (a three-minute walk) from primary transit service along 36 Street SE, with both northbound and southbound stops located less than 300 metres away (a five-minute walk). It is also located approximately 850 metres (a 14-minute walk) north of the Forest Lawn Community Association, and 650 metres (a 10-minute walk) from Holy Cross Elementary/Junior High School.

## Community Peak Population Table

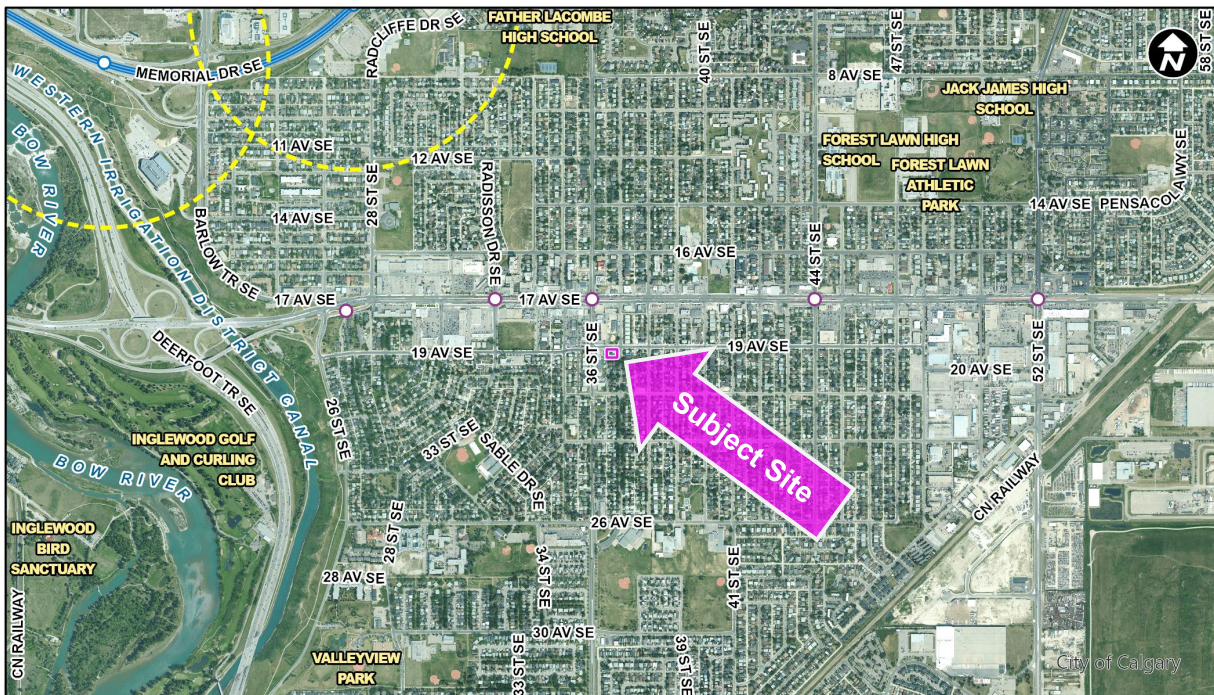
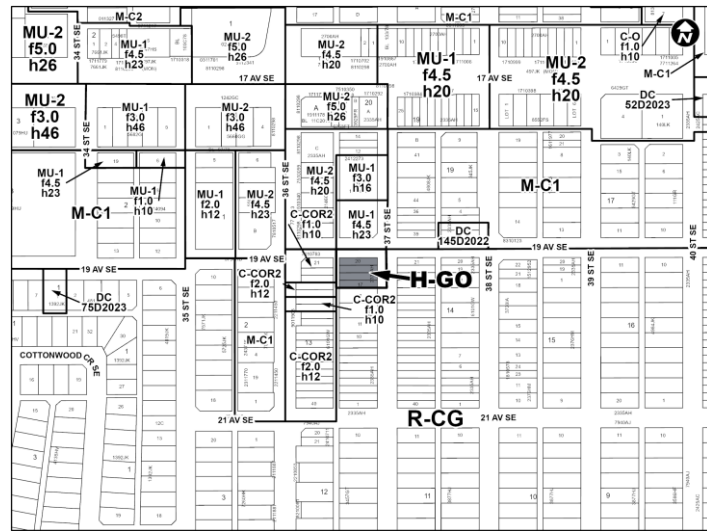
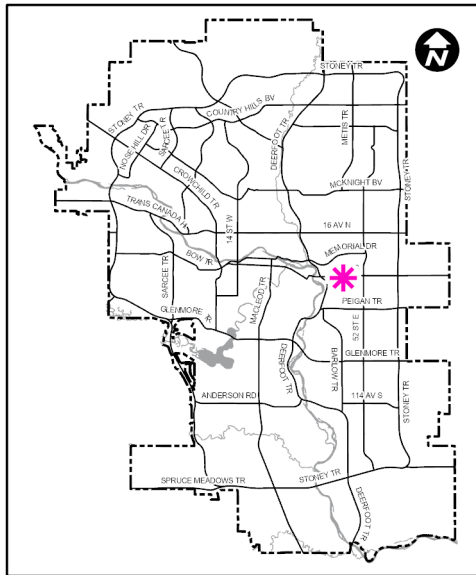
As identified below, the community of Forest Lawn reached its peak population in 1982.

Forest Lawn	
Peak Population Year	1982
Peak Population	9,088
2019 Current Population	7,814
Difference in Population (Number)	-1,274
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. This district allows for a maximum of 75 units per hectare (eight dwelling units on the two parcels combined) and a maximum building height of 11 metres. Secondary suites are permitted uses within the R-CG District.

The proposed H-GO District allows for a range of grade-oriented building forms that is consistent with low-density residential districts and allows for a range of housing forms that may be attached, stacked or clustered. There is no maximum density required under the H-GO District. Development scale and intensity are managed through a combination of:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5, or a total building floor area of approximately 1754.25 square metres (18882.58 square feet) for the subject sites;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 vehicle parking stalls per unit or secondary suite.



Only the parcels that meet site selection criteria located in the purpose statement of the district in Section 1386 (d) of the Land Use Bylaw 1P2007 may be considered appropriate for redesignation to the H-GO District. Sites that are located in areas that support the development form in an approved Local Area Plan (LAP) as part of the Neighbourhood Connector or Neighbourhood Flex Urban Form Categories meet the location criteria of the H-GO District.

The subject site is located within the Neighbourhood Connector Urban Form Category in the *East Calgary International Avenue Communities Local Area Plan* (LAP) and therefore, meets the criteria to be considered for H-GO District.

### **Development and Site Design**

If approved by Council, the rules of the H-GO District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items that would be considered through the development permit review process include but are not limited to:

- the number and configuration of dwelling units and secondary suites;
- providing suitable mobility options, including motor vehicle parking and bicycle parking;
- mitigation of shadowing and privacy concerns;
- appropriate location and design of landscaping and amenity space.

### **Transportation**

Pedestrian access to the site is available from 37 Street SE. An existing on-street bikeway, part of the Always Available for All Ages and Abilities (5A) Network, is located along 19 Avenue SE. Future vehicular access to the site would be from the rear lane. There are no parking restrictions along 37 Street SE.

The site is approximately 250 metres (a four-minute walk) from transit stops on 17 Avenue SE, which serve Route 307 (MAX Purple East Hills/Chestermere), Route 1 (Bowness/Forest Lawn), Route 87 (Applewood/17 Av SE) and Route 440 (Chateau Estates/Franklin Station).

The site is approximately 180 metres (a three-minute walk) from a transit stop that serves Route 43 (McKnight-Westwinds Station/Chinook Station), Route 135 (Marlborough Station/EB Erin Woods Bv / 36 St SE) and Route 155 (West Dover / Forest Lawn), which provide regular service along 36 Street SE.

A Transportation Impact Assessment (TIA) was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary, and storm sewer connections are available for the site and can accommodate future development. Details of site servicing will be reviewed through the development permit process.

## Legislation and Policy

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

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

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

The subject parcel is located within the Developed Residential – Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit.

The proposal is in keeping with relevant MDP policies as the application complies with relevant land use policies that recognize the predominantly low-density residential nature within these communities and supports retention of housing stock or moderate intensification in a form that respects the scale and character of the neighbourhood.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **East Calgary International Avenue Communities Local Area Plan (Statutory – 2024)**

The [East Calgary International Avenue Communities Local Area Plan](#) (LAP) identifies the subject site as being located within a Neighbourhood Connector area, as identified on Map 3: Urban Form, and within the Low - Modified building scale (up to 4 storeys), as per Map 4: Building Scale.

The LAP speaks to primarily residential uses while some commercial and work from home opportunities exist in the area. It encourages a broad range and mix of housing types, unit structures and forms. Within the Neighbourhood Connector category, the Low - Modified building scale policies support building forms such as apartments, stacked townhouses and mixed-use developments. The proposed land use is in alignment with applicable policy of the LAP.

# Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

LOC Number (office use only):

Applicant's Name:

Lei Wang

Date:

July 31st, 2025

On behalf of the landowner, please accept this application to redesignate a +/-0.117 hectare site from R-CG to H-GO to allow for:

- grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in the form and at a scale that is consistent with low density residential districts;
- a maximum building height of 12 metres (an increase from the current maximum of 11 metres)
- flexible parcel dimensions and building setbacks that allow a diversity of grade-oriented housing
- the uses listed in the proposed H-GO designation.

The subject site, 2001 & 2007 37 Street SE, are two continuous corner lots located in the community of Forest Lawn along 19 Ave SE and 37 Street SE. The lots are currently developed with single detached dwelling built in 1958. Surrounding developments include commercial dwelling across the lane to the west, mixed use development across 19 Ave to the north, multi-residential development across 37 Street to the east and single detached dwelling to the south.

The sites combined is approximately 0.117 hectares in size. Lane exists to the west of the site. The site is just outside of 17 Ave main street polygon and half a block from 36 Street.

East Calgary International Ave Communities Local Area Plan define the lots as neighborhood connector with building scale of up to 4 storeys. Neighborhood connector areas are characterized by a broad range of housing types along higher activity streets. Development in Neighborhood connector areas should support a higher frequency of units and entrances facing the street.

The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable 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 row housing. The Municipal Development Plan 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 the relevant policies of the MDP as the rules of the H-GO provide for development forms that may be sensitive to existing residential development in terms of height, built form and density.

With the lot being a corner lot, the impacts of higher density use on neighbouring lower density properties can be reduced. Housing that faces both streets adds to the residential appearance of the side streets and tends to slow traffic and enhance pedestrian safety and experience on adjacent sidewalks.

Housing diversity and choice policies encourage the provision of a wide range of housing types, tenures and densities that may meet affordability, accessibility, life cycle and lifestyle needs of different groups; an adaptation of the City's existing housing stock to enable changing households to remain in the same neighbourhood for longer time periods through allowing accessory suites in low density areas. So we sincerely hope city can support our application.

# Applicant Submission



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** 2001 & 2007 37 Street SE

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Before undertaking the project, our office completed the "Community Outreach Assessment". The project's impact score is "1B". So we are implementing a direct approach to reach to community association, local residents within a 100 meters radius and also Ward Councilor Office.

On July 19th, 2025, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

Immediate neighbour, local residents, community association and ward councillor office

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main concerns we heard from local residents are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

We believe those concerns can be properly dealt with at the development permit stage.

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Continue engage with local residents, Councillor office and community association. And better explain to local residents about proposed developments and restrictions under H-GO.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)



# PROPOSED

CPC2025-0902  
ATTACHMENT 4

## BYLAW NUMBER 17D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0160/CPC2025-0902)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**AMENDMENT LOC2025-0160/CPC2025-0902  
BYLAW NUMBER 17D2026**

**SCHEDULE A**



# PROPOSED

AMENDMENT LOC2025-0160/CPC2025-0902  
BYLAW NUMBER 17D2026

## SCHEDULE B



**Land Use Amendment in Mahogany (Ward 12) at 2120 Mahogany Boulevard SE,  
LOC2025-0156**

---

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of **2.64** hectares  $\pm$  (**6.53** acres  $\pm$ ) located at 2120 Mahogany Boulevard SE (Portion of Plan 0113267, Block 1, Lot 5) from Multi-Residential – Medium Profile (M-2) District to Residential – Low Density Multiple Dwelling (R-2M) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025  
DECEMBER 18:**

That Council give three readings to **Proposed Bylaw 20D2026** for the redesignation of 2.64 hectares  $\pm$  (6.53 acres  $\pm$ ) located at 2120 Mahogany Boulevard SE (Portion of Plan 0113267, Block 1, Lot 5) from Multi-Residential – Medium Profile (M-2) District to Residential – Low Density Multiple Dwelling (R-2M) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 December 18:

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“The following documents were distributed with respect to Report CPC2025-1020:

- Revised Cover Report;
- Revised Attachment 1; and”

**HIGHLIGHTS**

- This application seeks to redesignate land within the Mahogany community from medium density to low density residential to accommodate a reduction in residential density on a parcel within an approved neighbourhood.
- The proposal meets the policy requirements of the *Municipal Development Plan* (MDP) and exceeds the minimum density requirement of the *Mahogany Community Plan* (ASP).
- What does this mean to Calgarians? This proposal would allow for a variety of low-density residential housing forms in a greenfield setting, providing more housing options while making efficient use of planned infrastructure.
- Why does this matter? Development of a greenfield site will contribute to Calgary’s overall economic health by housing new residents within Calgary’s city limits.
- No development permit application has been submitted at this time.
- There is no previous Council direction related to this proposal.

