

**CITY OF CALGARY
NOTICE OF 2025 JANUARY 14
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

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, 2025 January 14, 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. 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), Tuesday, 2025 January 7**, 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.

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, 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.

In light of COVID-19, in order to protect the health, safety and well being of the public and our employees, The City of Calgary is encouraging the public to participate in this public hearing of Council electronically or by phone.

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.

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, 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, 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, 2025 January 14 at 9:30 a.m.

* * * * *

PLANNING MATTERS FOR PUBLIC HEARING

- | | |
|---------|---|
| Item 1 | Land Use Amendment in Highland Park (Ward 4) at 448 – 36 Avenue NW,
LOC2024-0216, CPC2024-1177
Proposed Bylaw 4D2025 |
| Item 2 | Land Use Amendment in Skyview Ranch (Ward 5) at 151 Skyview Bay NE,
LOC2024-0172, CPC2024-1216
Proposed Bylaw 11D2025 |
| Item 3 | Land Use Amendment in Taradale (Ward 5) at 31 Tararidge Drive NE,
LOC2024-0151, CPC2024-1161
Proposed Bylaw 3D2025 |
| Item 4 | Land Use Amendment in Glendale (Ward 6) at 4307 – 17 Avenue SW,
LOC2024-0214, CPC2024-1199
Proposed Bylaw 7D2025 |
| Item 5 | Land Use Amendment in West Hillhurst (Ward 7) at multiple addresses,
LOC2024-0183, CPC2024-1211
Proposed Bylaw 14D2025 |
| Item 6 | Land Use Amendment in Banff Trail (Ward 7) at 2371 – 20 Avenue NW,
LOC2024-0188, CPC2024-1158
Proposed Bylaw 6D2025 |
| Item 7 | Land Use Amendment in Beltline (Ward 8) at 1310 – 9 Street SW and 1405 –
4 Street SW, LOC2024-0162
Proposed Bylaw 1D2025 |
| Item 8 | Land Use Amendment in Killarney/Glengarry (Ward 8) at 2627 – 31 Street
SW, LOC2024-0206, CPC2024-1151
Proposed Bylaw 2D2025 |
| Item 9 | Land Use Amendment in Currie Barracks (Ward 8) at multiple addresses,
LOC2024-0184, CPC2024-1290
Proposed Bylaws 15D2025, 16D2025 & 17D2025 |
| Item 10 | Policy Amendment, Road Closure and Land Use Amendment in Inglewood
(Ward 9) adjacent to 45 New Street SE, LOC2024-0194, CPC2024-1154
Proposed Bylaws 1C2025, 5P2025 & 13D2025 |

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Agenda

- Item 11 Land Use Amendment in Red Carpet (Ward 9) at 901 – 68 Street SE,
LOC2024-0148, CPC2024-1205
Proposed Bylaw 12D2025
- Item 12 Land Use Amendment in Manchester Industrial (Ward 9) at 423 – 58 Avenue
SE, LOC2024-0105, CPC2024-1143
Proposed Bylaw 5D2025
- Item 13 Outline Plan and Land Use Amendment in Acadia and Fairview Industrial
(Ward 11) at multiple addresses, LOC2023-0242, CPC2024-1218
Proposed Bylaw 9D2025
- Item 14 Land Use Amendment in McKenzie Towne (Ward 12) at 88 Prestwick Drive
SE, LOC2024-0161, CPC2024-1183
Proposed Bylaw 8D2025
- Item 15 Land Use Amendment in Arbour Lake (Ward 2) at 8860 – 85 Street NW,
LOC2024-0186, CPC2024-1208
Proposed Bylaw 10D2025

OTHER REPORTS FOR PUBLIC HEARING

(including non-statutory)

- Item 16 Proposed Amendments to the Online Advertising for Planning Matters Bylaw,
IP2024-1169
Proposed Bylaw 5M2025
- Item 17 Calgary Planning Commission Governance Review and Bylaw Amendments
– Phase Two, IP2024-1262
Proposed Bylaws 6P2025, 7P2025 & 8P2025
- Item 18 Westbrook Communities Local Area Plan Heritage Guidelines Policy
Amendment, IP2024-1162
Proposed Bylaws 3P2025 & 4P2025

**Land Use Amendment in Highland Park (Ward 4) at 448 – 36 Avenue NW,
LOC2024-0216**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.08 hectares \pm (0.19 acres \pm) located at 448 – 36 Avenue NW (Plan 3674S Block 23 Lots 5 to 7) from Special Purpose – Community Service (S-CS) District to Residential – Grade-Oriented Infill (R-CG) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
OCTOBER 31:**

That Council give three readings to **Proposed Bylaw 4D2025** for the redesignation of 0.08 hectares \pm (0.19 acres \pm) located at 448 – 36 Avenue NW (Plan 3674S Block 23 Lots 5 to 7) from Special Purpose – Community Service (S-CS) District to Residential – Grade-Oriented Infill (R-CG) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for rowhouses and townhouses, in addition to single detached, semi-detached, duplex dwellings and secondary suites.
- The proposal 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 Residential – Grade-Oriented Infill (R-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 R-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.

DISCUSSION

This application, located in the northwest community of Highland Park, was submitted by Patrick Churchman on behalf of the landowner, George Kamasinsky, on 2024 August 27. No development permit application has been submitted at this time. As indicated in the Applicant Submission (Attachment 2), the proposed R-CG District is intended to bring the site into alignment with a land use district that reflects its current and historic use. This land use amendment will also bring the site into alignment with the LAP as well as other neighbouring parcels that were redesignated R-CG as part of the citywide rezoning that went into effect on 2024 August 06.

**Land Use Amendment in Highland Park (Ward 4) at 448 - 36 Avenue NW,
LOC2024-0216**

The approximately 0.08 hectare (0.19 acre) site is located along 36 Avenue NW with no rear lane access. The site is currently developed with a single detached dwelling and a garage with front driveway access off of 36 Avenue NW. The subject site is situated approximately 40 metres (one-minute walk) east of 4 Street NW, and approximately 575 metres (a 10-minute walk) west of Centre Street N.

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. They determined that as the application is intended to redesignate the parcel to a district that more accurately aligns with the current use of the parcel, no outreach would be undertaken. More details can be found in the Applicant Outreach Summary (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. The Highland Park Community Association provided their comments indicating support for the proposal on 2024 September 6 (Attachment 4).

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 R-CG District would allow for a 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.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 31

ISC: UNRESTRICTED
CPC2024-1177
Page 3 of 3

**Land Use Amendment in Highland Park (Ward 4) at 448 - 36 Avenue NW,
LOC2024-0216**

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 any future development 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. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
- 5. Proposed Bylaw 4D2025**

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 Highland Park, on the north side of 36 Avenue NW between 4 Street NW and 3 Street NW. The site is approximately 0.08 hectares (0.19 acres) in size and is approximately 23 metres wide by 34 metres deep. The site is currently developed with a single detached dwelling and a garage with front driveway access on 36 Avenue NW.

Surrounding development is characterized primarily by single detached and semi-detached dwellings on parcels designated as Residential – Grade-Oriented Infill (R-CG) District. James Fowler High School abuts the subject parcel to the west and the north.

Recreation facilities and park spaces in close proximity to the site are as follows:

- Confederation Park is approximately 100 metres (a two-minute walk) to the west;
- Highland Park (Seasonal) Outdoor Rink is 400 metres (a six-minute walk) to the east; and
- Highland Park Community Centre is 350 metres (a six-minute walk) to the east.

There are two schools in close proximity to the site:

- James Fowler High School is located to the west and shares property lines to the west and north with the subject parcel; and
- Buchanan School is 650 metres (a 11-minute walk) to the east.

The site is located approximately 50 metres (a one-minute walk) from a transit stop on 4 Street NW. Centre Street N, an Urban Main Street on the City's Primary Transit Network, is located approximately 600 metres (a 10-minute walk) east of the site.

Although the site has been and is currently used for residential purposes, this parcel was unaffected by the citywide rezoning as that did not apply to properties designated as special purpose districts.

Community Peak Population Table

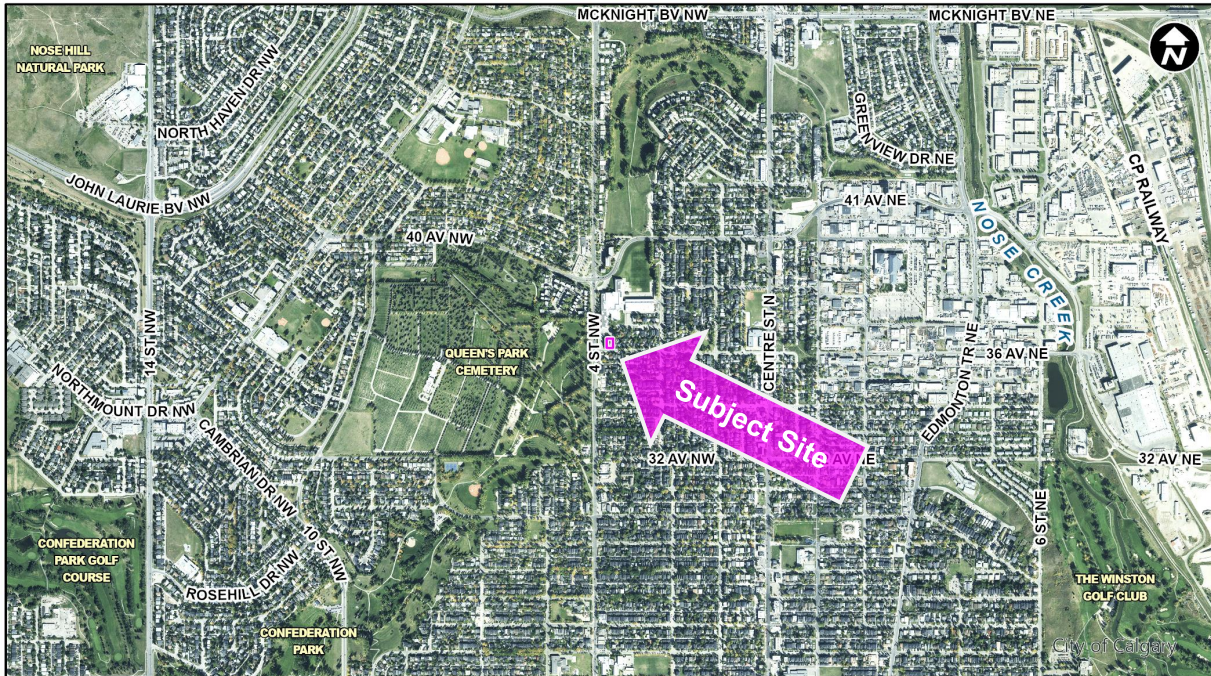
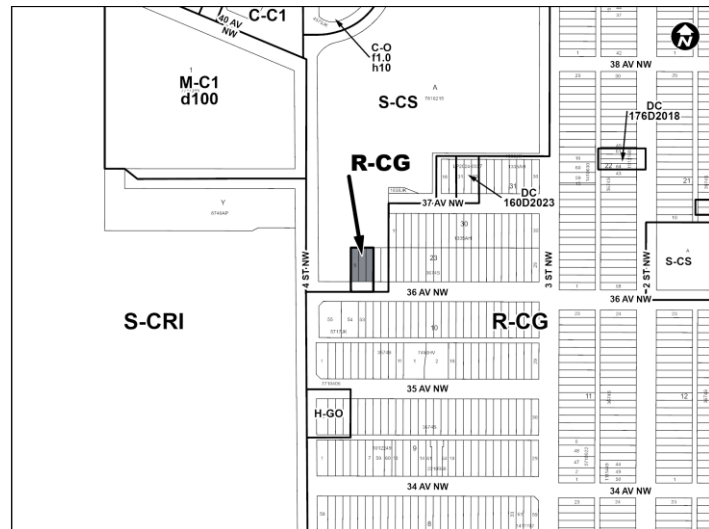
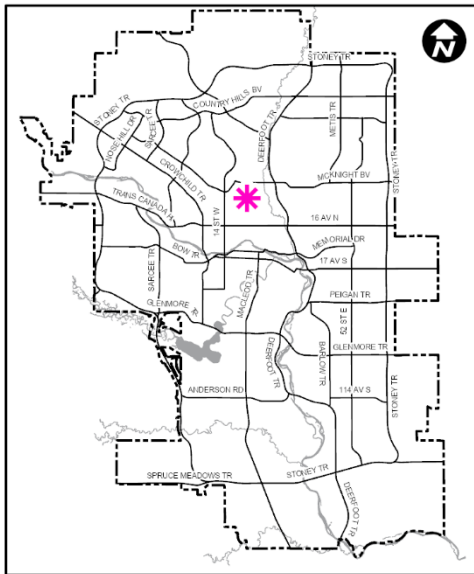
As identified below, the community of Highland Park reached its peak population in 1969.