**DISCUSSION**

This land use amendment was submitted on 2025 August 5 by B&A Studios on behalf of the landowner, Hopewell Mahogany Land Corporation. The approximately **2.64** hectares (**6.53** acre) undeveloped parcel is in the central portion of the southeast community of Mahogany. The initial

**Land Use Amendment in Mahogany (Ward 12) at 2120 Mahogany Boulevard SE,  
LOC2025-0156**

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outline plan and land use for the area (LOC2006-0132) was approved in 2007. The application seeks to change the designation of the site from the Multi-Residential – Medium Profile (M-2) District to the Residential – Low Density Multiple Dwelling (R-2M) District. This proposed change would enable the applicant to construct lower-density, semi-detached homes on the site. The applicant has indicated the amendment will support of a built form that is more marketable and addresses current community housing needs. They have also indicated the demand for multi-residential apartment/condominium development has declined. No development permit has been submitted at this time.

The subject site is within the Transit Station Planning area (TSPA) of the ASP, is well served by Calgary Transit bus service along Mahogany Road SE and is approximately 200 metres from the future Auburn Bay/Mahogany LRT Station. The proposed reduction in overall density for this parcel has been offset by higher densities achieved in several multi-residential developments that are either completed or under construction in the TSPA. With this proposal, the anticipated TSPA build-out will have a higher total number of units and overall density relative to the initial Outline Plan. Build out of the TSPA continues to exceed ASP density objectives.

The existing M-2 District allows for multi-residential development of medium height and medium density that achieves a minimum density of 60 units per hectare. The M-2 District is typically applied near community nodes, Transit Oriented Development (TOD) sites, and major transportation corridors. The proposed redesignation to the R-2M District would allow comprehensively planned low-density residential development, including Semi-detached Dwellings and similar built forms, with a maximum density of 50 units per hectare for rowhouse and townhouse uses.

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

**ENGAGEMENT AND COMMUNICATION**

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

**Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the community association was appropriate. The applicant determined that community outreach was not required as the proposal continues existing development patterns, three sides of the site are currently undeveloped with no direct neighbours, and the adjacent developed parcel to the east reflects the same form of development. The application also represents a minor “down-zoning,” with anticipated unit counts similar to existing approvals, and was therefore not expected to be contentious. The Applicant Outreach Summary is provided in Attachment 3.

**Land Use Amendment in Mahogany (Ward 12) at 2120 Mahogany Boulevard SE,  
LOC2025-0156**

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**City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received no responses for the application.

No public comments were received by Administration. No comments from the Copperfield-Mahogany Community Association (CA) were received. Administration contacted the CA to follow up and no response was received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units, and on-site parking will be reviewed and determined at the development permit stage.

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

**IMPLICATIONS**

**Social**

The proposed application will facilitate the continuation of development in the community of Mahogany. The development of these lands will provide additional housing supply and greater housing choice in a growing city.

**Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

**Economic**

The proposed land use amendment supports efficient greenfield development by aligning housing forms with anticipated market demand and helping ensure that planned infrastructure and services are used efficiently.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.



Planning and Development Services Report to  
Calgary Planning Commission  
2025 December 18

ISC: UNRESTRICTED  
Corrected CPC2025-1020  
Page 4 of 4

**Land Use Amendment in Mahogany (Ward 12) at 2120 Mahogany Boulevard SE,  
LOC2025-0156**

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**ATTACHMENTS**

1. **Revised** Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 20D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the central portion of the developing southeast community of Mahogany at the southwest corner of Mahogany Road SE and Mahogany Boulevard SE. The site has a total parcel area of **2.64** hectares (**6.53** acres) and is undeveloped.

The site is located southeast across Mahogany Road SE from a neighbourhood commercial site with shops and services and is southeast across Mahogany Boulevard SE from the Mahogany Central Green park. The site is also approximately 200 metres from the future Auburn Bay/Mahogany LRT Station and is within the Transit Station Planning Area (TSPA) of the *Mahogany Community Plan* (ASP).

Surrounding developments are primarily characterized by a variety of residential land use designations in various stages of development. The parcel to the north is designated Multi-Residential – High Density Medium Rise (M-H2) District and has a Development Permit approved in earlier 2025. The parcel to the immediate south is designated Multi-Residential – Medium Profile (M-2) District and is partially developed with five-storey multi-family buildings, and the parcel to the immediate east is designated as Direct Control ([Bylaw 20D2021](#)) District and is developed with a comprehensively planned low-density development consisting of Semi-detached Dwellings. The parcel to the immediate west is designated as Special Purpose – School, Park and Community Reserve (S-SPR) District to support a future park.

## Community Peak Population Table

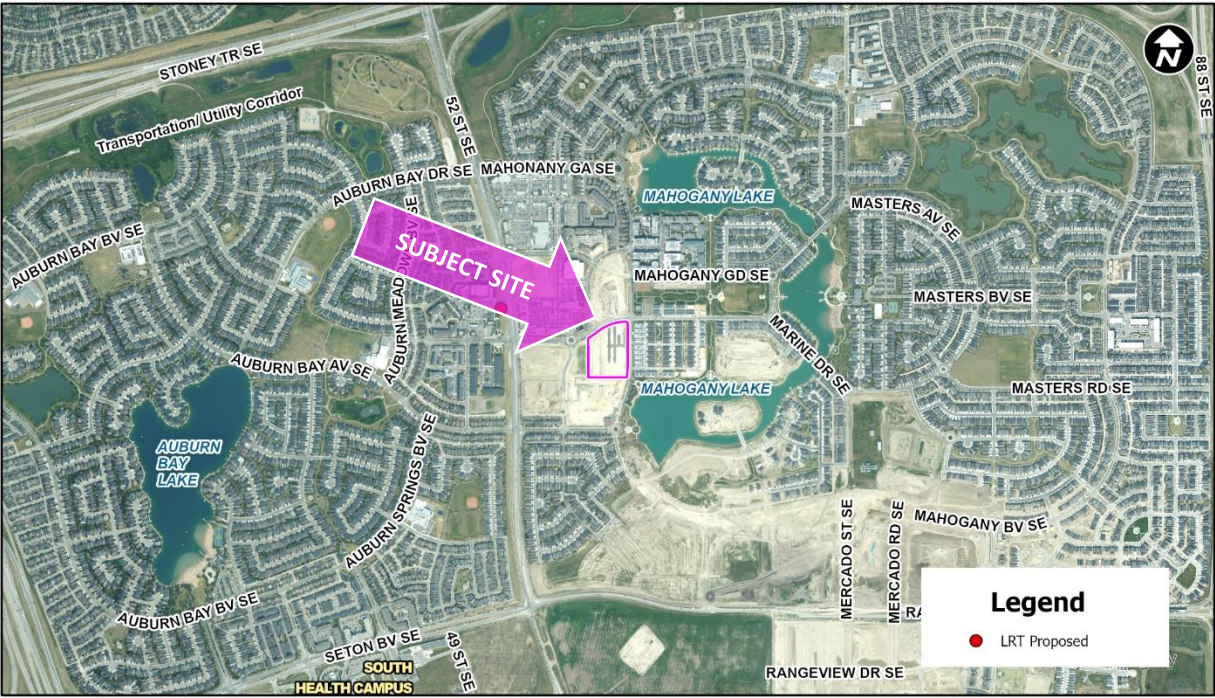
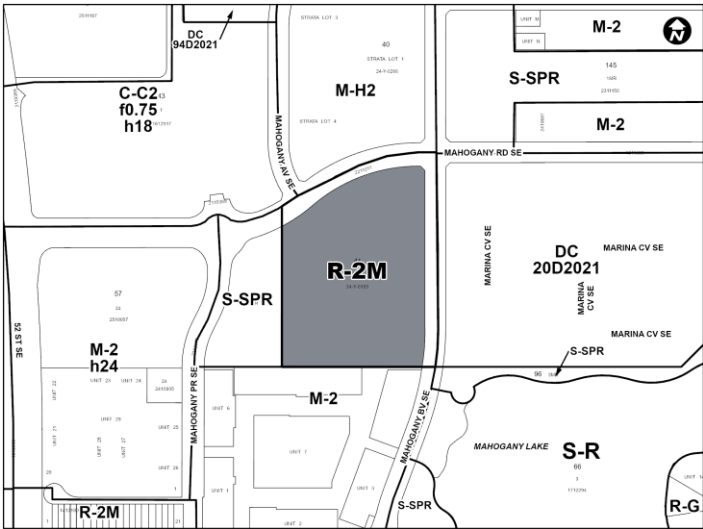
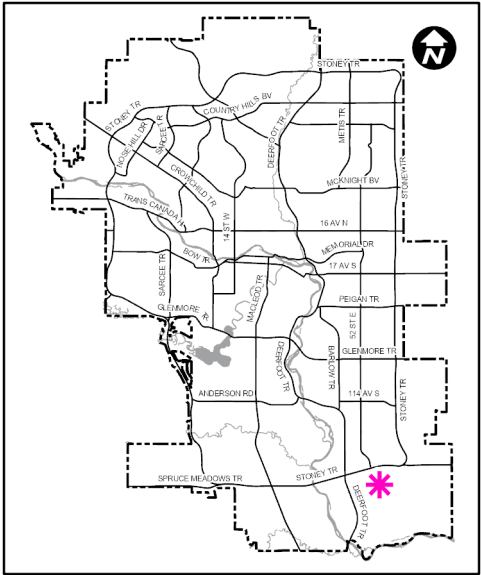
As identified below, the community of Mahogany reached its peak population in 2019.

<b>Mahogany</b>	
Peak Population Year	2019
Peak Population	11,784
2019 Current Population	11,784
Difference in Population (Number)	0
Difference in Population (Percent)	0%

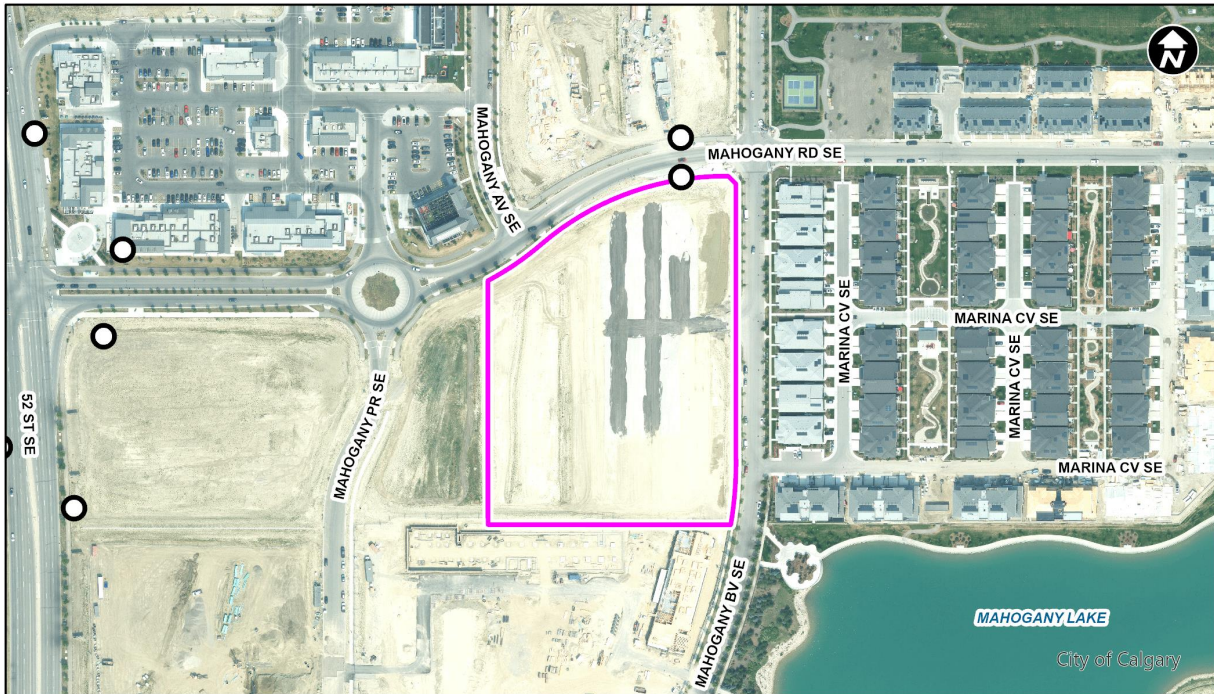
Source: *The City of Calgary 2019 Civic Census*

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

Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The initial outline plan and land use designations for the area (LOC2006-0132) were approved by Council in 2007 and were followed by additional adjustments to the land use districts and outline plan in 2015. This application proposes a redesignation of **2.64 hectares ± (6.53 acres ±)** of land from the M-2 District to the R-2M District. The applicant intends to develop the site with lower-density, semi-detached housing, which is not permitted under the existing M-2 District; therefore, the redesignation is required. The applicant has noted that this amendment will support a housing product that is more marketable and better aligned with current community housing needs, and that demand for multi-residential condominium development has declined.