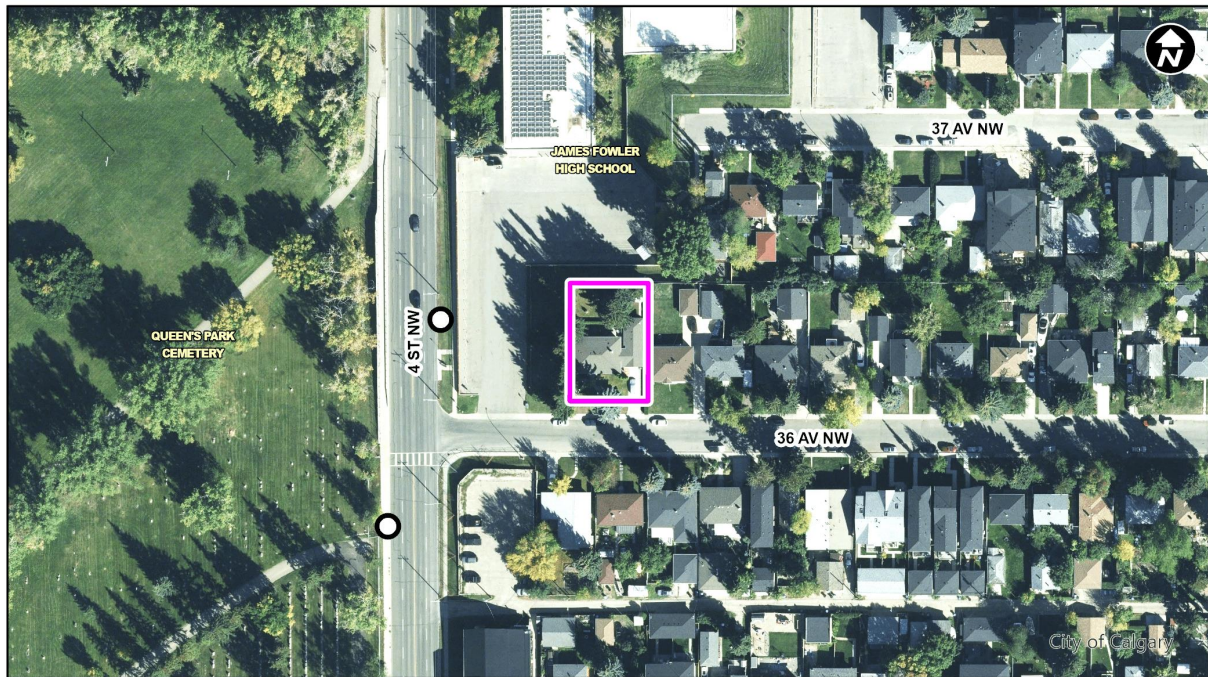
Highland Park	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-21.27%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing S-CS District is primarily for education and community uses including a limited range of small scale public recreation facilities. This district is intended to have limited application to parcels that are not designated reserve pursuant to the *Municipal Government Act*.

The proposed 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 site area, this would allow a maximum of five dwelling units on the subject parcel.

Secondary suites are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

Development and Site Design

If approved by Council, the rules of the proposed R-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

No development permit application has been submitted at this time. The primary reason to submit the application was to establish the correct land use for the site; however, this could also lead to a future development permit for redevelopment purposes.

Transportation

Pedestrian access to the site is available from existing sidewalks on 36 Avenue NW, which is identified as a Residential Street in the Calgary Transportation Plan.

An existing on-street bike route, signed and part of the current Always Available for All Ages and Abilities (5A) Network, is located along 3 Street NW, less than a block east of the site. In addition, both 4 Street NW and 36 Avenue NW are recommended on-street bikeway routes and part of the future 5A Network, supporting access to and from the site by alternative transportation modes.

The area is well served by Calgary Transit. A bus stop for Route 2 (Mount Pleasant/Killarney 17 Avenue SW) is located 50 metres (a one-minute walk) west of the parcel on 4 Street NW. Route 2 provides transit service every 20 minutes during the peak hours. The site is also 600 metres (a 10-minute walk) west of Centre Street N and 250 metres (a four-minute walk) south of 40 Avenue NW which are within the Primary Transit Network.

Bus Rapid Transit (BRT) service is available approximately 600 metres (a 10-minute walk) east of the site via Route 300 (BRT Airport/City Centre) and Route 301 (BRT North/City Centre) on Centre Street N. Unrestricted on-street residential parking is available along 36 Avenue NW.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary sewer are available to service the site from 36 Avenue NW. Storm sewer is not currently located adjacent to the site and a main extension at the developer's expense may be required. Details of site servicing and stormwater management will be reviewed in further details at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential, Established area, as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage modest redevelopment with appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network. The proposal is in keeping with relevant MDP policies as the R-CG District is a low-density residential district that provides for modest increase in density in a form that is sensitive to existing residential development in terms of height, scale, and massing.

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 any future development stages.

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 Local category (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale), which allows for up to three storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types. The Limited building scale policies within the Neighbourhood Local category notes that building forms containing three or more units are supported on parcels near an activity centre, on higher activity streets and where the parcel has a rear lane and can accommodate parking on the site.

The proposed land use amendment is in alignment with applicable policies of the LAP.

Applicant Submission

Company Name (if applicable):

N/A

Applicant's Name:

Patrick Churchman

Date:

27 August 2024

LOC Number (office use only):

Background and site context

The subject site is located in the community of Highland Park at the west end of 36th Ave on the North side of the Avenue adjacent to the James Fowler High School parking lot. The site has a total area of .0787 hectares (.193 acres+/-) with a frontage of 22.86 meters and a lot depth of 34.44 meters. The site is currently developed with a single detached dwelling with a tandem attached garage accessed from 36th Avenue NW.

Surrounding development consists of James Fowler High School to the North and West, a church with a parking lot, H-GO development to the South on 4 Street NW, and single detached dwellings to the South on 4th Street and to the East on 36th Ave NW. Land uses respectively are S-CS, R-C2, and H-GO all accessing 35th and 36th Avenues NW.

The subject site is 590 meters from the future Centre Street/40 Avenue North LRT station, 185 meters from primary transit service on 40th Avenue NW (Neighbourhood Connector), 550 metres from North-Central BRT on Centre Street North. The site is immediately adjacent to James Fowler High School (0 meters).

Land Use

The proposed residential R-CG is a low density residential designation that is applied to developed areas that allow for a range of built forms such as single-detached, semi-detached, duplex dwellings, town houses, and row houses. The R-CG district allows for a maximum building height of 11 meters and a maximum density of 75 units per hectare. Based on the subject site parcel area, would allow for up to 5 dwelling units. Secondary suites are also allowed in each dwelling unit. The parcel would require the provision of parking in the amount of .5 stalls per dwelling unit or secondary suite provided. The Residential Contextual Grade Oriented use is supported in the North Hill Communities Local Area Plan.

Development and Site Design

The proposed Residential Contextual Grade Oriented rules would provide guidance for the future development of the site including appropriate uses, building setbacks, building height and massing, landscaping, and parking. Given the specific context, surrounded on three sides by roads and a parking lots, the impacts of developments are significantly reduced.

Transportation

Pedestrian access is from 36th Avenue NW. As previously stated, transit is readily available in many forms.

Utilities and Servicing

Utilities and services are available from 36th Avenue NW and the utility right-of-way located to the north of the site.

Summary of Planning Document Parallels

The proposal conforms to the South Saskatchewan Regional Plan (2014), Growth Plan (2022), the Municipal Development Plan (2009), Calgary Climate Strategy (2022), the North Hill Communities Local Area Plan (2021), and many other smaller plans and strategies included in planning and development documents as well as energy efficiencies and climate objectives.

Applicant Outreach Summary

2024 August 27



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 448 36 Avenue 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.

The application is for a land use that will bring the site into compliance with the rest of the community. The recent change of land use to R-CG from R-C2, community wide, left out this parcel as it was incorrectly designated as S-CS although it was developed as a Dwelling Unit with the rest of the community in 1953. The site should have been designated R-C2 and it would have been transitioned to R-CG with the rest of the

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)

None

Affected Parties

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

None

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 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

Community Association Response

2024 September 6

Considering that the house on this property was built 71 years ago in 1953, then it makes perfect sense to change the land use designation to a residential land use (R-CG).

It is noted on land use map 34c that the change will affect Lots 5,6, and 7 in Plan3674S, Block 23. This change still leaves Lots 8 and 9 next door with a land use designation of S-CS. This creates a peculiar anomaly. The house on these two lots was built in 1952. Can the City simply proceed with a land use change to R-CG on these two lots without an application being made by the property owner?

Considering that the City recently rezoned all R-C2 to R-CG, then one would think it should be possible to simply fix this anomaly.

Signed - D. Jeanne Kimber, Development Director, Highland Park Community Association

PROPOSED

CPC2024-1177
ATTACHMENT 5

BYLAW NUMBER 4D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0216/CPC2024-1177)**

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 _____

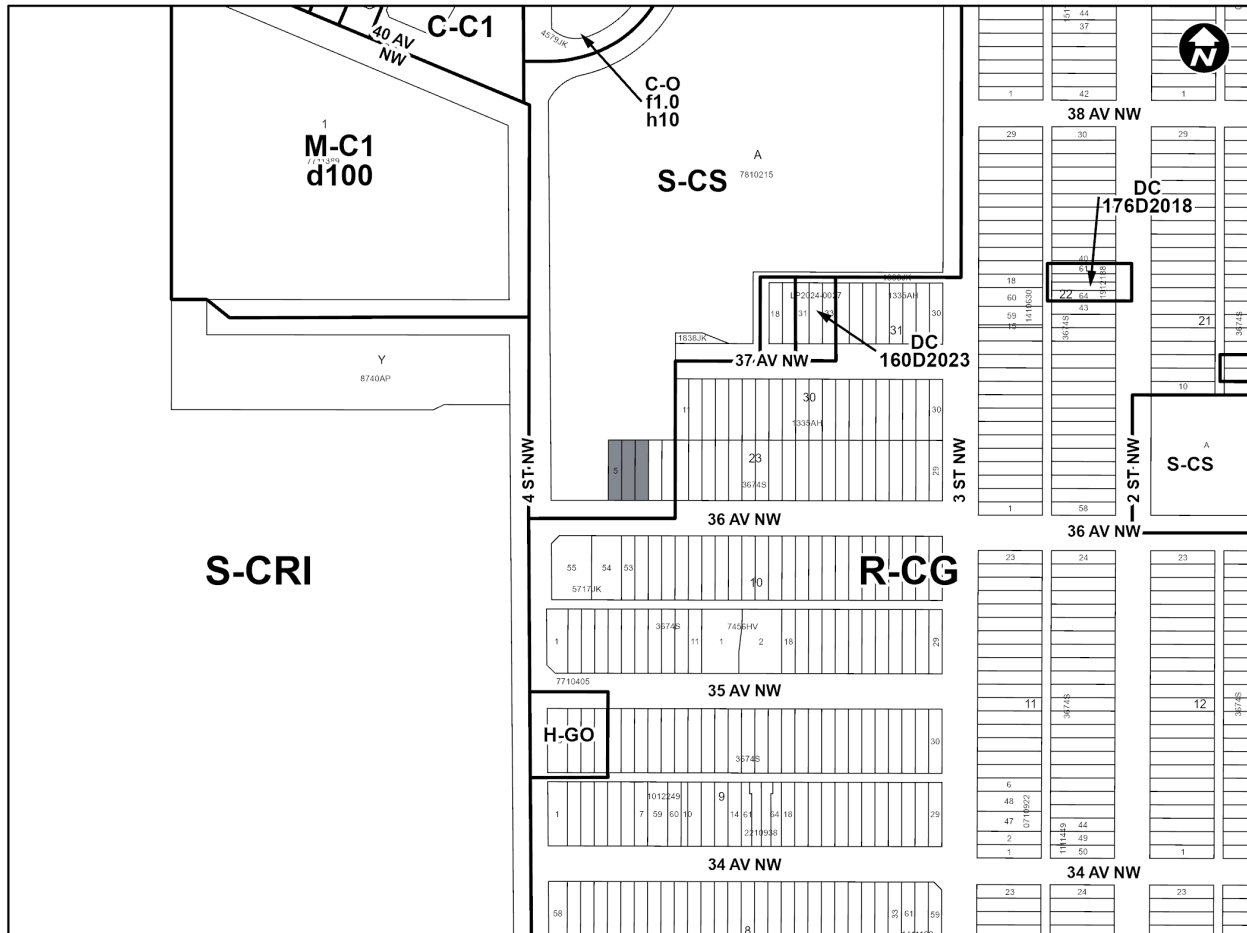
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0216/CPC2024-1177
BYLAW NUMBER 4D2025