The existing M-2 District allows for multi-residential development of medium-height and medium-density. It requires development to achieve a minimum density of 60 units per hectare, allows a maximum building height of 16.0 meters (approximately four storeys), and a maximum floor area ratio of 3.0. This district is typically applied near community nodes, Transit Oriented Development (TOD) sites and major transportation corridors, and is intended to support a broad range of multi-residential forms.

The proposed R-2M District is intended to accommodate comprehensively designed residential development, including duplex and semi-detached dwellings, as well as rowhouse and townhouse buildings, with a maximum density of 50 units per hectare for rowhouse and

townhouse uses. The R-2M District permits a maximum building height of 11 metres or generally two to three storeys.

### **Development and Site Design**

If approved by Council, the rules of the R-2M District and the policies in the *Mahogany Community Plan* would provide guidance for future site development including the overall site and building design, location and size of uses, including details such as parking, landscaping, and site access.

### **Density**

The site is located within the Transit Station Planning Area (TSPA) as defined in the ASP and is within 200 metres of the future Auburn Bay/Mahogany LRT Station. Under the existing M-2 District, the subject site can achieve a maximum density of 148 units per hectare. Under the proposed R-2M District, the site would be limited to a maximum density of 50 units per hectare. While the application proposes a lower density district for the subject site, the overall density within the TSPA will continue to exceed the minimum of 61.9 units per hectare required by the ASP. Furthermore, despite the reduction in density for this site the overall density within the TSPA is anticipated to be higher than what was projected when the initial Outline Plan for the Mahogany community was adopted in 2007.

The initial Outline Plan anticipated a residential density of approximately 95.42 units per hectare for the overall TSPA, yielding an anticipated total of 2,380 units. The current estimate for build-out of the TSPA is approximately 2,555 total units at a density of 97.9 units per hectare. This represents a modest 7.35 percent increase in total units compared to the initial Outline Plan and a 2.6 percent increase in overall density. This is primarily due to several multi-residential sites being developed at higher densities than originally projected. As a result, the TSPA remains well aligned with the ASP density objectives.

### **Transportation**

Pedestrian connectivity is provided by sidewalks adjacent to the site along Mahogany Road SE and Mahogany Boulevard SE which connects to the wider community area through a series of local, multi-use and regional pathways as well as sidewalks. Calgary Transit bus service with multiple bus routes including Route 79 (Cranston/Mahogany), Route 863 (All Saints High/Mahogany/Cranston), and Route 845 (Monsignor J.S. Smith School/Mahogany) is available along Mahogany Road SE directly south of the subject site. Future bus service will be available along Mahogany Boulevard SE. The future Auburn Bay/Mahogany LRT Station is also located with a 600-metre radius of the site. Vehicular access to the site will be available from Mahogany Boulevard east of the site.

### **Environmental Site Considerations**

The environmental site conditions of this development were previously reviewed and addressed with the Mahogany Stage 1 Outline Plan (LOC2006-0132) and the Mahogany Urban Village Outline Plan (LOC2013-0110). This proposed amendment does not raise any additional environmental concerns or risks. This is a greenfield site which has remained in a natural condition with limited agricultural uses in the past.

### **Utilities and Servicing**

The overall utilities and servicing for this development area have been previously planned and approved with the associated Mahogany Stage 1 Outline Plan (LOC2006-0132) and the Mahogany Urban Village Outline Plan (LOC2013-0110). As a reduction in land use intensity is proposed for this site, the proposal will not significantly impact the proposed services for the

area and there is sufficient capacity to service the proposed development. Further utility servicing details will be determined at the appropriate subdivision and development permit stages.

## Legislation and Policy

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

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

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

The subject lands are identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP), as Developing Residential Communities with Area Structure Plan (ASP) area. This proposal meets the minimum *Municipal Development Plan* neighbourhood density target of 20 units per hectare.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Mahogany Community Plan (Statutory – 2007)**

The [Mahogany Community Plan](#) (ASP) identifies the subject site as part of the Transit Station Planning Area (TSPA), focused on the future Auburn Bay/Mahogany LRT Station along 52 Street SW. The plan supports low and medium-density residential development and encourages a mix of housing forms. The proposed R-2M District will facilitate lower-density residential forms, including semi-detached housing, while meeting and exceeding the TSPA's minimum density target of 61.9 units per hectare due to surrounding approved medium-density development. The proposal is in alignment with the ASP policies.



# Applicant Submission



LOC:

Application Name: **Mahogany Blvd Land Use Amendment**

Municipal Address: **2120 Mahogany Boulevard SE**

Landowner on Title: **Hopewell Mahogany Land Corporation**

Applicant: **B&A Studios (Kayla McCarthy)**

Date: **June 23, 2025**

## **Application Overview**

B&A Studios, on behalf of Hopewell Mahogany Land Corporation, is submitting this Land Use Redesignation (LUR) application for +/- 3.13 hectares (7.73 acres) of land located within the community of Mahogany in southeast Calgary. The application area is contained within "Neighbourhood Area 6" of the Mahogany Community Plan (MCP) and the Southeast Planning Area Regional Policy Plan.

The LUR application is proposing to redesignate one +/- 2.64 hectares (6.53 acres) parcel from Multi-Residential – Medium Profile (M-2) District to Residential – Low Density Multiple Dwelling (R-2M) District. No amendment is needed in the ASP as this LUA remains in line with the objective of the overarching policy direction of the community.

## **Site Context**

The site is located within the central portion of the southeast community of Mahogany, which is bound by Stoney Trail (Highway 201) to the north, 52 Street SE to the west, 88 Street SE to the east and Rangeview Blvd SE to the south. Much of the Mahogany community has been developed, with the remaining lands in various stages of grading and servicing.

The subject parcel is bound on the north by Mahogany Road SE and a future residential development site designated M-H2, on the east by Mahogany Blvd SE and a developed DC district site with comprehensively planned duplexes, on the south by a partially developed M-2 site with five storey multi-family buildings, and on the west by an undeveloped S-SPR parcel to support a future park.

## **Policy Context**

The Mahogany Community Plan (MCP) specifies a minimum overall density for the community of 17.3 units per gross developable hectare (uph) (7.0 units per gross developable acre (upa)). The subject site is contained within the transit station planning area, oriented around the future Green Line LRT station on 52 Street SE. This transit-oriented development (TOD) area is required to achieve a minimum density of 61.9 uph (25.0 upa) and is encouraged to support a variety of housing forms. The MCP specifies that "The highest density residential development within the Transit



Station Planning Area should be located closest to the future transit station; and conversely, the lower density residential development should be located farthest from the future transit station.” This site is located on the far eastern edge of the Transit Station Planning Area (TCPA). In reviewing the anticipated and planned development within the TCPA, and the proposed development concept, the area is anticipated to exceed the minimum density and achieve an overall density of 97.8 uph [39.6upa].

### **Land Use Redesignation**

The existing land use of the site is Multi-Residential – Medium Profile (M-2) District, which is intended to support multi-residential development in a variety of forms, with medium height and medium density, close to low-density residential development. It is typically intended to be located at community nodes or transit and transportation corridors and nodes, and to provide outdoor space and landscaping for social interaction and buffering. The sites to the west and south of the subject parcel are also zoned M-2. The minimum density of the M-2 district is 60 uph, which is approximately 158 units.

The application is proposing to redesignate the parcel to Residential – Low Density Multiple Dwelling (R-2M) District. *“The (R-2M) is intended to primarily accommodate comprehensively designed low-density residential development in the form of Duplex Dwellings, Rowhouse Buildings, Semi-detached Dwellings, and Townhouses in the Developing Area.”* Although the district is generally used for fee-simple parcels the intent is that this site will be developed comprehensively with a condominium plan, while complying with all provisions of the district.

The design intent for the site is a comprehensively planned semi-detached housing block with a private internal road network. The preliminary site concept anticipates 74 units of semi-detached housing, resulting in an approximate anticipated density of 28 uph [11 upa]. The site design and housing form are quite similar to the existing developed Direct Control District site to the east.

### **Conclusion**

The Land Use Redesignation will support comprehensively planned low to medium-density residential development that is compatible with the surrounding context. As such, we are seeking support from City Administration for this LUR.

# Applicant Outreach Summary

2025 October 15



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

**Project name:** 2120 Mahogany Blvd SE LUR

Did you conduct community outreach on your application? ☐ YES or ☒ NO

If no, please provide your rationale for why you did not conduct outreach.

Three edges of the site are currently undeveloped and therefore do not currently have direct neighbours, while the developed site to the east is the same development form as proposed. The application is technically a minor 'down-zoning' from a land use perspective (although anticipated units are similar to the approved), therefore the application is not perceived as contentious.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

We have notified the area Councillor about the application, who also sits currently on the Copperfield-Mahogany Community Association. We have offered a virtual meeting to present the application and to answer any questions they may have.

### Affected Parties

Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)

Ward 12 Councillor Evan Spencer  
Copperfield-Mahogany Community Association



## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

No concerns or feedback heard to date

### How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

No concerns or feedback heard to date

### How did you close the loop ?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

No concerns or feedback heard to date

# PROPOSED

CPC2025-1020  
ATTACHMENT 4

## BYLAW NUMBER 20D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0156/CPC2025-1020)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

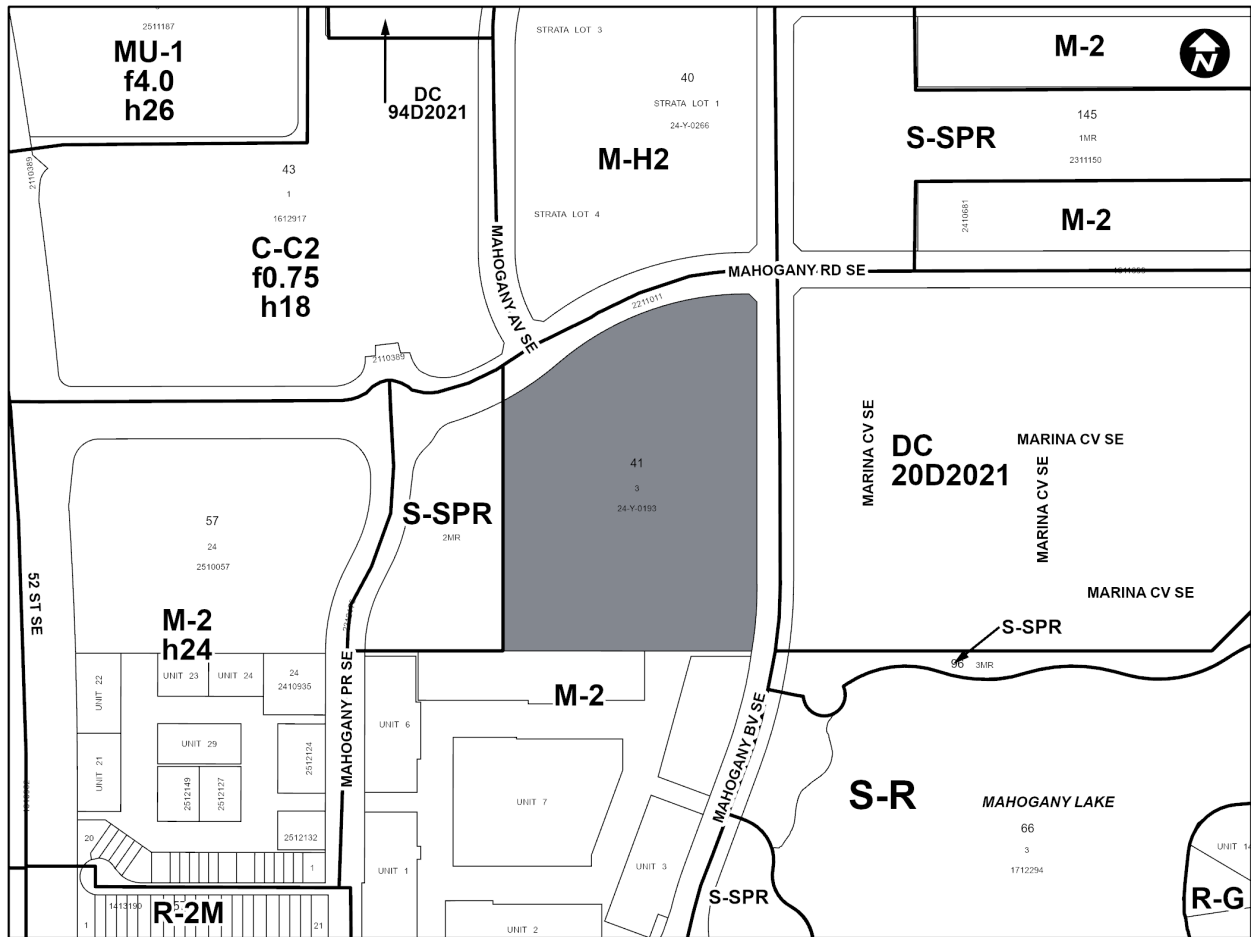
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