SCHEDULE A

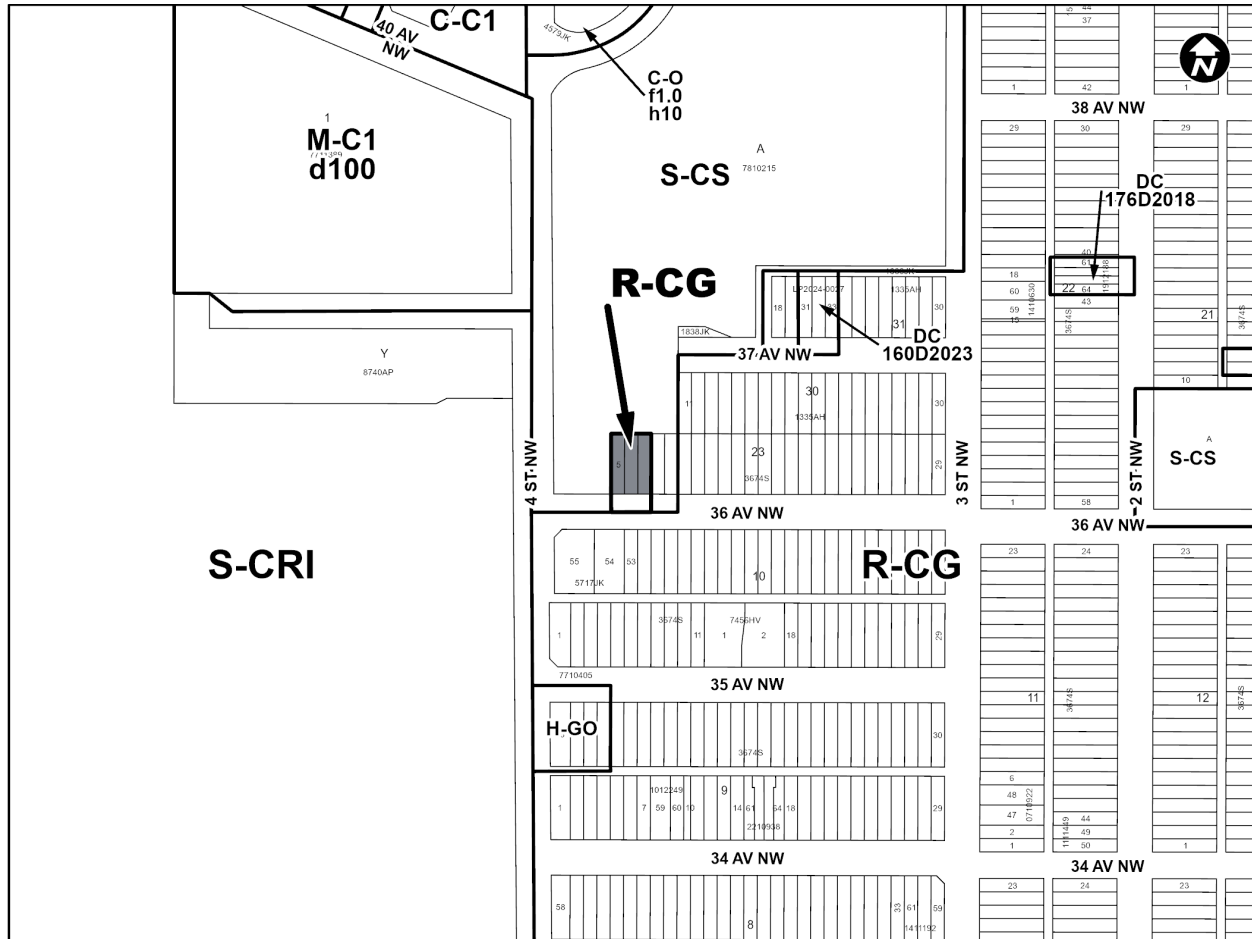


PROPOSED

AMENDMENT LOC2024-0216/CPC2024-1177

BYLAW NUMBER 4D2025

SCHEDULE B



**Land Use Amendment in Skyview Ranch (Ward 5) at 151 Skyview Bay NE,
LOC2024-0172**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.85 hectares \pm (2.10 acres \pm) at 151 Skyview Bay NE (Plan 2411524, Block 38, Lots 7 and 8) from Direct Control (DC) District to Direct Control (DC) District to accommodate the additional use of Instructional Facility, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
NOVEMBER 14:**

That Council give three readings to **Proposed Bylaw 11D2025** for the redesignation of 0.85 hectares \pm (2.10 acres \pm) at 151 Skyview Bay NE (Plan 2411524, Block 38, Lots 7 and 8) from Direct Control (DC) District to Direct Control (DC) District to accommodate the additional use of Instructional Facility, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for the additional use of Instructional Facility to the existing list of discretionary uses allowed in the district.
- The proposal is an addition of an appropriate use to complement community needs and is in keeping with the provisions of the *Municipal Development Plan* (MDP) and the *Northeast Community 'A' Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposed Direct Control (DC) District would allow for community adaptability to reflect changing community needs and contribute to the creation of a complete community.
- Why does this matter? Communities evolve and change over time and need to be adaptable to changing needs of the residents.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment in the northeast community of Skyview Ranch was submitted by KN Architecture on behalf of the landowners, Square One (Skyview) Inc. (Trisha Mosser), on 2024 July 2. As per the Applicant Submission (Attachment 3), the proposal aims to create a new Direct Control (DC) District to accommodate the additional use of Instructional Facility. No development permit application has been submitted for the additional use.

The 0.85 hectare (2.10 acre) site is located on the southwest corner of Skyview Ranch Drive NE and Skyview Link NE. The site is approximately 800 metres (a 13-minute walk) from the proposed future Country Hills LRT Station. The site is also 180 metres (a three-minute walk) north of Country Hills Boulevard NE and 100 metres (a two-minute walk) east of 52 Street NE. Country Hills Boulevard NE is identified as part of the Primary Transit Network in the MDP.

**Land Use Amendment in Skyview Ranch (Ward 5) at 151 Skyview Bay NE,
LOC2024-0172**

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 sent targeted emails and made phone calls to the Skyview Ranch Community Association, Apostles of Jesus School and the Prairie Sky School. Additionally, the applicant met with the Ward 5 Councillor. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

In keeping with Administration's practice, 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 letters of opposition from the public.

The Skyview Ranch Community Association did not provide comments on this application. Administration has contacted the community association 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 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 support commercial multi-residential uses to better accommodate the needs of the community.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

Economic

The additional Instructional Facility use will allow a wider variety of commercial tenants and provide more local services for the benefit of residents in the area.

Planning and Development Services Report to
Calgary Planning Commission
2024 November 14

ISC: UNRESTRICTED
CPC2024-1216
Page 3 of 3

**Land Use Amendment in Skyview Ranch (Ward 5) at 151 Skyview Bay NE,
LOC2024-0172**

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 11D2025**
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 a corner parcel located in the community of Skyview Ranch, at the southwest corner of Skyview Ranch Drive NE and Skyview Link NE. The approximately 0.85 hectare (2.10 acre) site is about 95 metres wide by 90 metres deep. The parcel is currently developed with a multi-residential development (one building) with commercial retail units on the ground floor.

The surrounding development is characterized by a mix of uses including a school site, park space, and residential developments in the form of single detached, rowhouse, townhouse and multi-residential developments. The site is located 180 metres (a three-minute walk) north of Country Hills Boulevard NE and 100 metres (a two-minute walk) east of 52 Street NE. Country Hills Boulevard NE is identified as part of the Primary Transit Network in the Municipal Development Plan (MDP).

On 2020 March 16, the subject site was redesignated from Multi-Residential – High Density Low Rise (M-H1) District to Direct Control (DC) District ([Bylaw 44D2020](#)) to include additional support commercial multi-residential uses on the ground floor. The additional support commercial uses that were included in addition to what is allowed under the base M-H1 District were Supermarket, Medical Clinic, Fitness Centre and Pet Care Service. The applicant now intends to accommodate an Instructional Facility use within the existing building at 151 Skyview Bay NE. A new development permit for a change of use will be required to accommodate the Instructional Facility use following this land use redesignation application.

Community Peak Population Table

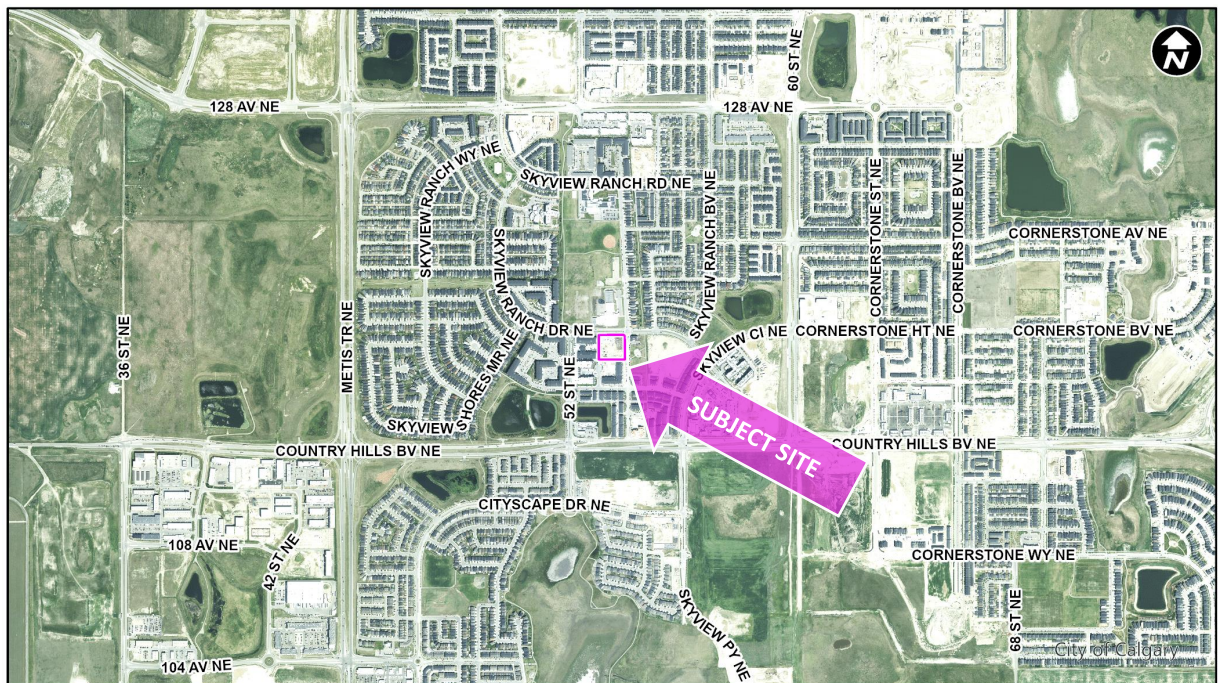
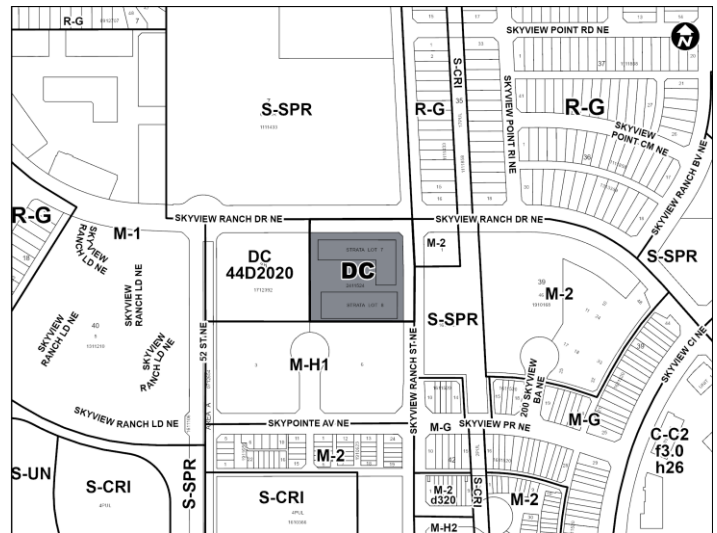
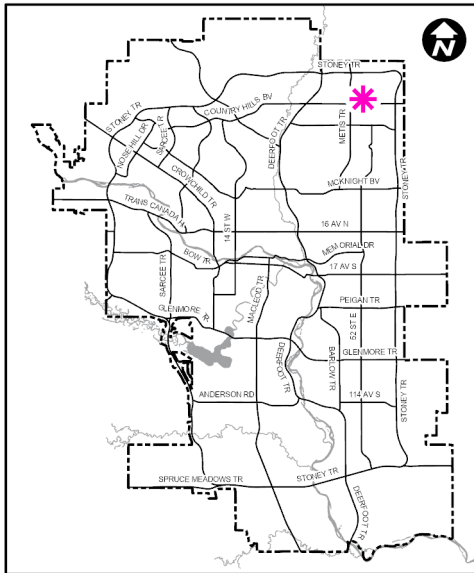
As identified below, the community of Skyview Ranch reached its peak population in 2019.

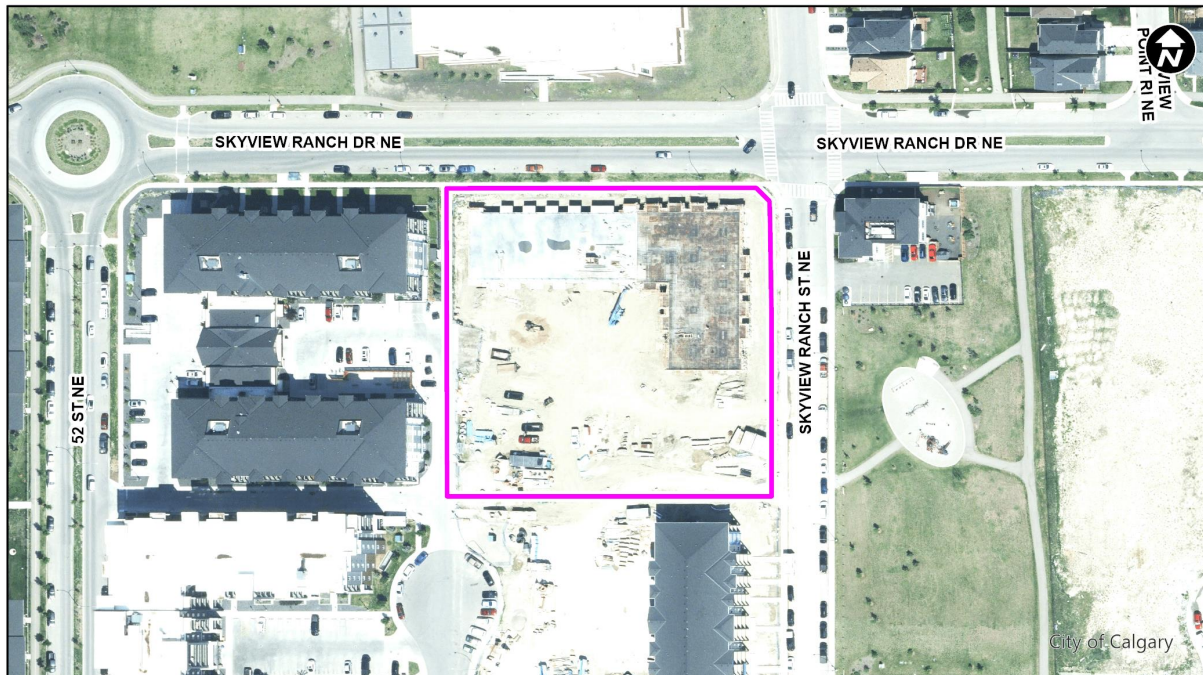
Skyview Ranch	
Peak Population Year	2019
Peak Population	11,707
2019 Current Population	11,707
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Direct Control District ([Bylaw 44D2020](#)) is based on the Multi-Residential – High Density Low Rise (M-H1) District which is intended to provide for multi-residential buildings in a variety of forms with support commercial multi-residential uses. Additionally, this District is intended to be typically located at community nodes and transit and transportation corridors and nodes. The permitted and discretionary uses of the M-H1 District of 1P2007 apply to this DC District. There is no maximum density requirement but a minimum density of 150 units per hectare is required. The current DC District does not have a relaxation clause.

The proposed DC District retains the base M-H1 District and the additional commercial uses of the current DC District. It is intended to allow for the additional use of Instructional Facility to accommodate an instructional facility. The proposed land use redesignation application is supported by Administration. The proposed additional use of Instructional Facility represents the changing needs of a growing community. Additionally, the proposed Instructional Facility will contribute to the creation of a complete community where residents and visitors can live, learn, work and play.

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 unique characteristics. The existing land use limits the allowable uses in an area identified as a neighbourhood node, thus preventing

adaptation to changing community needs. As such, this is considered a unique characteristic that justifies the use of a DC District.

Additionally, the proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC 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 rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

Transportation

The site is located 180 metres (a three-minute walk) north of Country Hills Boulevard NE and 100 metres (a two-minute walk) east of 52 Street NE. Country Hills Boulevard NE is identified as part of the Primary Transit Network in the *Municipal Development Plan* (MDP). The subject site is close to a regional pathway along 52 Street NE, and another regional pathway along Skyview Ranch Drive NE, which are identified as part of the City of Calgary's Always Available for All Ages and Abilities (5A) Network. These pathways serve as an integral link connecting to other pathways, bike paths and bus stops.

Vehicular access to the subject parcel is available from 52 Street NE, Skyview Link NE, Skyview Parade NE and Skyview Bay NE. Pedestrian-only access is available from Skyview Ranch Drive NE. There are transit stops within 600 metres of the site including Route 145 (West Skyview Ranch / Redstone), Route 755 (Fowler/ SkyView), Route 756 (Fowler/Cornerstone), Route 136 (Corner Meadows / Cornerbrook), Route 752 (Fowler /Redstone), Route 128 (East Skyview Ranch / Redstone) and Route 823 (Bishop McNally/ Redstone/Skyview). The subject parcel is also located approximately 800 metres (a 10-minute walk) from the future Country Hills LRT Station (Blue Line Extension).

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a development permit review.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

Map 1: Urban Structure of [Municipal Development Plan](#) (MDP) identifies the subject parcel as part of the Planned Greenfield with Area Structure Plan (ASP) typology. Policy 3.6.1(a) of the MDP directs that Area Structure Plans in existence prior to the adoption of the MDP are recognized as appropriate policies to provide specific direction for development of the local community. Thus, the policies of the *Northeast Community 'A' Area Structure Plan* (ASP) provide direction.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

Northeast Community 'A' Area Structure Plan (Statutory – 2007)

The subject parcel is located within the area covered by the [Northeast Community 'A' Area Structure Plan](#) (ASP). Map 3: Land Use Concept of the ASP shows the subject parcel within the Predominantly Residential Area typology and as part of a Neighbourhood Node. Section 6.2 of the ASP details the purpose and policies of the Neighbourhood Node. The purpose of the Neighbourhood Node is to provide a transit focus and meeting place for the surrounding residential area. These nodes are intended to have transit stops, a concentration of higher density housing as well as other suitable transit supportive uses such as local commercial uses or child care facilities. The ASP suggests that the Major Activity Centres (MACs) and Neighbourhood Nodes provide logical opportunities for a flexible approach to land use zoning. The proposed DC District aligns with the applicable ASP policies as it provides flexibility with the addition of more support commercial multi-residential uses to meet the changing needs of the community.

PROPOSED

CPC2024-1216
ATTACHMENT 2

BYLAW NUMBER 11D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0172/CPC2024-1216)**