# PROPOSED

AMENDMENT LOC2025-0156/CPC2025-1020  
BYLAW NUMBER 20D2026

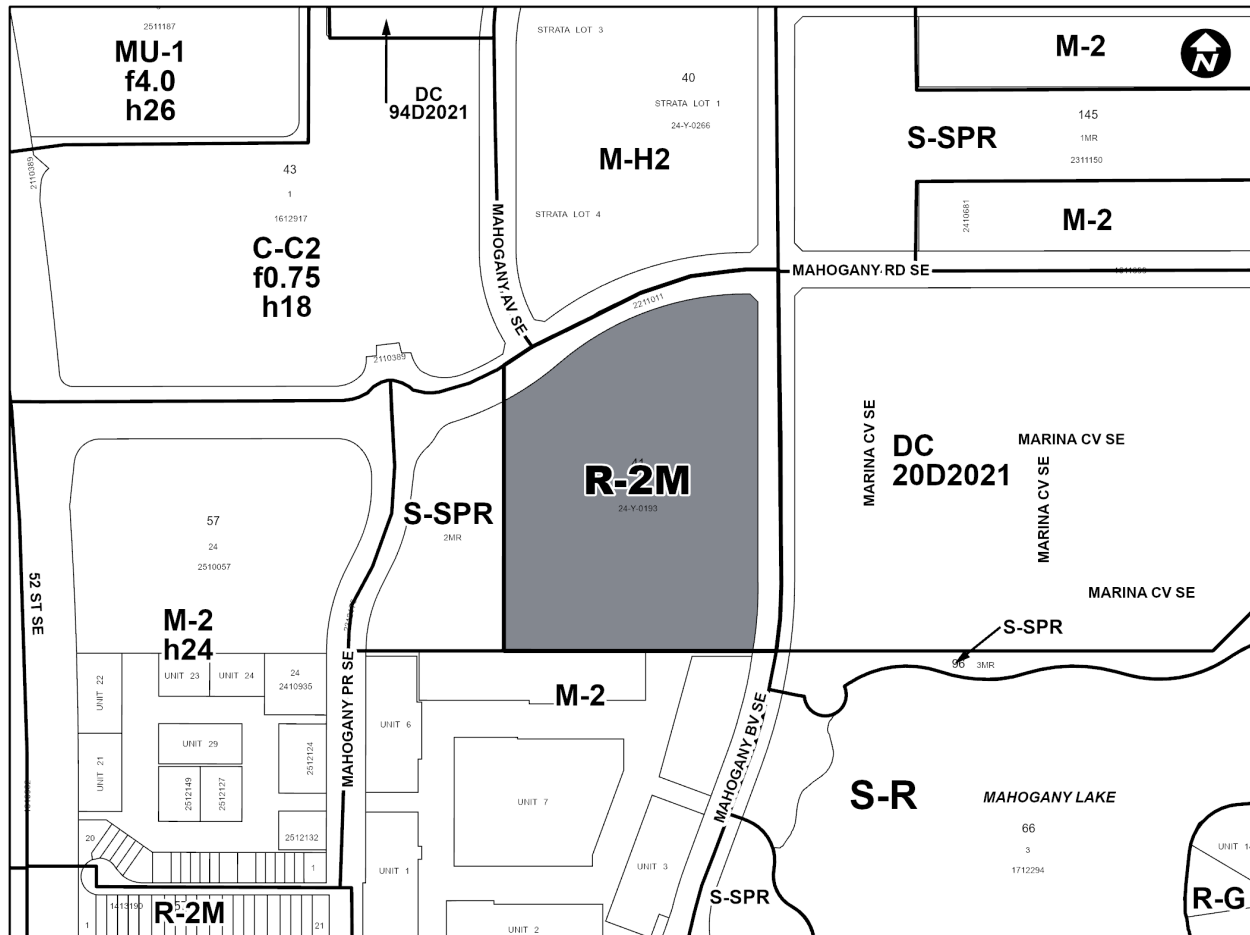
## SCHEDULE A





**AMENDMENT LOC2025-0156/CPC2025-1020  
BYLAW NUMBER 20D2026**

**SCHEDULE B**



**Excerpt from the Minutes of the Public Hearing Meeting of Council, held  
2025 September 9:**

**“Moved by** Councillor Sharp  
**Seconded by** Councillor Wyness

That the Agenda for today’s meeting be amended by postponing Item 7.2.12, Land Use Amendment Springbank Hill (Ward 6), at 30 Elveden Drive SW, LOC2025-0011, CPC2025-0658, to the 2026 January Public Hearing Meeting of Council.

**MOTION CARRIED**

...

**Moved by** Councillor Demong  
**Seconded by** Councillor Walcott

That the Agenda for the 2025 September 9 Public Hearing Meeting of Council be confirmed, **as amended.**

**MOTION CARRIED”**

**Excerpt from the Minutes of the Public Hearing Meeting of Council, held  
2025 December 16**

**“Moved by** Councillor Pantazopoulos  
**Seconded by** Councillor Dhaliwal

That the Agenda for today’s meeting be amended by adding Item 9.1, Notice of Motion - Request to Amend the Land Use and Readvertise LOC2025-0011, CPC2025-0658, C2025-1035, as an Item of Urgent Business.

For: Councillor McLean, Councillor Chabot, Councillor Dhaliwal, Councillor Kelly,  
(14) Mayor Farkas, Councillor Tyers, Councillor Yule, Councillor Pantazopoulos,  
Councillor Atkinson, Councillor Schmidt, Councillor Clark, Councillor Ward,  
Councillor Jamieson, and Councillor Johnston

**MOTION CARRIED**

...

**Moved by** Councillor McLean  
**Seconded by** Councillor Jamieson

That the Agenda for the 2025 December 16 Public Hearing Meeting of Council be confirmed, **as amended**.

For: Councillor McLean, Councillor Chabot, Councillor Dhaliwal, Councillor Kelly,  
(14) Mayor Farkas, Councillor Tyers, Councillor Yule, Councillor Pantazopoulos,  
Councillor Atkinson, Councillor Schmidt, Councillor Clark, Councillor Ward,  
Councillor Jamieson, and Councillor Johnston

**MOTION CARRIED**

...

9.1 Notice of Motion - Request to Amend the Land Use and Readvertise LOC2025-0011, CPC2025-0658, C2025-1035

This Item was dealt with following Item 7.2.16.

The following documents were distributed with respect to Notice of Motion C2025-1035:

- Notice of Motion; and
- Notice of Motion Checklist.

**Moved by** Councillor Pantazopoulos  
**Seconded by** Councillor Ward

That with respect to Notice of Motion C2025-1035, the following be adopted:

NOW THEREFORE BE IT RESOLVED that Council:

1. Rescind the 2025 September 9 Council direction to postpone the Item, Policy and Land Use Amendment Springbank Hill (Ward 6), at 30 Elveden Drive SW, LOC2025-0011, CPC2025-0658, to the 2026 January Public Hearing Meeting of Council; and

For: Councillor McLean, Councillor Wyness, Councillor Chabot, Councillor Dhaliwal,  
(15) Councillor Kelly, Mayor Farkas, Councillor Tyers, Councillor Yule, Councillor  
Pantazopoulos, Councillor Atkinson, Councillor Schmidt, Councillor Clark,  
Councillor Ward, Councillor Jamieson, and Councillor Johnston

**MOTION CARRIED**

**Moved by** Councillor Pantazopoulos  
**Seconded by** Councillor Ward

That with respect to Notice of Motion C2025-1035, the following be adopted:

NOW THEREFORE BE IT RESOLVED that Council:

2. Refer Item Policy and Land Use Amendment Springbank Hill (Ward 6), at 30 Elveden Drive SW, LOC2025-0011, CPC2025-0658, back to Administration, to return with an amended Land Use District bylaw directly to the 2026 February 17 Public Hearing Meeting of Council.

For: Councillor McLean, Councillor Wyness, Councillor Chabot, Councillor Dhaliwal,  
(15) Councillor Kelly, Mayor Farkas, Councillor Tyers, Councillor Yule, Councillor  
Pantazopoulos, Councillor Atkinson, Councillor Schmidt, Councillor Clark,  
Councillor Ward, Councillor Jamieson, and Councillor Johnston

**MOTION CARRIED”**

#### **ATTACHMENTS**

1. Council Report from September 9, 2025
2. Proposed Bylaw 76P2025
3. Proposed Bylaw 26D2026

Planning and Development Services Report to  
Calgary Planning Commission  
2025 July 24

ISC: UNRESTRICTED  
CPC2025-0658  
Page 1 of 4

## Policy and Land Use Amendment in Springbank Hill (Ward 6) at 30 Elveden Drive SW, LOC2025-0011

### RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Springbank Hill Area Structure Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 1.16 hectares  $\pm$  (2.86 acres  $\pm$ ) located at 30 Elveden Drive SW (Plan 2370IB, Block 2, Lot 5) from Residential – Low Density Mixed Housing (R-G) District to Multi-Residential – At Grade Housing (M-Gd37) District.

### RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 JULY 24:

That Council:

1. Give three readings to the proposed bylaw for the amendment to **Proposed Bylaw 76P2025** (Attachment 2); and
2. Give three readings to **Proposed Bylaw 154D2025** for the redesignation of 1.16 hectares  $\pm$  (2.86 acres  $\pm$ ) located at 30 Elveden Drive SW (Plan 2370IB, Block 2, Lot 5) from Residential – Low Density Mixed Housing (R-G) District to Multi-Residential – At Grade Housing (M-Gd37) District.

### HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a grade-oriented form that is consistent with the building types already listed in the existing district (e.g. rowhouses and townhouses).
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed Multi-Residential – At Grade Housing (M-Gd37) District would allow for more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed M-Gd37 District would allow for development that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- An amendment to the *Springbank Hill Area Structure Plan* (ASP) is required to accommodate the proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 July 24**

**ISC: UNRESTRICTED  
CPC2025-0658  
Page 2 of 4**

## **Policy and Land Use Amendment in Springbank Hill (Ward 6) at 30 Elveden Drive SW, LOC2025-0011**

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### **DISCUSSION**

This land use amendment application in the southwest community of Springbank Hill was submitted by B&A Studios on behalf of 2484344 Alberta Ltd. (represented by Brad Kirk) on 2025 January 17.

The initial submission for the subject application was for a redesignation to the M-G District. No density modifier was included, which could have allowed up to 80 units per hectare (92 units based on the subject site area). This initial proposal would have also required an ASP amendment to change the ASP land use category for the site to the 'Medium Density' area (38-148 units per hectare). In response to the concerns raised by the Springbank Hill Community Association (CA), adjacent residents, and in consultation with Administration, the applicant amended the application to include a land use density modifier of 37 units per hectare (42 units on the subject site) and chose to pursue a more limited ASP policy amendment to the 'Low Density' area (20-37 units per hectare).

The subject site is located mid-block along Elveden Drive SW, directly east of 77 Street SW. The site is approximately 1.16 hectares in size and is currently vacant. It is currently designated as the R-G District, allowing for development of Rowhouse Buildings in addition to other low-density forms, with up to one main residential building per parcel (a minimum area of 150 square metres). Based on the parcel area, the applicant has indicated they could have achieved 48 rowhouse units on the site. As outlined in the Applicant Submission (Attachment 3), the proposed M-Gd37 District would facilitate a 42-unit townhouse development. Although a lower number of units, the M-Gd37 District would allow additional site design flexibility to what is available under the R-G District.

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

### **ENGAGEMENT AND COMMUNICATION**

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

#### **Applicant-Led Outreach**

As part of the review of the proposed policy and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant held an online meeting with residents, representatives from the Ward 6 Office and the CA. In addition, there was a project website which included project details. The Applicant Outreach Summary can be found in Attachment 4.

#### **City-Led Outreach**

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



**Planning and Development Services Report to  
Calgary Planning Commission  
2025 July 24**

**ISC: UNRESTRICTED  
CPC2025-0658  
Page 3 of 4**

**Policy and Land Use Amendment in Springbank Hill (Ward 6) at 30 Elveden Drive  
SW, LOC2025-0011**

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Administration received 81 letters of opposition from the public on the initial M-G District proposal, which did not include a density modifier and contemplated 92 units versus the 42 currently proposed. The letters of opposition included the following areas of concern:

- proposed density and height does not fit within existing community;
- multi-family development is incompatible with community and will have negative impact on community character;
- not an appropriate transition to the adjacent low density development;
- negative impacts on traffic and parking and pedestrian safety;
- negative impact on community safety;
- negative impact on local wildlife;
- local infrastructure cannot support proposal;
- existing community services (school and city facilities) cannot support the proposed density;
- increase in noise and light pollution;
- subject site has topography and site access issues which would not support the proposed density; and
- not in alignment with the *Springbank Hill ASP*.

The Springbank Hill CA responded to the initial application on 2025 April 15 and the amended application on 2025 July 4. In both instances, the CA indicated opposition to the proposal (Attachment 4). The concerns raised included increased density and traffic, compatibility with neighbourhood character, a negative impact on the existing infrastructure and that the proposal does not align with the applicable ASP policies.

Following a review of the comments received from the community and the applicant's online meeting, Administration recommended the applicant add a land use density modifier of 37 units per hectare (M-Gd37), which would lower the potential maximum number of units on the site. Further, the proposed ASP amendment was amended to place the subject site within the 'Low Density' area as opposed to the 'Medium Density' area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed M-Gd37 District is intended to be adjacent to low-density developments and would facilitate a townhouse development that is compatible with the surrounding area. The building and site design, including landscaping and amenity space, will be reviewed and determined at the development permit stage.

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

**Planning and Development Services Report to  
Calgary Planning Commission  
2025 July 24**

**ISC: UNRESTRICTED  
CPC2025-0658  
Page 4 of 4**

**Policy and Land Use Amendment in Springbank Hill (Ward 6) at 30 Elveden Drive  
SW, LOC2025-0011**

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**IMPLICATIONS**

**Social**

The proposed application would allow wider range of housing types than the existing land use district and may better accommodate the housing needs of different age groups, lifestyles and demographics.

**Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

**Economic**

The proposed land use would allow for a more efficient use of land, existing infrastructure and services and provide more compact housing in the community.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

There are no known risks associated with this proposal.

**ATTACHMENTS**

1. Background and Planning Evaluation
2. **Proposed Bylaw 76P2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
6. **Proposed Bylaw 154D2025**

**Department Circulation**

General Manager (Name)	Department	Approve/Consult/Inform

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Springbank Hill. The site is currently undeveloped and is approximately 1.16 hectares (2.86 acres) in size, with dimensions of approximately 75 metres deep and 151 metres wide.

The surrounding properties are designated as Residential – Low Density Mixed Housing (R-G) District and Direct Control (DC) Districts and are characterised by low density residential development, primarily in the form of single detached and semi-detached dwellings.

The initial submission of the application was for redesignation of the site to the Multi-Residential – At Grade Housing (M-G) District. No density modifier was included, which could have allowed up to 80 units per hectare (92 units based on the subject site area). This initial proposal would have also required an ASP amendment to change the ASP land use category for the site to the 'Medium Density' area (38-148 units per hectare). In response to the concerns raised by the Springbank Hill Community Association (CA), adjacent residents, and in consultation with Administration, the applicant amended the application to include a density modifier of 37 units per hectare (42 units on the subject site).

It should be noted that there was a previous land use approval (LOC2018-0227) on 2019 September 19 and subsequent subdivision approval (SB2020-0120) on 2024 June 28 to facilitate a 14-unit development.

## Community Peak Population

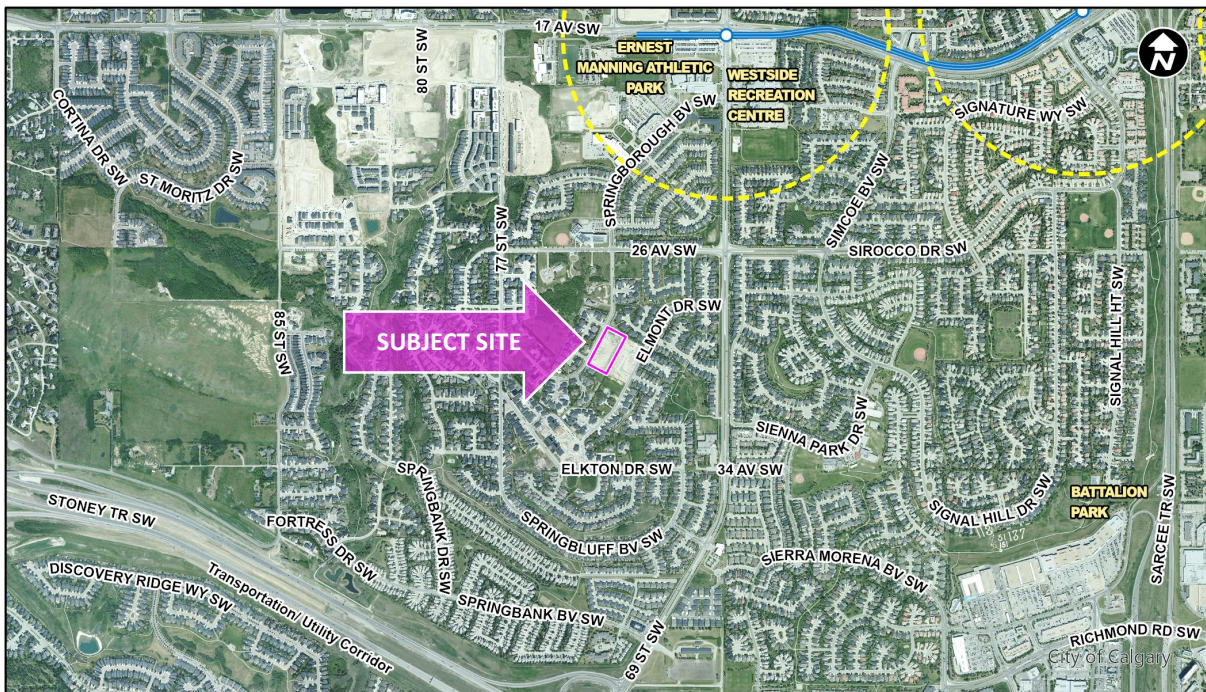
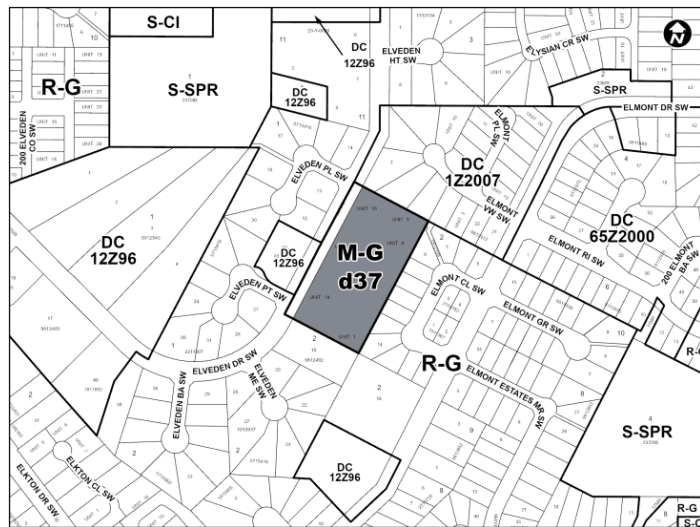
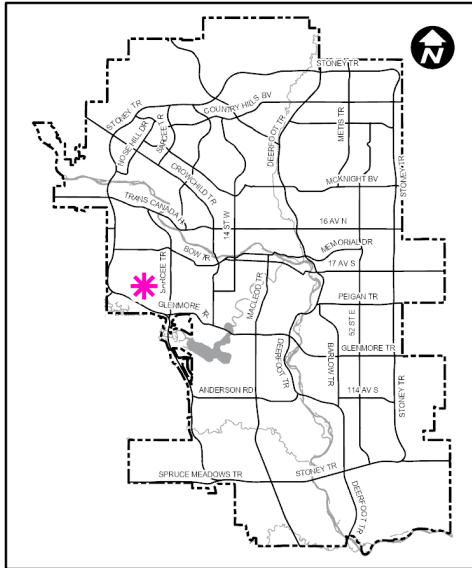
As identified below, the community of Springbank Hill reached its peak population in 2018.

Springbank Hill	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,943
Difference in Population (Number)	-109
Difference in Population (Percent)	-1.08 %

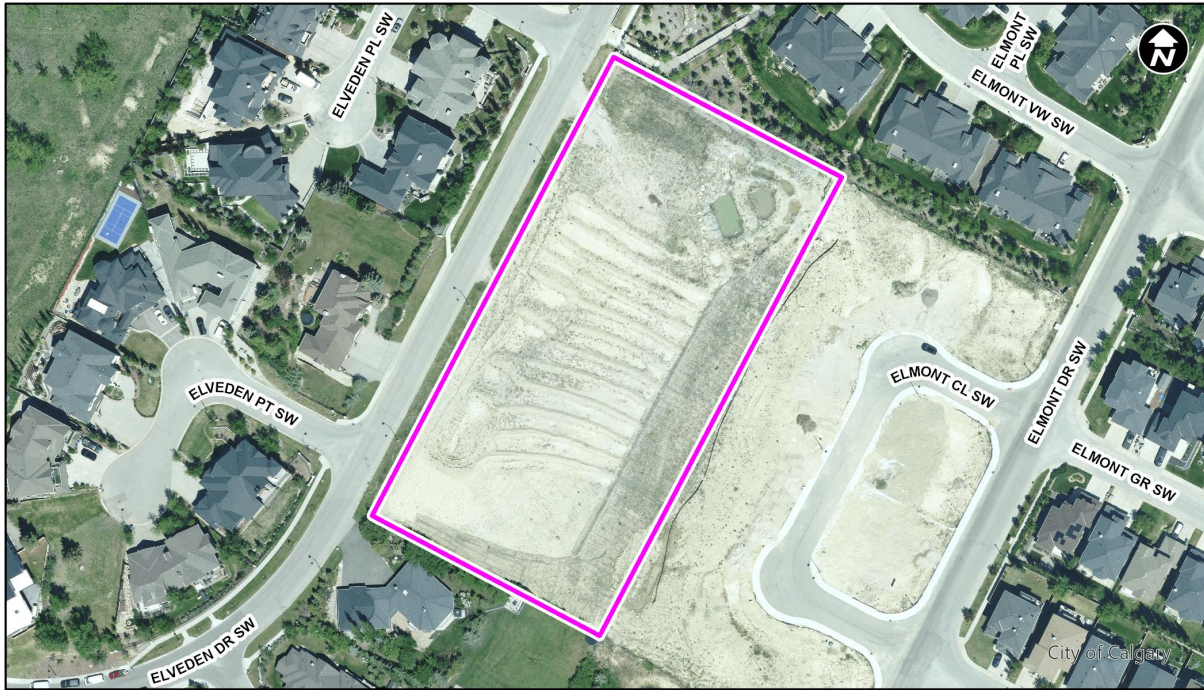
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing Residential – Low Density Mixed Housing (R-G) District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, and rowhouse buildings. The R-G District allows for a maximum building height of 12.0 metres. While the R-G District does not have a maximum density per hectare, it allows one main residential building on a parcel which has a minimum size of 150 square metres, which the applicant has indicated would facilitate a 48-unit rowhouse development. Secondary suites are also permitted in the R-G District.

The proposed Multi-Residential – At Grade Housing (M-Gd37) District allows for a similar range of grade-oriented building forms of low height and low density, but also allows townhouse buildings, an additional grade-oriented form. Townhouse buildings can be contextually appropriate in low-density areas but may face an internal driveway and are not required to front onto a public street like a Rowhouse Building. The minimum density required in the M-G District is 35 units per hectare and the maximum density allowed is 80 units per hectare. This proposal includes a density modifier of 37 reducing the maximum achievable density to 37 units per hectare, limiting development on the 1.16 hectare site to a maximum of 42 dwelling units. The maximum building height allowed is 13.0 metres. Secondary suites are not a listed use in the M-G District.

### **Development and Site Design**

If approved by Council, the rules of the proposed M-Gd37 District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking.

Given the specific context of this site, additional items that will be considered at the development permit stage include, but are not limited to:

- layout and configuration of dwelling units;
- creating an engaging built interface along Elveden Drive SW;
- mitigating shadowing, overlooking, and privacy concerns;
- interface and appropriate transitioning to adjacent development;
- providing quality amenity space for residents;
- ensuring appropriate waste storage and collection; and
- providing suitable mobility options, including motor vehicle parking, bicycle parking and alternative mobility storage lockers.

### **Transportation**

The subject site fronts onto Elveden Drive SW, a residential street. Vehicle and pedestrian access are available from Elveden Drive SW.

The multi-use pathway located approximately 750 metres (an 11-minute walk) away on 69 Street SW provides connectivity to the Always Available for All Ages and Abilities (5A) Network.

The site is located within approximately 500 metres (an eight-minute walk) from the Route 51 (Discovery Ridge) bus stop located on 69 Street SW, as well as approximately 400 metres (a four-minute walk) from Route 164 (Aspen Summit) on 26 Avenue SW. The walk to the 69 Street LRT Station is approximately 1.5 kilometres, or 25 minutes.

On-street parking is available on Elveden Drive SW. The parcel is not located within a Residential Parking Permit Zone.

A Transportation Impact Analysis and a Parking Study were not required for the land use amendment application. At the time of a development permit application, access and mobility requirements will be to the satisfaction of Mobility Engineering.

### **Environmental Site Considerations**

The subject site, in its current state, has had erosion and slope stability challenges which have impacted neighboring lands. Development of the lands via a future development permit is anticipated to resolve these issues. An erosion and sediment control plan and an updated slope stability report will be required, for review by Administration, at the development permit stage. A Phase One Environmental Site Assessment (ESA) was completed with the previous outline plan (LOC2018-0227) and recommended maintenance activities were implemented with previous stripping and grading work. No further environmental investigation was recommended.



## Utilities and Servicing

### **Water Servicing**

The subject site is within Broadcast Hill pressure zone and can be serviced by the existing local water network. A fire flow letter will be required at the development permit stage to confirm adequate fire flow and hydrant coverage to service the proposed built form.

### **Sanitary Servicing**

Sanitary mains are available and must be extended at the expense of the Developer. There are no capacity concerns related to this application.

### **Stormwater Service**

A storm main is available on the east corner of the parcel that connects to Elmont Close SW. Extension is at the expense of the Developer.

## Legislation and Policy

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

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

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

The subject parcel is located within the Planned Greenfield with Area Structure Plan (ASP) as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP), which are characterized as predominantly low density residential neighbourhoods and smaller pockets of multi-family developments.