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

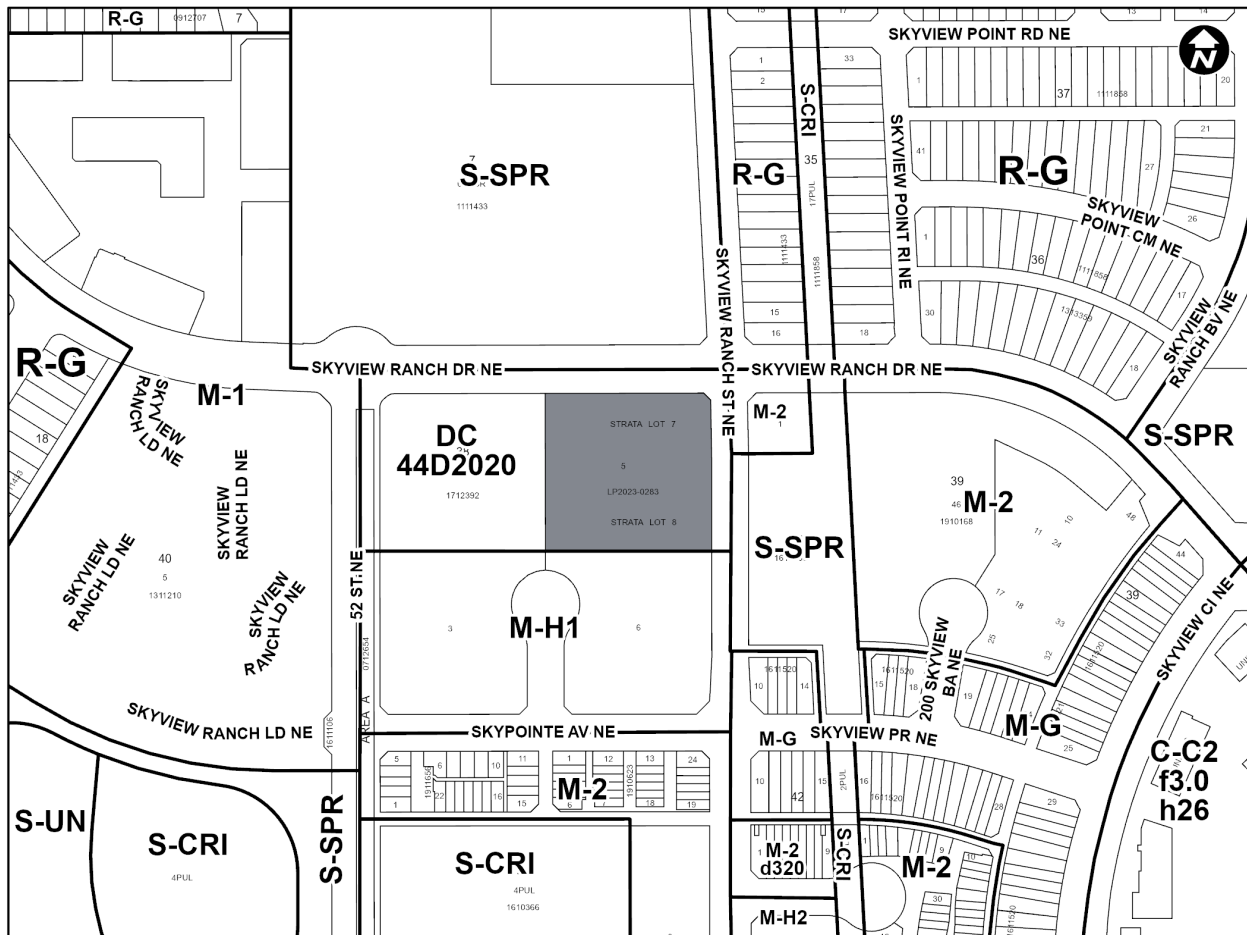
SIGNED ON _____

CITY CLERK

SIGNED ON _____

**AMENDMENT LOC2024-0172/CPC2024-1216
BYLAW NUMBER 11D2025**

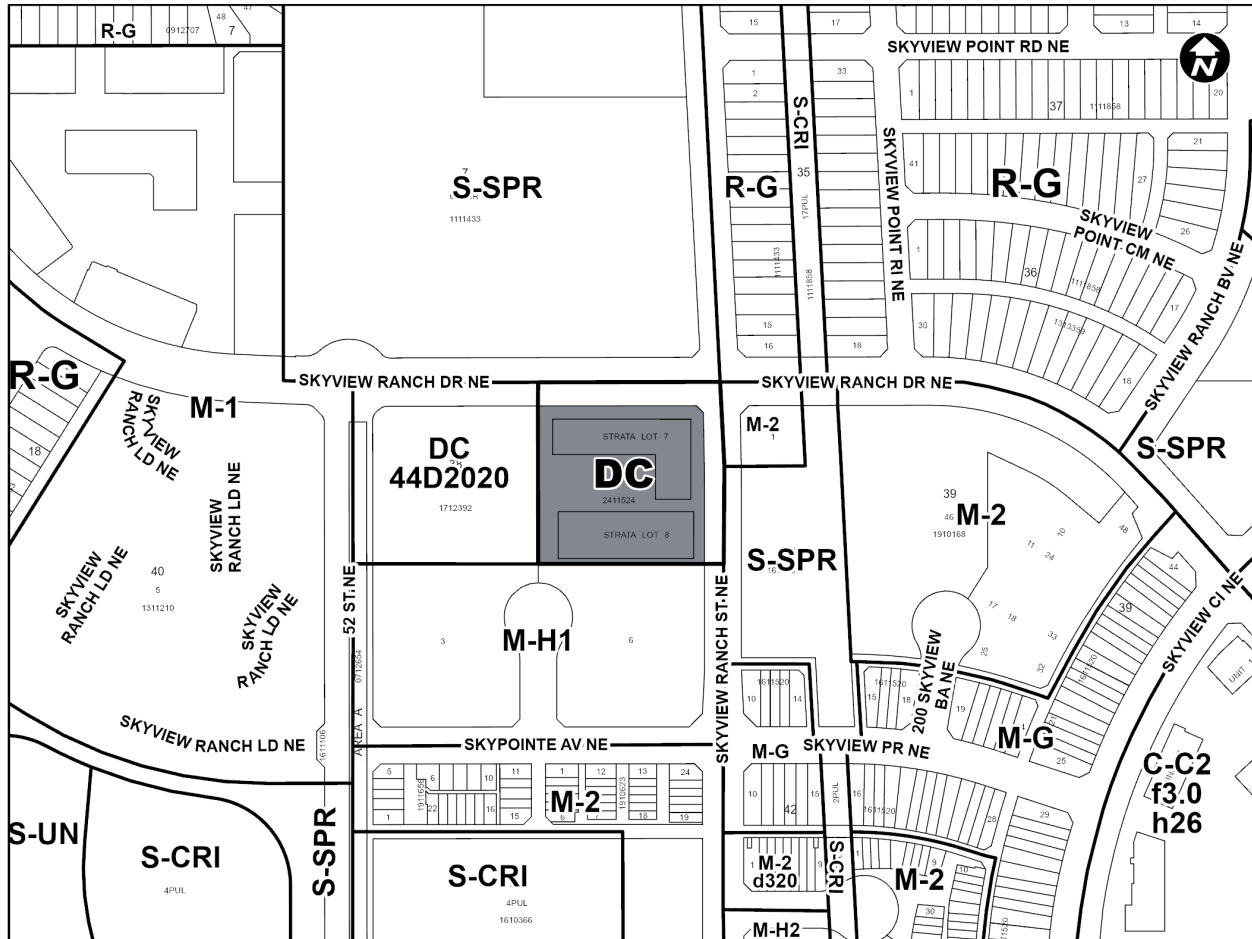
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0172/CPC2024-1216
BYLAW NUMBER 11D2025

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District is intended to allow for additional commercial uses.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District 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 Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

PROPOSED

AMENDMENT LOC2024-0172/CPC2024-1216
BYLAW NUMBER 11D2025

Discretionary Uses

5 The **discretionary uses** of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Fitness Centre;**
- (b) **Instructional Facility;**
- (c) **Pet Care Service;** and
- (d) **Supermarket.**

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Multi-Residential – High Density Low Rise (M-H1) District of Bylaw 1P2007 apply in this Direct Control District.

Façade Width for Uses Facing a Street

- 7 (1) Unless otherwise referenced in subsections (2) and (3), the length of the **building** façade that faces a **street** containing an individual **use** on the floor closest to **grade** is a maximum of 18.0 metres.
- (2) For an individual **Restaurant: Food Service Only, Restaurant: Licensed, Retail and Consumer Service** or **Supermarket use** located on the floor closest to **grade**, the length of the **building** façade that faces a **street** may be increased to 30.0 metres where all of the other **uses** that share the same façade meet the requirements of subsection (1).
- (3) The length of the **building** façade that faces a **street** containing an individual **Health Care Service use, or Office use** on the floor closest to **grade** is a maximum of 13.0 metres.

Relaxations

8 The **Development Authority** may relax the rules contained in Section 6 and 7 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

Company Name (if applicable):

KN Architecture

Applicant's Name:

Mo Katanbaf

Date:

June 21, 2024

LOC Number (office use only):

We are requesting this Land Use Redesignation application to allow uses on this site that are more compatible with the evolving character of the area and to also provide more flexibility to bring more diversity of commercial tenants.

We have included a concept artist rendering of what the future mixed used building on this parcel would look like. In fact, the base building is currently under construction and is expected to be finished in 1 month.

Our client has signed a lease with a tenant in one of the Bays (#2120) who want to open a "Sylvan Learning Center". Since they are not able to get their Business License under any of the currently listed Uses in the parcel, we are applying for this Land Use Redesignation to allow the Use "Instructional Facility". This is the main reason for this application. Furthermore, the reason why we are requesting a DC with MH-1 guidelines, is because the last rezoning application that happened for this site back in 2019 used the same approach.

We have discussed this proposal with City Planner. We have also reached out to Ald. Raj Dhaliwal and community association.

We are hoping to get to the soonest Public Hearing, and have our rezoning application approved so that the Tenant can get possession to start their operation.

Applicant Outreach Summary

2024 October 22



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Skyview 4A - 151 Skyview Bay 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)

To support our land use re-zoning application to include the use of "instructional facility", our outreach strategy included area and community feedback as well as targeted feedback from schools in the community. We sent targeted emails and telephone calls to Skyview Ranch Community Association, Apostles of Jesus School and Prairie Sky School and anticipate a scheduled in person meeting with Councillor Dhaliwal the week of June 24 - 28, 2024. Our outreach started June 20th and is ongoing.

UPDATE: We met with Councillor Dhaliwal on October 4, 2024 via Teams with 5 participants including the owner of the Sylvan Learning Centre franchise, Fauzia Akhter.

Affected Parties

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

Councillor for Ward 5
Skyview Ranch Community Association
Apostles of Jesus School
Prairie Sky School

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.

Based on our initial outreach, participants were supportive and expressed the potential benefits of having a Sylvan Learning Centre in the community. Participants felt that Sylvan Learning Centres provide a valuable educational support for students and their families. It was also expressed that not only will a Sylvan Learning Centre support the needs of students within the Skyview Ranch community itself, but also the surrounding neighbourhoods.

UPDATE: In addition to the initial support from the schools and community association, Cllr. Dhaliwal supported the entrepreneurial spirit of Ms. Akhter and indicated he was not aware of another instructional facility like a Sylvan Learning Centre in the area and supported the re-zoning for this land use. The main concern raised from participants was the amount of available parking in the surrounding area, however with the facility fronting Skyview Ranch Drive, there should not be an issue.

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.

Based on the initial support for a Sylvan Learning Centre in the community and at a location that is easily accessible for families including being directly across the street from a community school, located on a transit route, and close to an up-and-coming LRT line expansion, we are proceeding with our land use re-zoning application.

UPDATE: We included two reserved parking stalls for student families in Sylvan Learning Centre's lease in the parking lot in addition to the street parking on Skyview Ranch Drive which is adjacent to the front of Sylvan Learning Centre which families may use.

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)

Emails will be sent to all participants thanking them for their feedback and, based on their support, our decision to move ahead with the land use re-zoning application for an instructional facility at 151 Skyview Bay NE. Further email communication will be sent notifying them of instructional facility approval and Sylvan is committed to keeping ongoing relationships with each of them to enhance its community involvement and support for residents and families in the area.

UPDATE: Emails were sent to participants detailing the parking made available for the maximum of 18 student and families to address any concerns about parking and thanking them for providing their support and feedback.

calgary.ca/planningoutreach

**Land Use Amendment in Taradale (Ward 5) at 31 Tararidge Drive NE,
LOC2024-0151**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.04 hectares \pm (0.09 acres \pm) located at 31 Tararidge Drive NE (Plan 8310469, Block 3, Lot 102) from Residential – Low Density Mixed Housing (R-G) District to Direct Control (DC) District to accommodate a Child Care Service, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
OCTOBER 31:**

That Council give three readings to **Proposed Bylaw 3D2025** for the redesignation of 0.04 hectares \pm (0.09 acres \pm) located at 31 Tararidge Drive NE (Plan 8310469, Block 3, Lot 102) from Residential – Low Density Mixed Housing (R-G) District to Direct Control (DC) District to accommodate a Child Care Service, with guidelines (Attachment 2).

HIGHLIGHTS

- This application proposes to redesignate the parcel to a Direct Control (DC) District to allow for the additional discretionary use of Child Care Service in addition to the uses already allowed (e.g. rowhouse and townhouse buildings, duplex and semi-detached dwellings, single-detached dwellings and secondary suites).
- The proposal allows for development that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Saddle Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposed DC District would allow for an additional use that is an essential service and a community amenity.
- Why does this matter? Child care services being integrated into communities leads to more convenient lives for Calgarians and supports positive social and economic outcomes.
- A development permit for a child care service facility has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the northeast community of Taradale was submitted by SAAD Day Home on behalf of the landowners, Mobi Ahmad Ali and Nabiha Sadiq on 2024 June 3. A development permit (DP2024-03922) for a child care service for 33 children was also submitted on 2024 June 3 and is currently under review. As noted in the Applicant Submission (Attachment 3).

The approximately 0.03 hectare (0.09 acre) parcel is located at 31 Tararidge Drive NE. The site is currently developed with a single detached dwelling and a detached garage accessed from the rear laneway. The proposed DC District would allow for a child care service within the building as an additional discretionary use. The subject site is within walking distance of several

Land Use Amendment in Taradale (Ward 5) at 31 Tararidge Drive NE, LOC2024-0151

community park spaces to the north and east. The site is well serviced by Calgary Transit with Route 303 (MAX Orange Brentwood/Saddleridge) and Route 23 (52 St E) located within 500 metres (an eight-minute walk) west of the subject site.

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 their immediate neighbours and introduced their proposal. The applicant provided details included 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.

No public comments were received at this time of writing this report.

No comments from the Taradale Community Association were received. Administration contacted the Community Association to follow up and no response was received.

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 would allow for a child care service to be located within a residential community at a scale that fits with the neighbourhood. Child care is essential to creating complete communities and accommodating the needs of parents and caregivers.

Environmental

This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to align future development on this site with applicable climate resilience strategies will be explored and encouraged through the development permit.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 31

ISC: UNRESTRICTED
CPC2024-1161
Page 3 of 3

**Land Use Amendment in Taradale (Ward 5) at 31 Tararidge Drive NE,
LOC2024-0151**

Economic

The proposed land use amendment would allow for a child care service within the residential community of Taradale. Child care is an essential service that allows parents and caregivers to more effectively participate in the labour force and provides employment opportunities for staff of the business.

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 3D2025**
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 northeast of community of Taradale on the corner of Tararidge Drive NE and Tararidge Place NE. The parcel is approximately 0.04 hectares (0.09 acres) and approximately 11 metres wide and 33 metres deep. The subject parcel is currently developed with a single detached dwelling and a detached garage accessed from the rear lane.

Surrounding development is characterized by single detached dwellings, designated Residential – Low Density Mixed Housing (R-G) District. Parcels designated Residential – Low Density Multiple Dwelling (R-2M) District are located southwest of the subject site and a commercial area designated as Commercial – Community 1 (C-C1) District is located neighboring the R-2M parcels. Multiple parcels designated Special Purpose – School, Park and Community Reserve (S-SPR) District are within 500 metres (an eight-minute walk) of the site.

The subject site is 600 metres (an eight-minute walk) south of Our Lady of Fatima School, a Kindergarten to Grade 6 Calgary Catholic School. The subject site is 1.2 kilometres (a 16-minute walk) southwest from Ted Harrison School, a Grade 7 – 9 Calgary Board of Education School. Taralea Playground is located 500 metres (a seven-minute walk) north of the subject site and Falconridge Boulevard NE is located 600 metres (an eight-minute walk) west of the subject site.