The proposal is in alignment with Section 2.1.1 'Creating a City Attractive to People' by providing a variety and greater amount of housing choices within existing residential communities and Section 2.2.5 'Strong Residential Neighbourhoods' by supporting redevelopment that provides a broader range of housing choices in local communities to help stabilize population declines and support the demographic needs of communities.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged within the development permit review.

### **Springbank Hill Area Structure Plan (Statutory – 2017)**

The [Springbank Hill Area Structure Plan](#) (ASP) identifies the site as being part of the Standard Suburban area as per Map 2: Land Use Concept. The applicable policies indicate that densities range between 7 to 17 units per hectare and should accommodate single-detached and semi-detached housing.

To facilitate this proposal, an amendment to Map 2 is required to change the site from Standard Suburban area to Low Density area. The Low Density area is characterised by densities in the range between 20 to 37 units per hectare and provides opportunity for a mix of dwelling types.

Administration has reviewed this application and determined the proposed amendment to be appropriate in this location. It would enable townhouse development that is compatible with the existing semi-detached and single detached built forms within the surrounding area. Further, it would be in alignment with Section 1.5 'Goals and Objectives' of the ASP, which indicates that a wide choice of housing is to be provided to accommodate different household types and lifestyles.

This proposal is being brought forward in accordance with Section 7.1 'Authority of the ASP' which requires any changes to the ASP be consistent with the MDP.

# PROPOSED

CPC2025-0658  
ATTACHMENT 2

## BYLAW NUMBER 76P2025

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE SPRINGBANK HILL AREA STRUCTURE PLAN BYLAW 28P2017 (LOC2025-0011/CPC2025-0658)

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Springbank Hill Area Structure Plan Bylaw 28P2017, as amended;

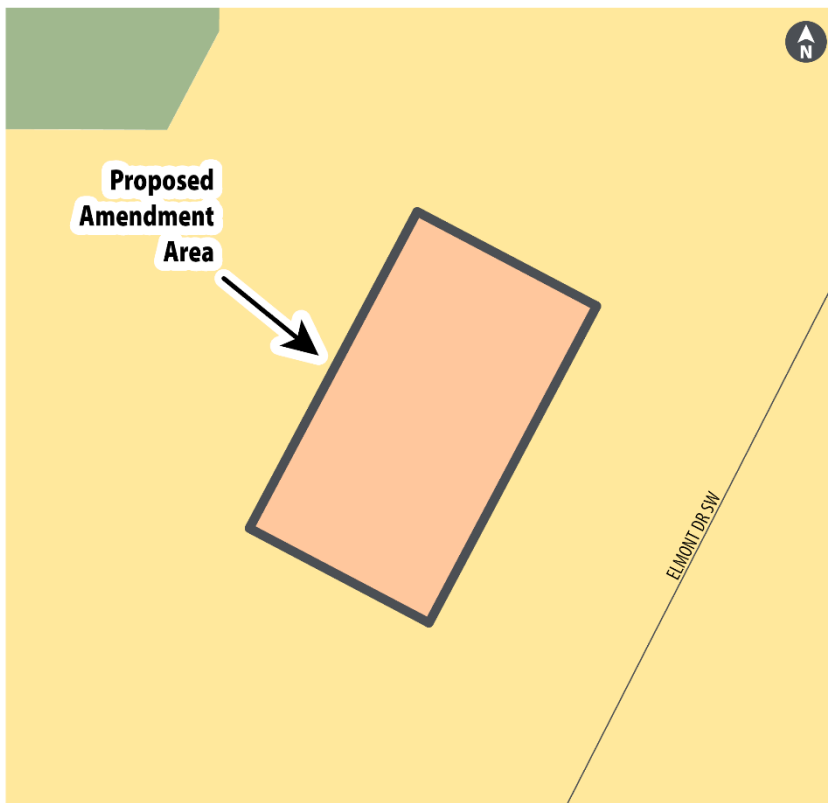
**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

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

1. The Springbank Hill Area Structure Plan attached to and forming part of Bylaw 28P2017, as amended, is hereby further amended as follows:
  - (a) Amend Map 2 entitled 'Land Use Concept' by changing 1.16 hectares  $\pm$  (2.86 acres  $\pm$ ) located at 30 Elveden Drive SW (Plan 2370IB, Block 2, Lot 5) from 'Standard Suburban' to 'Low Density' as generally illustrated in the sketch below:

**Springbank Hill  
Area Structure Plan**  
Map 2  
Land Use Concept

Standard Suburban  
Low Density  
Existing Open Space



**PROPOSED**

**BYLAW NUMBER 76P2025**

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

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

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

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

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

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

## Applicant Submission

Company Name (if applicable):

B&A

LOC Number (office use only):

Applicant's Name:

Jeff Hanson

Date:

June 4, 2025

This Land Use Amendment (LUA) application is to change the identified Low Density Mixed Housing (R-G) parcel at 30 Elveden Drive SW to Multi-Residential At Grade Housing (M-G) with a density modifier of 37 uph. The Subject Lands are located in the community of Springbank Hill in Southwest Calgary and include a 1.16 ha (2.86 ac) parcel.

The site is adjacent to other R-G parcels to the west, south, and east with a DC parcel across the street to the west and several DC sites to the north. The DC to the west is a remaining parcel from the DC 12Z96, intended for rural residential type development. The site includes a single detached home built in 2004. The parcels to the north are designated 1Z2007, intended for semi-detached residential development. These DC sites include 20 semi-detached homes built between 2009 and 2010.

The Subject Lands fall within the Springbank Hill Area Structure Plan (ASP) and are currently identified as a Standard Suburban Area, which has a density range of 7 to 17 units per hectare (uph) and is intended for single and semi-detached residential development. The proposed development is a 42 unit (37 uph) private townhouse site, which aligns with the density and intended built form of the Low Density Area policies. The application requires an ASP amendment to update the Neighbourhood Area for the Subject Lands from Standard Suburban to Low Density.

The rationale for development is to provide greater housing diversity in Southwest Calgary in an ideal location with many amenities nearby including schools, recreation, and shopping as well as convenient access to Calgary Transit with local bus routes and the 69<sup>th</sup> Street LRT Station. The proposed development also provides much needed housing as the City and Province face the ongoing housing crisis. The adjacent semi-detached development sets the stage for gentle density to be added to the area. Respectful interface design details to effectively transition to the adjacent single detached homes will be further defined at the development permit stage.

# Applicant Outreach Summary

2025 June 05



## Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

**Project name:** 30 Elveden Drive SW Land Use Amendment

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

### Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Virtual engagement session hosted May 13, 2025. 37 participants including residents and representatives from the Ward 6 Office and Springbank Hill Community Association (SHCA).

B&A reached out to SHCA for additional meeting, no meeting held yet.

Project Website launched May 22, 2025. Website includes project details, process updates, virtual session recording and presentation slides, and feedback form. Six emails received from residents.

Online Survey was open from May 13 to May 28. Nine surveys completed.

### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

- Local Residents
- Ward 6 Councillor's Office
- Springbank Hill Community Association

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)





## Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main issues raised through outreach include:

- Pedestrian and vehicular safety, specifically at the intersection of 26th Ave SW and Elveden Dr SW.
- Proposed height and density of the development.
- Timing of the application.
- Currently no direct Ward 6 Councillor representation.
- how visitor parking will be managed.

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

The proposed development will be reduced in density from 56 to 42 units, and the site will be slightly redesigned as a result.

Additional engagement will be conducted following this application resubmission, prior to Council to provide the update to the community. The update will include more detailed information, such as a shadow study to illustrate the relationship between the height of the proposed development and the existing community.

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Following this resubmission a What We Heard Report will be submitted to the City and made available to residents on the project website, along with an update on the resubmission.

Emails from community members have been replied to.

A follow up engagement session will be held to update the community on the project and provide further clarity to what the development entails. An updated What We Heard Report will be submitted following the second round of engagement.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# Community Association Response



7541- 26 Ave SW  
Calgary, AB, T3H 3X2  
Email: [info@springbankhill.org](mailto:info@springbankhill.org)

July 4, 2025

TO: The City of Calgary, Community Planning, Planning and Development  
Attn: Jarred Friedman  
RE: LOC2025-0011 30 Elveden Drive SW

Thank you for the opportunity to provide an updated response on LOC2025-0011.

We have based the following comments on the initial circulation, DTR comments from the city, updated information from DMAP, as well as conversations had with the planning department and the applicant. Though requested, we were not provided the updated circulation, as well as the responses from the applicant to the cities' DTR.

Though we understand the city is not required to provide this, over the past 10 years we have received all documents requested from the planning department that they are legally allowed to share including DTRs.

As a Community Association, our role is to meet with affected residents gather and summarize the concerns.

In our review we are unable to support this application for several reasons.

## **1 : Density and Buildform**

The Springbank Hill ASP is a recently completed document in terms of the lifecycle of an ASP. This parcel is currently in the standard suburban zone of the ASP:

### **Standard Suburban (7-17uph)**

**Standard Suburban areas represent a development pattern that existed prior to the adoption of the MDP. This includes a limited range of residential housing units, as well as institutional and recreational uses.**

Visit us at [www.springbankhill.org](http://www.springbankhill.org)



#### Policies

1. Densities shall range between 7 to 17 units per gross developable hectare.
2. Developments should accommodate single[1] detached and semi-detached housing.
3. Institutional or recreational uses should be located on development sites larger than 2 hectares (5 acres) and in close proximity to corridors and nodes.
4. Where institutional or recreational uses are proposed, the impacts of the use on the surrounding areas should be assessed when evaluating the application (e.g. traffic, parking, privacy, noise).

The previous owner had rezoned the parcel from DC to R-1 with the stated intention of building single family homes within the 17 uph.

Was this their true intention or was this done strictly to take advantage of the blanket rezoning to R-G with allowed for massive density increases driving up the value of the parcel dramatically?

The current applicant originally requested the modification of the ASP from Standard Suburban to Medium Density and land use of M-G allowing up to a density of 80 uph.

It is noted from information available on DMAP this has been modified.

#### Existing land use district

Residential - Low Density Mixed Housing (R-G)

#### Proposed land use district

Multi-Residential - At Grade Housing District (M-Gd37)

#### Description

This application proposes to change the designation of this property to allow for:

- multi-residential buildings (e.g. townhouses, apartment buildings);
- a maximum building height of 13.0 metres (an increase from the current maximum of 12.0 metres);
- a maximum of 42 dwelling units;
- the uses listed in the proposed M-G designation;

An amendment to the Springbank Hill Area structure Plan is required to allow for the proposed redesignation; and

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It does not look like the above information is complete, but again the updated submission has not been circulated.

While we have received an email from the applicant, and been verbally told by the city planning department:

- What is the Springbank Hill Area Structure Plan amendment?
- What is the justification for this requested **117%** increase over the current ASP?
- Why did the applicant reduce the number of units from 56 units to 42?
  - While the applicant has stated that this was because they “listened” to the community, was this the case? Or was it always the intention to build 42 units, and
- this is being used as a ploy to make it seem like they are listening without really listening.

In the initial submission the applicant provided justifications :

#### **Diversity of Buildform**

- Given the massive changes to our community in close proximity to this development, we would suggest that there is there is a lack of single-family homes being developed. We have seen townhomes, rowhomes, 3 – 10 storey condominiums and apartments, and an 8-storey long term care facility. We no longer see is any single-family homes being constructed.
- Two 4-acre parcels at 26<sup>th</sup> Ave and Elveden Dr SW are for sale less than 300 meters away.
  - What will the impact of this application be on these two parcels?

#### **Proximity to LRT**

- The LRT is over 1 km away from this parcel.
- This development is autocentric with garages for each of the units.
- No TIA was requested in an area that has a k-12 school that has already experienced issues with student safety due to the abundance of traffic.

This land use request is 117% increase in density over the current ASP, with little to no justification.

Visit us at [www.springbankhill.org](http://www.springbankhill.org)



## **2 : Engagement**

One virtual meeting was held after the close of the public comments.

The original proposal was reviewed, with some conceptual drawings.

Many questions and concerns were raised with the request to provide more concrete visions to be provided through:

- DC
- Concurrent DP

None of this was provided.

Once support from planning was obtained no further interaction with the applicant has happened.

## **3 : Information**

As mentioned previously given our engagement with other developers, the amount of information provided is severely lacking. Though we understand that this is only a land use application we have requested:

- Updated Land Use Application
- Updated ASP Amendment
- Traffic Impact Assessment
- How flooding concerns will be mitigated
- Shadow study
- Updated Concept plan

None of the above has been provided and gives the community concern whether this applicant is truly planning to develop this property. They have admitted they have not done this type of development before, and we wonder, are they abusing the development process to flip the property at a future time.

Visit us at [www.springbankhill.org](http://www.springbankhill.org)



#### **4 : Additional Development**

The intent of the Springbank Hill ASP was to create a cohesive development pattern in our community.

The ASP significantly increased the density and diversity of buildform as noted above, and in the Springbank Hill ASP at great length.

By constantly allowing small parcels to supersede precedent of the ASP, a comprehensive development is no longer adhered, and a fractured fragmented pattern emerges leading to, and concerns raised in terms of traffic, and other infrastructure.

#### **5 : Timing**

While not regulated, we understand that unofficial policy was to not bring forward contentious applications to CPC and council over the summer the month prior to an election. We have no council representation, no vote at council, and no one to advocate for us during this process.

This puts the community in an extreme disadvantage to an applicant, who will have access to all council during the election period.

We wonder why there is this desire of the applicant to push forward with the application at this time with:

- Little development of the actual development concept
- Little engagement with the community at large and adjacent residents

Based on the above 5 points we request that CPC refuse this application until transparent engagement from the applicant has happened and we can utterly understand what will be built.

Sincere regards,

**Springbank Hill Community Association**

A handwritten signature in blue ink that reads 'Stephen Carter-Edwards'.

Per: Stephen Carter-Edwards, Director Planning and Development

CC: Councillor Sonya Sharp

Visit us at [www.springbankhill.org](http://www.springbankhill.org)



PROPOSED

CPC2025-0658  
ATTACHMENT 6

BYLAW NUMBER 154D2025

BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0011/CPC2025-0658)

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule “A” to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule “B” to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule “B”.
- 2. This Bylaw comes into force on the date it is passed.

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

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

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

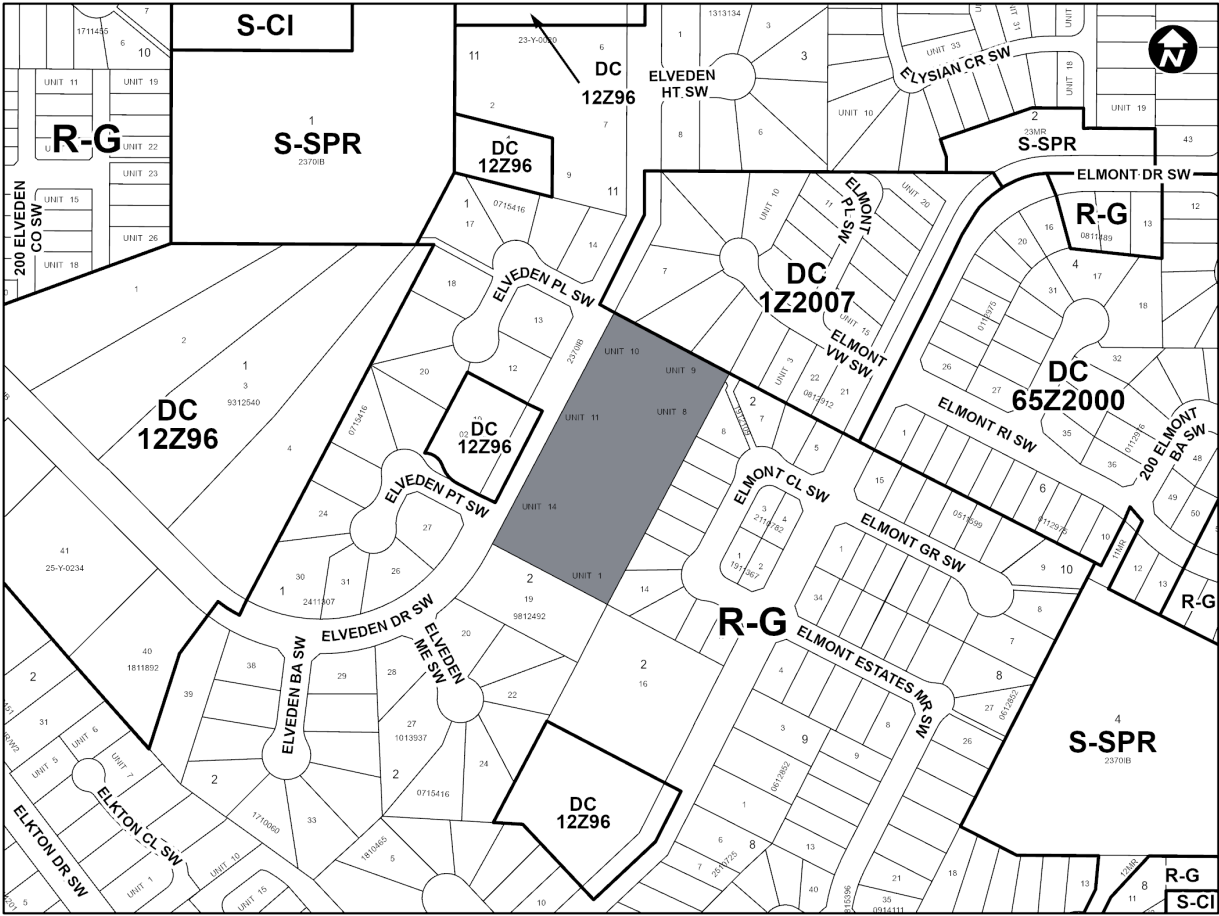
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_

**PROPOSED**

**AMENDMENT LOC2025-0011/CPC2025-0658  
BYLAW NUMBER 154D2025**

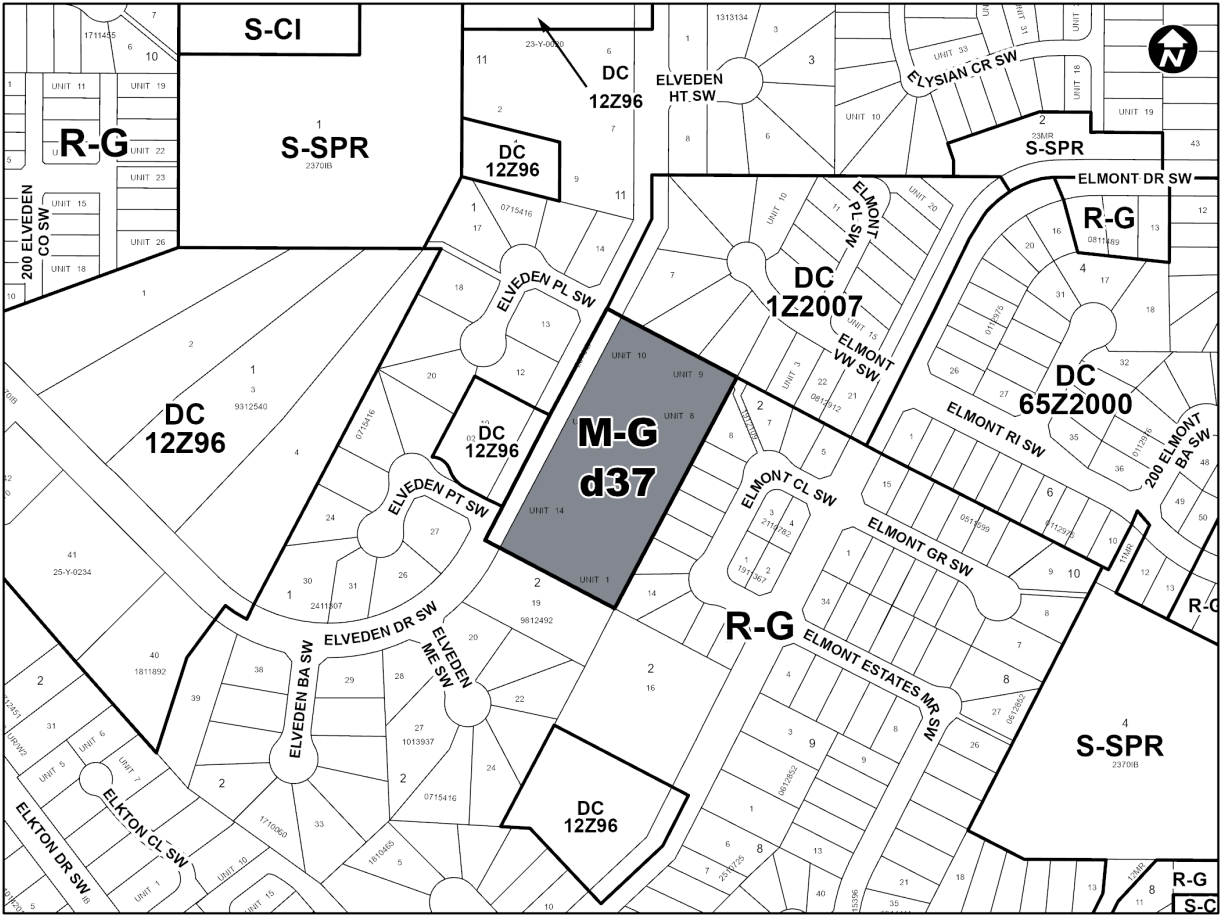
**SCHEDULE A**



**PROPOSED**

**AMENDMENT LOC2025-0011/CPC2025-0658  
BYLAW NUMBER 154D2025**

**SCHEDULE B**



# PROPOSED

C2026-0114  
ATTACHMENT 2

## BYLAW NUMBER 76P2025

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE SPRINGBANK HILL AREA STRUCTURE PLAN BYLAW 28P2017 (LOC2025-0011/C2026-0114)

\*\*\*\*\*

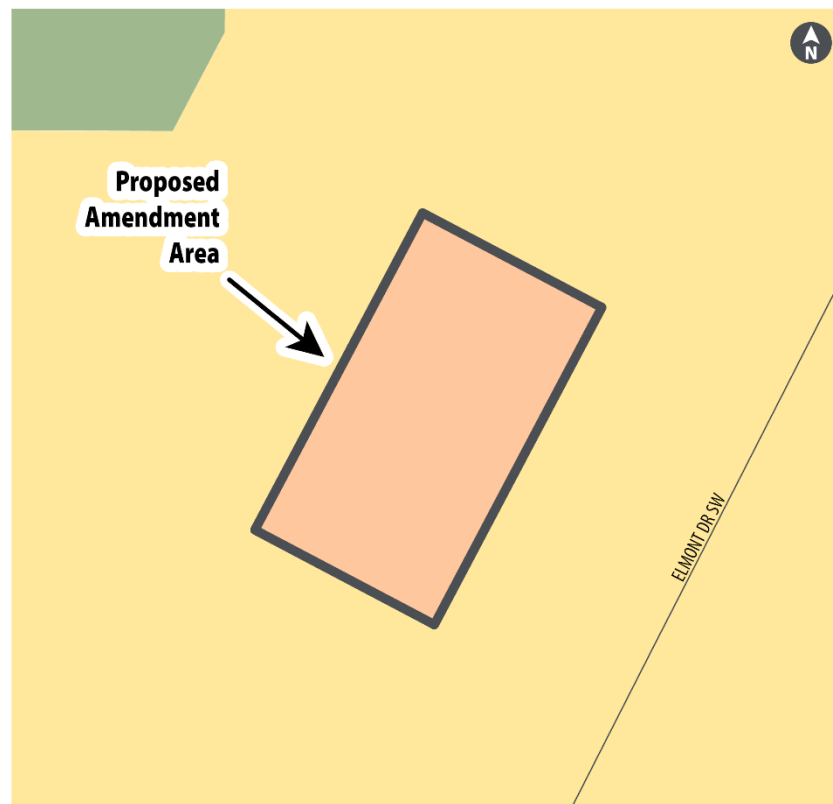
**WHEREAS** it is desirable to amend the Springbank Hill Area Structure Plan Bylaw 28P2017, as amended;

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

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

1. The Springbank Hill Area Structure Plan attached to and forming part of Bylaw 28P2017, as amended, is hereby further amended as follows:
  - (a) Amend Map 2 entitled 'Land Use Concept' by changing 1.16 hectares  $\pm$  (2.86 acres  $\pm$ ) located at 30 Elveden Drive SW (Plan 2370IB, Block 2, Lot 5) from 'Standard Suburban' to 'Low Density' as generally illustrated in the sketch below:

**Springbank Hill  
Area Structure Plan**  
Map 2  
Land Use Concept



# PROPOSED

**BYLAW NUMBER 76P2025**

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

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

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

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

\_\_\_\_\_  
MAYOR

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

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

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

# PROPOSED

C2026-0114  
ATTACHMENT 3

## BYLAW NUMBER 26D2026

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE LAND USE BYLAW 1P2007  
(LAND USE AMENDMENT  
LOC2025-0011/C2026-0114)**

\*\*\*\*\*

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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