Community Peak Population Table

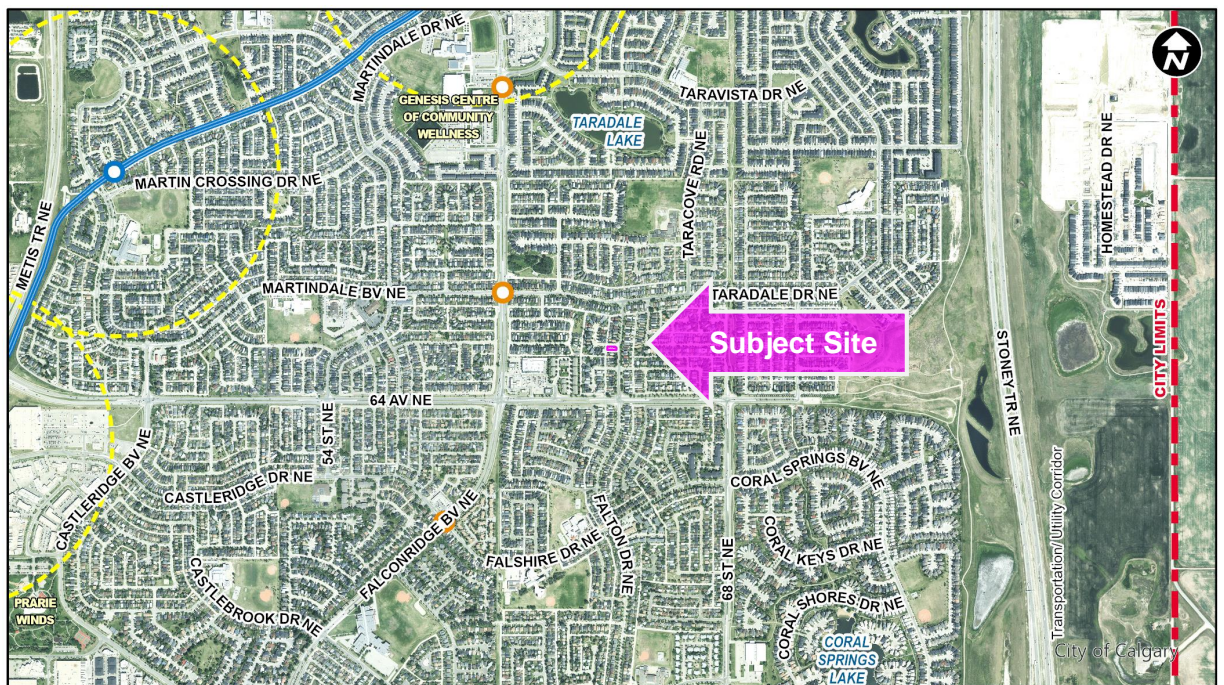
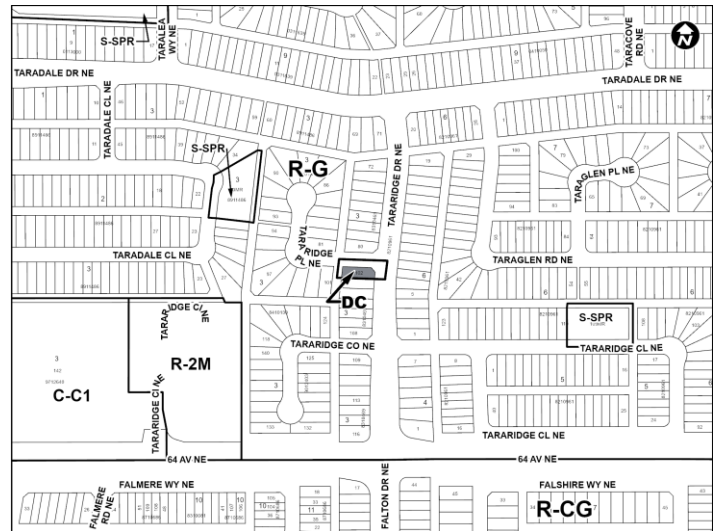
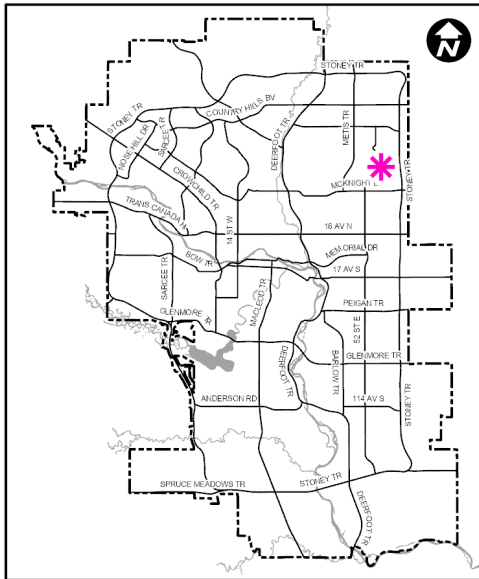
As identified below, the community of Taradale reached its peak population in 2015.

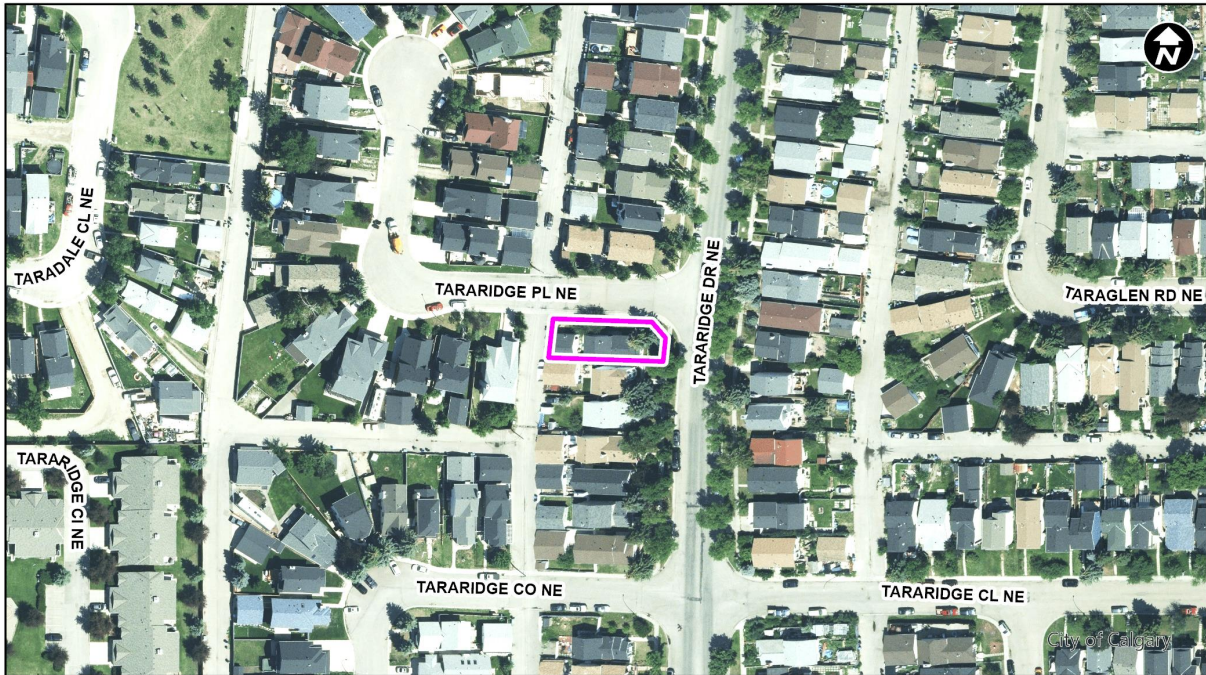
Taradale	
Peak Population Year	2015
Peak Population	19,223
2019 Current Population	19,026
Difference in Population (Number)	-197
Difference in Population (Percent)	-1.02%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-G District is primarily for single-detached, semi-detached, duplex dwellings and rowhouse buildings. The R-G District allows for a maximum height of 12 metres. Secondary suites are permitted uses within the R-G District.

The proposed Direct Control (DC) District is based on the existing Residential – Low Density Mixed Housing (R-G) District with the additional discretionary use of Child Care Service. The R-G District allows for a maximum building height of 12 metres and a variety of housing forms including Cottage Housing Clusters, Duplex Dwellings and Rowhouse Buildings. Secondary Suite is a permitted use in the R-G District.

The proposed DC District would allow for residential uses consistent with surrounding development if the Child Care Service use is not commenced or is discontinued in the future. The DC District does not limit the maximum number of allowable children. The number of children allowed in a Child Care Service is determined at the development permit stage along with the Provincial licensing requirements.

The Child Care Service use requires one parking stall for pick-up and drop-off for every ten children. No specific rate of staff parking is included in the use rules and would be evaluated as part of the development permit.

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 unique characteristics of the Child Care Service use within the residential context. This proposal allows for a commercial Child Care Service to operate while maintaining the R-CG District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw 1P2007.

The proposed DC District includes a rule that would allow 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 of relaxation 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 approved by Council, the rules of the proposed DC District and the [Child Care Service Policy and Development Guidelines](#) would provide guidance for future redevelopment of the site.

A discretionary use development permit is required to enable a Child Care Service for more than six children. Facilities that provide the temporary care or supervision of six children or less would be considered a Home Based Child Care – Class 1, a permitted use in all low density residential districts. The number of children, on-site parking stalls, location of pick-up and drop-off stalls and outdoor play areas would be confirmed through the development permit process. The maximum number of children will be managed by balancing provincial licensing requirements for staff and outdoor play space, and visitor pick-up and drop-off stalls.

Other specific issues to be addressed at the development permit stage include screening for any outdoor play areas, restrictions on signage in a residential area and privacy issues with the adjacent residential dwellings.

The child care service operators will require provincial licensing and will be evaluated under Alberta's [Early Learning and Child Care Act](#).

Transportation

Pedestrian access to the site is available along Tararidge Drive NE and Tararidge Place NE.

The subject site is well serviced by Calgary Transit. The subject site is 270 metres (a four-minute walk) from Taradale Drive NE where Route 61 (Martindale) and Route 71 (Taradale) are located. Route 303 (MAX Orange Brentwood/Saddletowne), Route 23 (52 St E) and Route 68 (68 St E) are located along Falconridge Boulevard NE.

A Transportation Impact Assessment was not required in support of this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and stormwater sewer lines are available to serve future development on the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developing Residential – Planning Greenfield with Area Structure Plan area, as identified on Map 1 Urban Structure in the [Municipal Development Plan](#) (MDP). Planned Greenfield are characterized as relatively low-density residential neighbourhoods containing single-family housing, smaller pockets of multi-family and locally oriented retail in the form of strip developments located at the edges of communities.

The proposal is in keeping with relevant MDP policies. The proposed DC District allows for a building form that is sensitive to the existing residential development in terms of height, scale and massing while also encouraging complete communities by allowing for child care services within a residential area.

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 through the development permit review

Saddle Ridge Area Structure Plan (Statutory – 1986)

The subject site is located within the Residential area, as identified on Map 6 Land Use Plan in the [Saddle Ridge Area Structure Plan](#) (ASP). The ASP identifies that a number of northeast residential communities have served a significant portion of the starter home market which results in a higher proportion of children than in other parts of the city, thereby increasing the need for the type of development proposed by this application. The proposal is in keeping with the relevant policies of the ASP.

Child Care Service Policy and Development Guidelines (Non-Statutory – 2009)

The assessment of this application has been reviewed in accordance with the [Child Care Service Policy and Development Guidelines](#), a non-statutory framework designed to guide the development of Child Care Services. The primary objective of this policy is to effectively manage the impacts of Child Care Services in low-density residential districts.

Land use amendments with the proposed use of Child Care Service are reviewed against the site selection criteria and development guidelines. The subject parcel, along with this proposed DC District, aligns with the applicable site selection criteria as identified in the guidelines.

The development guidelines are intended to inform more specific site and building design details at the development permit review stage. This includes parking, orientation of access/activities within the parcel and building, window placement and privacy considerations, orientation and enclosure of any outdoor play areas, and signage. A preliminary review indicates the site's characteristics would allow for these development guidelines to be applied as intended.