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

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

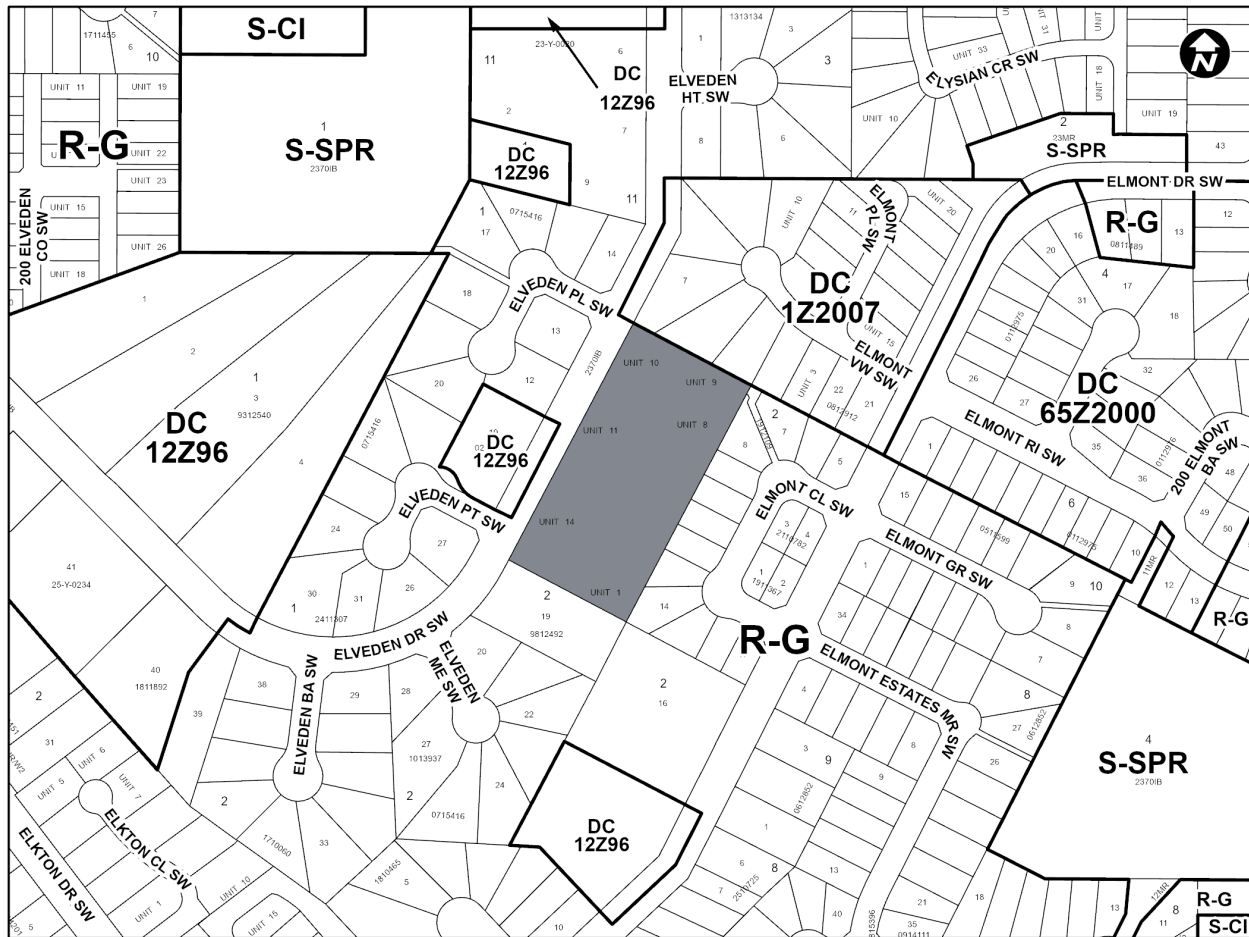
\_\_\_\_\_  
MAYOR  
SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK  
SIGNED ON \_\_\_\_\_



**AMENDMENT LOC2025-0011/C2026-0114  
BYLAW NUMBER 26D2026**

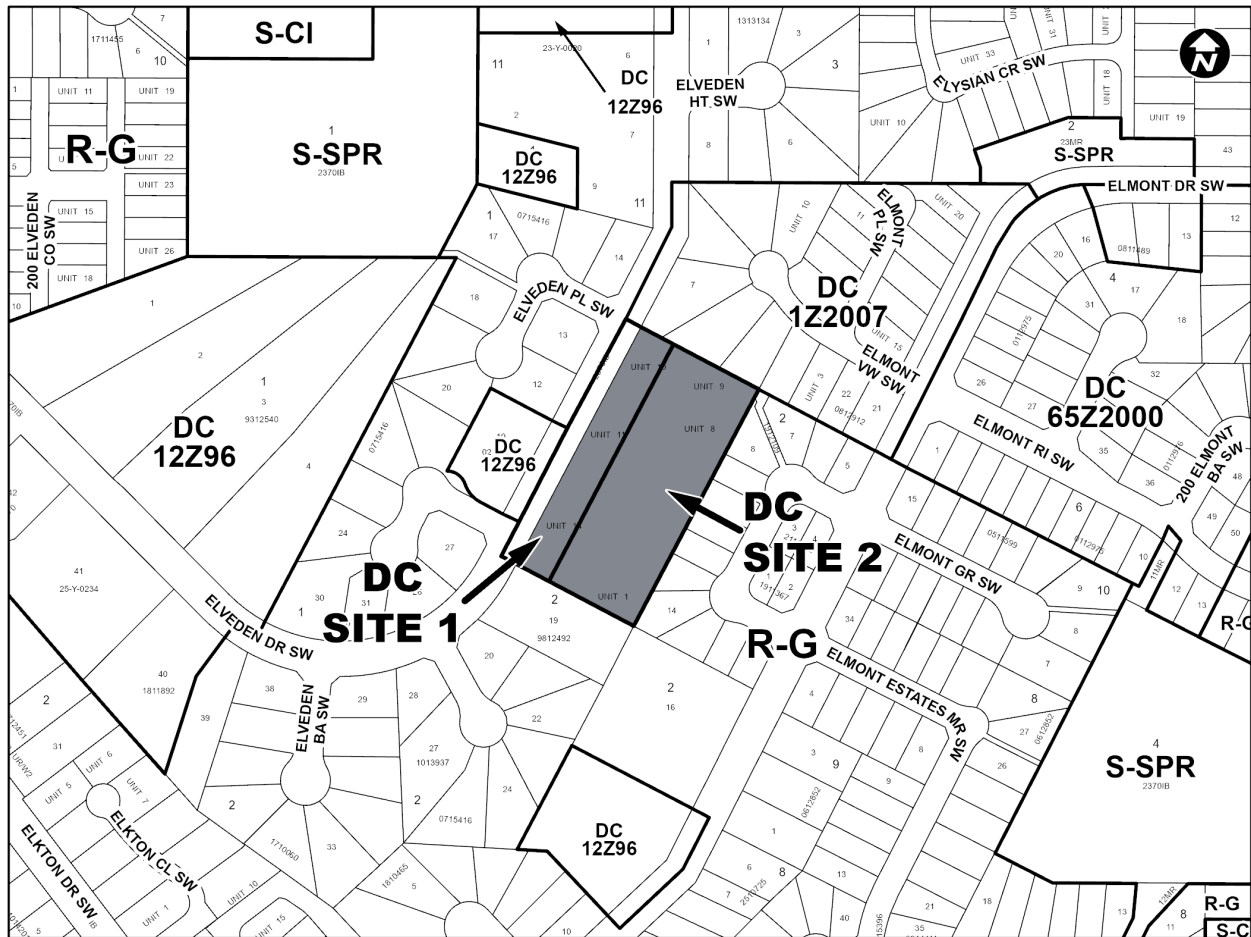
**SCHEDULE A**



# PROPOSED

AMENDMENT LOC2025-0011/C2026-0114  
BYLAW NUMBER 26D2026

## SCHEDULE B



## DIRECT CONTROL DISTRICT

### Purpose

- 1 This Direct Control District Bylaw is intended to accommodate development that transitions in height and number of units across the site.

### Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

### Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

# PROPOSED

AMENDMENT LOC2025-0011/C2026-0114  
BYLAW NUMBER 26D2026

## Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – At Grade Housing (M-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

## Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – At Grade Housing (M-G) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Semi-detached Dwelling**; and
- (b) **Single Detached Dwelling**.

## Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – At Grade Housing (M-G) District of Bylaw 1P2007 apply in this Direct Control District.

## Density

- 7 Section 609 of Bylaw 1P2007 does not apply in this Direct Control District.

## Building Form

- 8 Each **unit** must have a separate and direct pedestrian access to **grade**.

## Setback Area

- 9 The depth of all **setback areas** must be equal to the minimum **building setback** required in Section 10 of this Direct Control District.

## Building Setbacks

- 10 (1) Unless otherwise referenced in subsection (2), the minimum **building setback** from a **property line** shared with a **street** is 3.0 metres.
- (2) The minimum **building setback** from a **property line** shared with a **lane** is 1.2 metres.
- (3) Unless otherwise referenced in subsection (4), the minimum **building setback** from a **property line** shared with another **parcel** is 1.2 metres.
- (4) The minimum **building setback** from a **property line** shared with a **parcel** that, at the date of adoption of this Direct Control District Bylaw, was designated as DC1Z2007 is 8.0 metres.

## Driveway Length and Parking Areas

- 11 Section 565 of Bylaw 1P2007 does not apply in this Direct Control District.

# PROPOSED

AMENDMENT LOC2025-0011/C2026-0114  
BYLAW NUMBER 26D2026

## Single Detached, Semi-Detached, Duplex Dwellings, Secondary Suites and Backyard Suites

12 Section 573 of Bylaw 1P2007 does not apply in this Direct Control District.

## Rooftop Amenity Space

13 A ***balcony***, ***deck***, or ***patio*** must not be located on the roof of the upper most storey of a ***building***.

## Site 1 (± 0.30 ha)

### Application

14 The provisions in Sections 15 through 16 apply only to Site 1.

### Maximum Units

15 The maximum number of ***units*** in Site 1 of this Direct Control District is 6.

### Building Height

16 The maximum ***building height*** is 11.0 metres.

## Site 2 (± 0.85 ha)

### Application

17 The provisions in Sections 18 through 19 apply only to Site 2.

### Maximum Units

18 The maximum number of ***units*** in Site 2 of this Direct Control District is 31.

### Building Height

19 The maximum ***building height*** is 12.0 metres.

## Relaxations

20 The ***Development Authority*** may relax the rules contained in Section 6 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

## **PROPOSED BYLAW 1H2026 TO ESTABLISH A PROCESS FOR GIVING NOTICE OF A PROPOSED LAND USE BYLAW AMENDMENT BY ELECTRONIC MEANS WHERE THE PROPOSED AMENDMENT WOULD AFFECT MORE THAN 500 PARCELS OF LAND**

A Public Hearing will be held at the Council Chamber, Calgary Municipal Building, 800 Macleod Trail SE, **Tuesday, 2026 February 17, commencing at 9:30 a.m.** If the Public Hearing is still in progress at 9:30 p.m., Council will conclude the matter under discussion and reconvene at 1:00 p.m. on the next business day, unless otherwise directed by Council.

**The purpose of the public hearing will be to consider a proposed bylaw to establish a process for giving notice of a proposed land use bylaw amendment by electronic means where the proposed amendment would affect more than 500 parcels of land.**

**A copy of the proposed bylaw and related documents may be reviewed by the public:**

- during office hours, 8:00 a.m. to 4:30 p.m., Monday to Friday, at the Office of the City Clerk, Corporate Records Section, main street level of the Administration Building, 313 – 7 Avenue SE; or
- on The City of Calgary website at [Calgary.ca/council/meetings/documents-for-public-viewing](https://calgary.ca/council/meetings/documents-for-public-viewing).

Persons wishing to provide a written submission concerning a proposed bylaw may do so provided they are printed, typewritten or legibly written and include the name of the writer, bylaw number in the subject line, mailing address or email address if submitting electronically, and must focus on the merits of the proposed bylaw. Submissions will only be used for City Council's consideration of the issue before them. **Only submissions received no later than 12:00 p.m. 2026 February 9**, will be included in the Agenda of Council. Public submissions will be reviewed in accordance with Section 46 of Procedure Bylaw 42M2025 prior to being included in the Agenda.

Submissions may be directed to one of the following:

- delivered or mailed to: Office of the City Clerk, The City of Calgary, 700 Macleod Trail SE, P.O. Box 2100, Postal Station "M", Calgary Alberta T2P 2M5; or
- submitted online at [Calgary.ca/publicsubmissions](https://calgary.ca/publicsubmissions).

**Persons wishing to address Council at the 2026 February 17 Public Hearing Meeting of Council on any matter stated on this notice may register using the Public Submissions Form at [Calgary.ca/publicsubmissions](https://calgary.ca/publicsubmissions). Speakers may address Council either in-person or remotely for a period of FIVE (5) MINUTES** (exclusive of any time required to answer questions). Comments must be limited to the proposed bylaw that is before Council.

Speakers may, with the consent of the Chair, supplement their presentations by providing written presentation materials to be included in the Corporate Record for the meeting.

Written submission materials can also be provided through the Public Submissions Form at [Calgary.ca/publicsubmissions](https://calgary.ca/publicsubmissions), or e-mailed to [publicsubmissions@calgary.ca](mailto:publicsubmissions@calgary.ca), and must be received no later than 12:00 p.m. (noon) eight days before the meeting. Video submissions and large files must be uploaded in accordance with instructions available at [Calgary.ca/publichearings](https://calgary.ca/publichearings).

Pursuant to Section 231 of the *Municipal Government Act* (the “MGA”), an elector may submit a petition for a vote of the electors to determine whether a proposed bylaw should be passed. The process for submitting such a petition is set out in Sections 221 to 226 of the MGA.

Personal information provided in submissions is collected under the authority of the Procedure Bylaw 42M2025, section 216.4 of the MGA, and Sections 4(a) and (c) of the *Protection of Privacy Act of Alberta*.

View proposed Charter bylaws under [Upcoming Meetings](#).

If you have any questions on the use of this information or require further information on the Public Hearing Meeting, you may contact the City Clerk’s Office at 403-268-5861 or [publicsubmissions@calgary.ca](mailto:publicsubmissions@calgary.ca). For questions regarding proposed Bylaw 1H2026, call 311.