PROPOSED

CPC2024-1161
ATTACHMENT 2

BYLAW NUMBER 3D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0151/CPC2024-1161)**

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

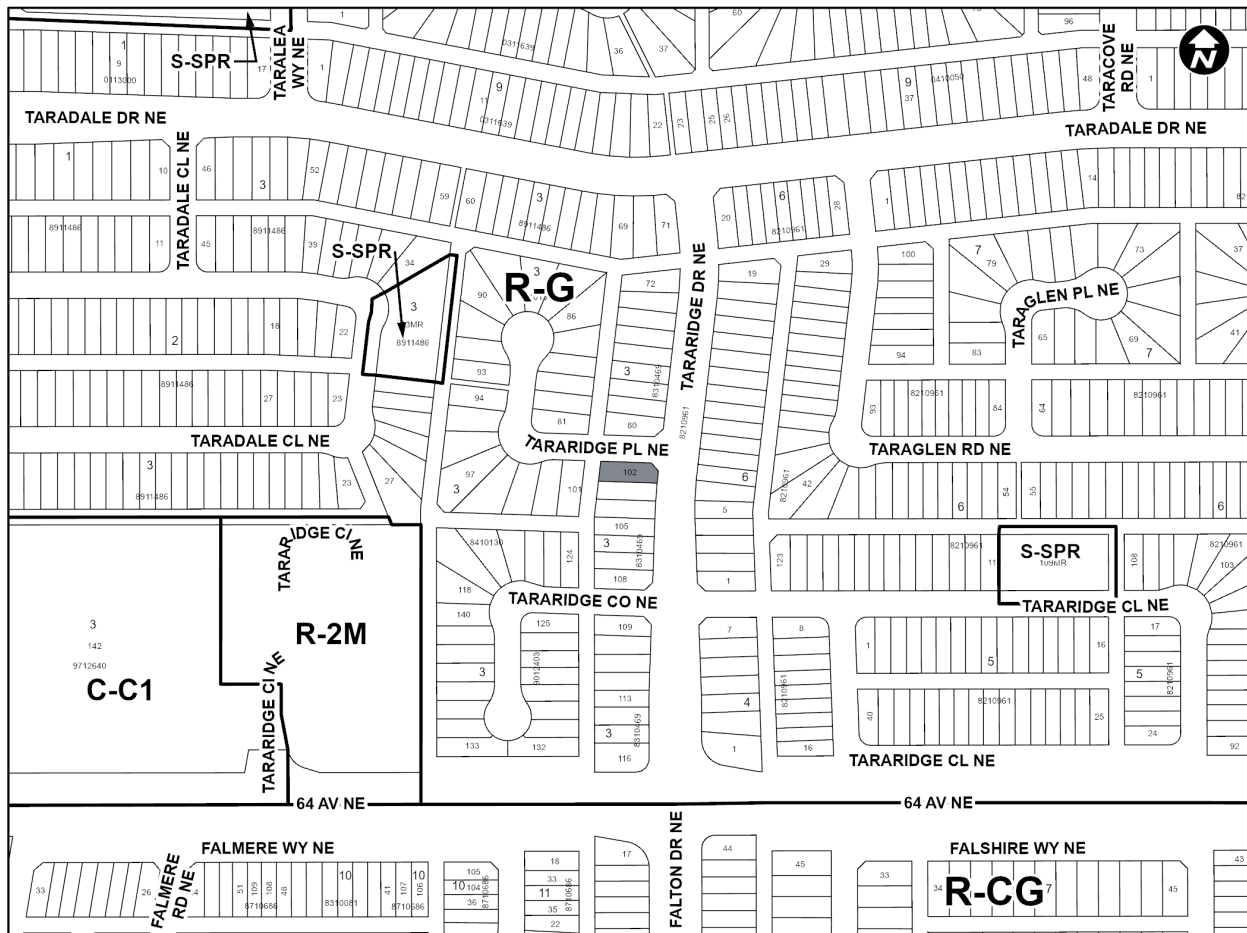
SIGNED ON _____

CITY CLERK

SIGNED ON _____

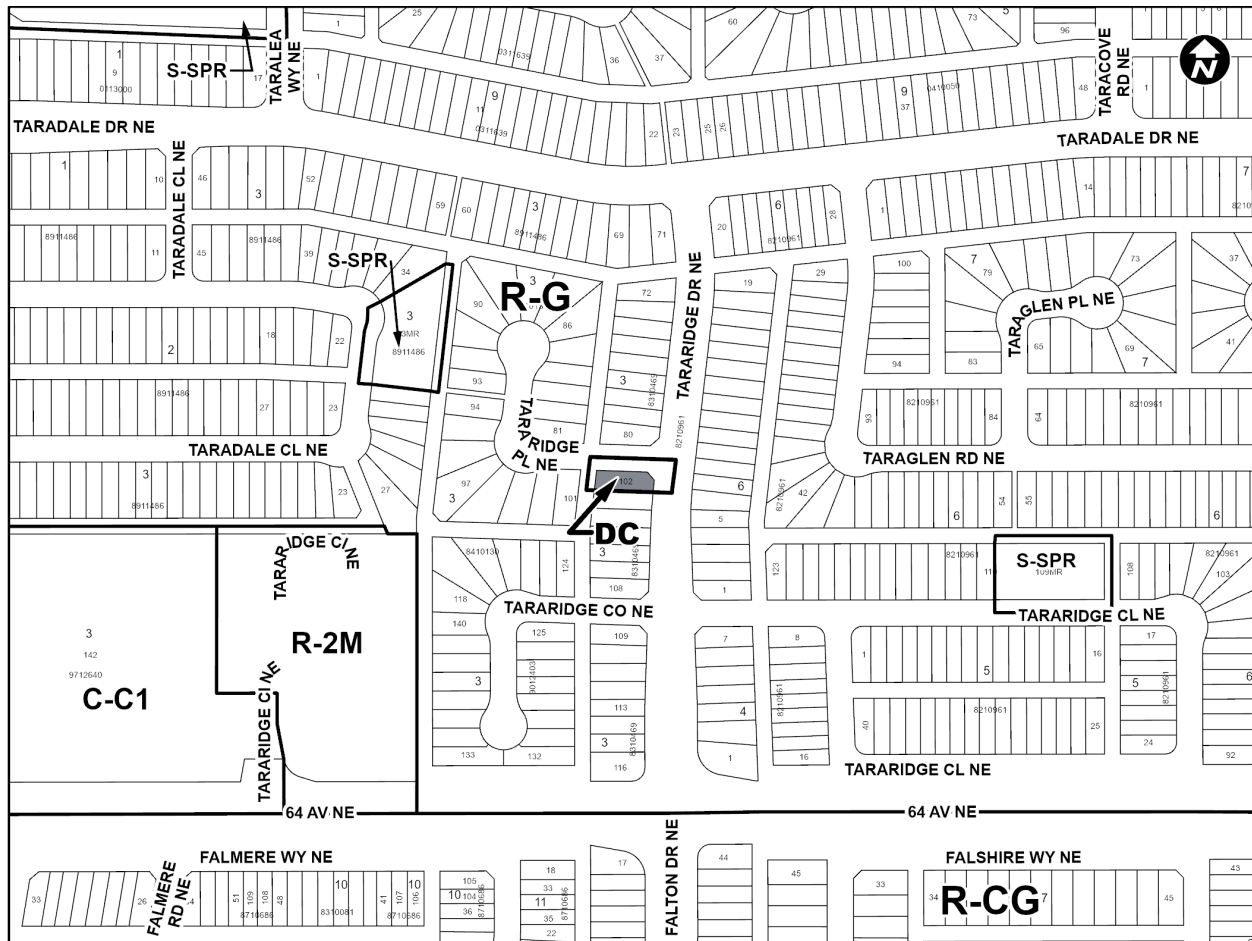
**AMENDMENT LOC2024-0151/CPC2024-1161
BYLAW NUMBER 3D2025**

SCHEDULE A



**AMENDMENT LOC2024-0151/CPC2024-1161
BYLAW NUMBER 3D2025**

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to accommodate the additional use of child care service.

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 Residential – Low Density Mixed Housing (R-G) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

PROPOSED

AMENDMENT LOC2024-0151/CPC2024-1161
BYLAW NUMBER 3D2025

Discretionary Uses

5 The ***discretionary uses*** of the Residential – Low Density Mixed Housing (R-G) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Child Care Service.**

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Residential – Low Density Mixed Housing (R-G) District of Bylaw 1P2007 apply in this Direct Control District.

Relaxations

7 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.

Applicant Submission

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name:

Imran Sadiq

Date:

2024 09 13

References the Child Care Service Policy and Development Guidelines:

A3 - Site meets the site selection criteria and development guidelines contained within this policy.

B3 - Site can provide sufficient staff parking and pick-up and drop-off parking.

B4 - Site is large enough to accommodate outdoor play areas.

B7 - Site is located on corner parcel.

B9 - Motor vehicle parking and pick-up and drop-off stalls are provided as set out in Lnd Use Bylaw 1P2007.

B10 - provision of pick-up and drop-off parking stalls are on-site, as well as on a designated area of an adjoining street subject to the approval of the Development Authority.

B12 - Ingress or egress do not occur in a side setback area.

B14 - outdoor play area is provided on the same site as the *child care service*, it is appropriately enclosed by a fence, and it complies with the maximum heights for fences.

C3 -Site have adequate pick up and drop-off parking.

Importance of child care in the community of Taradale:

We realized that there is high demand for daycare in this community because there is no commercial daycare in the whole Area. Many parents go to Neighborhood daycare to drop their kids which becomes cumbersome for them. So converting this place into daycare will provide great comfort to such families.

Applicant Outreach Summary

2024 September 20



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: kiddie care innovation

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

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

NA

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)

I contacted my neighbors and people with daycare needs, and spoke to them in person and listened to their opinions and concerns. Below are the dates and specific location and numbers of each participant.

15, June, 64 Ave NE Tararidge Drive - 4 participants
18, June - Tararidge Close - 7 participants
19, June - Taradale Drive - 3 participants

Affected Parties

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

I had spoken to the people living in the surrounding residence and the city council office about the construction and making of a daycare, they are supportive and happily welcome the existence of a daycare. They didn't object to opening a daycare, as there was a dayhome for the past year and a half, which raised no objections, or concerns. They are familiar with the childcare service, which makes them even more welcoming to the birth of new and improved childcare services that will be provided. They expressed how helpful and convenient it will be to other parents within the neighborhood.

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 lot was already a daycare for a year and half, before the decision to make it into a daycare that will be built. The other residences and neighbors are quite aware of the operation of a daycare and trust my ability. There weren't many concerns raised about the construction of the daycare. One concern was the car traffic during drop-off and pick-up time.

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.

I will implement and make sure every parent and guardian is informed to drive safely and with caution. This is a corner lot which makes it so there is more space for the parent to park, then a lot within a lane.

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)

I spoke with the neighbors and people mentioning what will be implemented to make the daycare more appealing, comfortable and convenient for them as possible, based on their concerns and suggestions. I will work to assure that their concerns are solved and peace of mind, that the opening goes smoothly, before and after opening.

calgary.ca/planningoutreach

Land Use Amendment in Glendale (Ward 6) at 4307 – 17 Avenue SW, LOC2024-0214

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares \pm (0.15 acres \pm) located at 4307 – 17 Avenue SW (Plan 2002GS, Block 22, Lot 6) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
NOVEMBER 14:**

That Council give three readings to **Proposed Bylaw 7D2025** for the redesignation of 0.06 hectares \pm (0.15 acres \pm) located at 4307 – 17 Avenue SW (Plan 2002GS, Block 22, Lot 6) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

HIGHLIGHTS

- This application seeks to redesignate the subject parcel to allow for grade-oriented development in a range of housing forms at a scale compatible with low density residential districts.
- The proposal represents an appropriate density increase of a residential site, allows for development that may be compatible with the character of the existing neighbourhood 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? The proposed Housing – Grade Oriented (H-GO) District will 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 H-GO 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.

DISCUSSION

This land use amendment application, in the southwest community of Glendale, was submitted by Horizon Land Surveys on behalf of the landowner, Abilash Mende Anjaneyalu, on 2024 August 26.

The mid-block site is located on the south side of 17 Avenue SW between Glenmount Drive SW and Grand Oaks Drive SW, is approximately 0.06 hectares (0.15 acres) in size. As identified in the Applicant Submission (Attachment 2), the site is currently developed with a single detached dwelling and a detached garage with access from the rear lane. No development permit has been submitted at this time.

Land Use Amendment in Glendale (Ward 6) at 4307 – 17 Avenue SW, LOC2024-0214

The subject parcel meets the location criteria of the H-GO District established in Land Use Bylaw 1P2007 as this is a site located within an approved Local Area Plan (LAP) that is identified as part of the Neighbourhood Flex Urban Form Category.

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 to residents within 100-metre radius and contacted the Glendale/Glendale Meadows Community Association (CA) and Ward 6 Councillor's office. 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 no letters in response to the notice posting.

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, including confirming that the proposal meets the location criteria of the H-GO District. The building and site design, number of units, on-site parking, site access and protection of public trees 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 to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

This land use amendment would enable the development of more housing in a variety of housing types to cater to different age groups, lifestyles and demographics, which may contribute to a more inclusive community.

**Planning and Development Services Report to
Calgary Planning Commission
2024 November 14**

**ISC: UNRESTRICTED
CPC2024-1199
Page 3 of 3**

Land Use Amendment in Glendale (Ward 6) at 4307 – 17 Avenue SW, LOC2024-0214

Environmental

The applicant has indicated that they plan to pursue specific measures as part of a future development permit which will align with the *Calgary Climate Strategy – Pathways to 2050* (Program D: Renewable energy).

Further opportunities to consider environmental and climate-resilient strategies will be explored and encouraged at subsequent development approval stages.

Economic

The ability to moderately increase density on the parcel would allow for more efficient use of land and existing infrastructure. 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. Applicant Outreach Summary
- 4. Proposed Bylaw 7D2025**

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 Glendale, mid-block on the south side of 17 Avenue SW between Glenmount Drive SW and Grand Oaks Drive SW. The laned site is approximately 19 metres wide and 30 metres deep with an area of approximately 0.06 hectares (0.15 acres).

Surrounding development is characterized by a mix of low to medium density residential. The large parcel directly north of the site across 17 Avenue SW is designated Multi-Residential – Contextual Low Profile (M-C1) District. A parcel to the east is designated Mixed Use – General (MU-1f1.7h11) District and parcels east of Grand Oaks Drive SW are designated Housing – Grade Oriented (H-GO) District. The site is approximately 300 metres (a five-minute walk) east of an area designated Commercial – Corridor 1 (C-COR1) District located south of 17 Avenue SW and west of 37 Street SW.

The subject site is located approximately 300 metres (a five-minute walk) east of the 45 Street LRT Station and 1.2 kilometres (a 20-minute walk) west of the Westbrook LRT Station and Community Activity Centre.

Community Peak Population Table

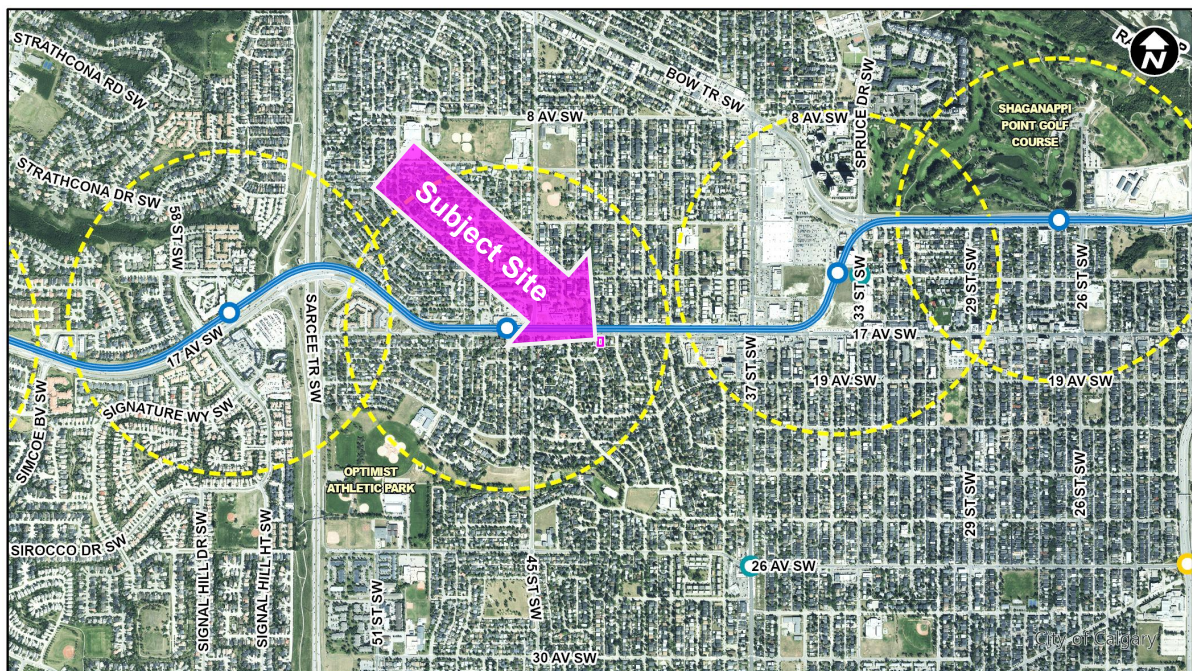
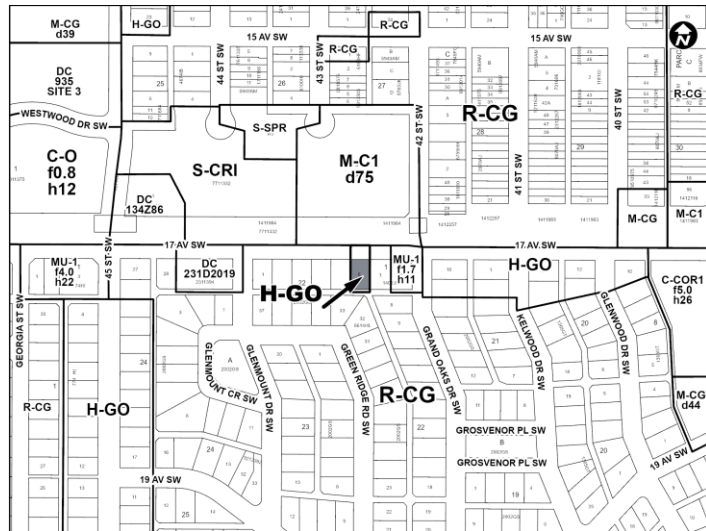
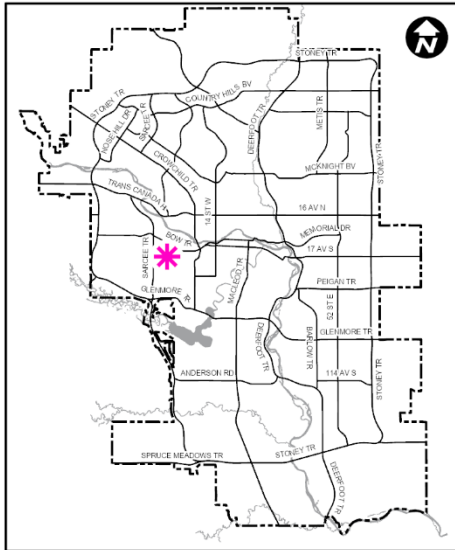
As identified below, the community of Glendale reached its peak population in 1969.

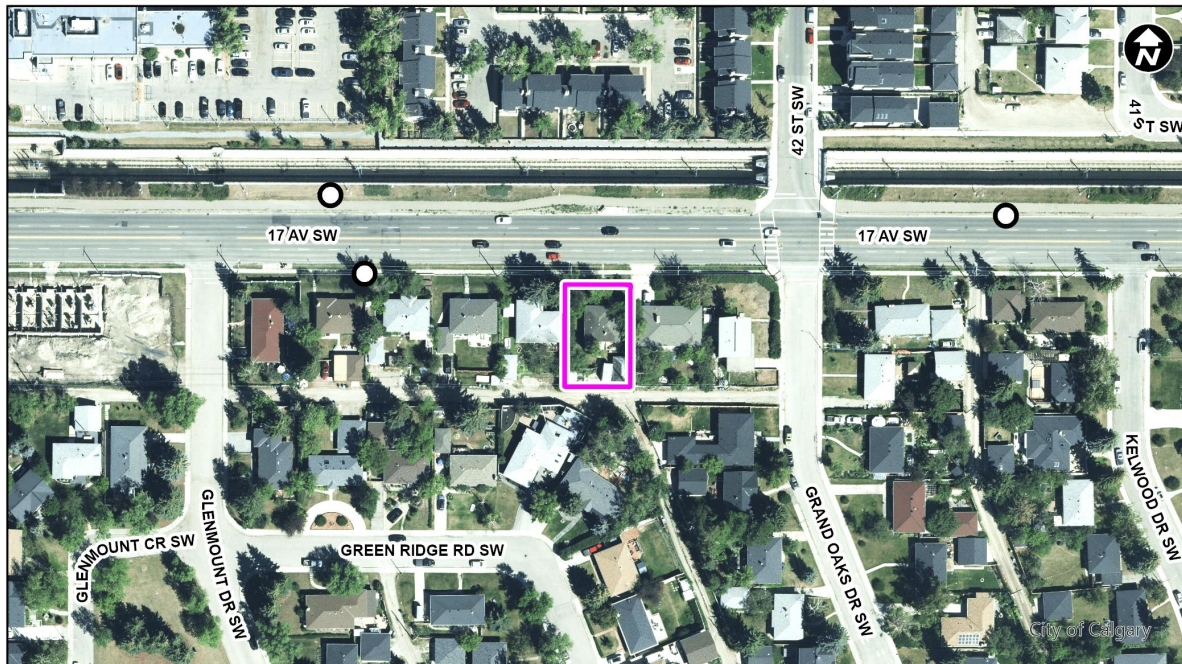
Glendale	
Peak Population Year	1969
Peak Population	3,950
2019 Current Population	2,765
Difference in Population (Number)	- 1,185
Difference in Population (Percent)	- 30%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Residential – Grade-Oriented Infill (R-CG) District is a low-density residential designation applied to developed areas that accommodates single detached, semi-detached, duplex dwellings, rowhouse and townhouse buildings. The R-CG District allows for a maximum building height of 11 metres and a maximum of 75 dwelling units per hectare. Based on the area of the subject site, this would allow for up to four dwelling units. Secondary suites are permitted uses within the R-CG District.

The proposed H-GO District accommodates grade-oriented developments in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with adjacent low density residential districts. The H-GO District offers a balance of compatibility with the adjacent residential districts and greater design flexibility.

The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres where there is more than one residential building on a laned parcel (between the residential building at the front and the residential building at the rear) to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 motor vehicle parking stalls per dwelling unit and secondary suite.

Section 1386(d) of the Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District may be considered appropriate. In areas that are subject to an approved Local Area Plan, such as this subject site, the H-GO District is intended for areas which are identified as either the Neighbourhood Connector or Neighbourhood Flex Urban Form Category. The subject site is identified as Neighbourhood Flex on Map 3: Urban Form in the *Westbrook Communities Local Area Plan* (LAP) and therefore meets the locational criteria of Section 1386(d).

Development and Site Design

The rules of the proposed H-GO District, along with the policies of the LAP, will 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 in the development permit review includes, but are not limited to:

- providing high quality design and building articulation;
- appropriate location of landscaping and amenity space; and
- access, parking provision and encouragement of alternative mobility options.

Transportation

Pedestrian access to the site is available via the sidewalk on 17 Avenue SW and vehicular access to the site will be from the rear lane. Road classifications adjacent to the parcel include 17 Avenue SW as an arterial street. Parking is prohibited on 17 Avenue SW. The site is near an existing on-street bikeway on Grand Oaks Drive SW.

The site is well-served by Calgary Transit with the 45 Street LRT Station located 300 metres (a five-minute walk) to the west. Stops for Route 2 (Mount Pleasant/Killarney 17 Av SW) are 120 metres away (a two-minute walk) and stops for Route 306 (MAX Teal Westbrook/Douglas Glen) and Route 9 (Dalhousie Station/Chinook Station) on 37 Street SW are 550 metres (a nine-minute walk) to the east.

Environmental Site Considerations

No environmental concerns were noted for this site.

Utilities and Servicing

Water storm and sanitary sewers are available to service this site.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential – Established 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 as the proposed H-GO District allows for a modest redevelopment of the site in a form that is sensitive to the existing context in terms of height, scale and massing.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). The applicant has committed to providing rough ins for electric vehicle charging and solar panels as part of a future development permit application. This supports Program D: Renewable energy.

Westbrook Communities Local Area Plan (Statutory – 2023)

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighborhood 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 with units that are oriented to the street. The proposed H-GO District is in alignment with the LAP, as the H-GO District would fulfill objectives of the plan with respect to design, street interface, transition to adjacent dwellings and building height.

Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

Applicant's Name:

Lei Wang

Date:

Aug. 21st, 2024

LOC Number (office use only):

On behalf of the landowner, please accept this application to redesignate a +/-0.059 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 10 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, 4307 17 Ave SW, is a mid-block lot located in the community of Glendale along 17 Ave SW. The site is currently developed with a single detached dwelling built in 1954. Surrounding dwellings are mostly single detached with a multi-residential developments sitting immediately to the east of the site currently under construction.

The site is approximately 0.059 hectares in size. Lane exists to the south of the site. The site is well serviced by public transit with C-train station within 100 meters of the site and bus stops along both 17 Ave and 45 Street.

The project will seek LEED Gold Certificate. Measures like preserving existing mature trees, planting new landscaping, encouraging green roofs and walls, permeable pavement, EV charging and solar roof panels will be explored to improve project's climate resilience.

Westbrook Communities Local Area Plan define this lot as Neighbourhood Flex which is applied to higher activity residential streets such as 17 Ave. The land use encourage a broad range of housing types and 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.

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

2024 October 03



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 4307 17 Ave 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.

From July 30th to Aug. 2nd, 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



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

PROPOSED

CPC2024-1199
ATTACHMENT 4

BYLAW NUMBER 7D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0214/CPC2024-1199)**

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

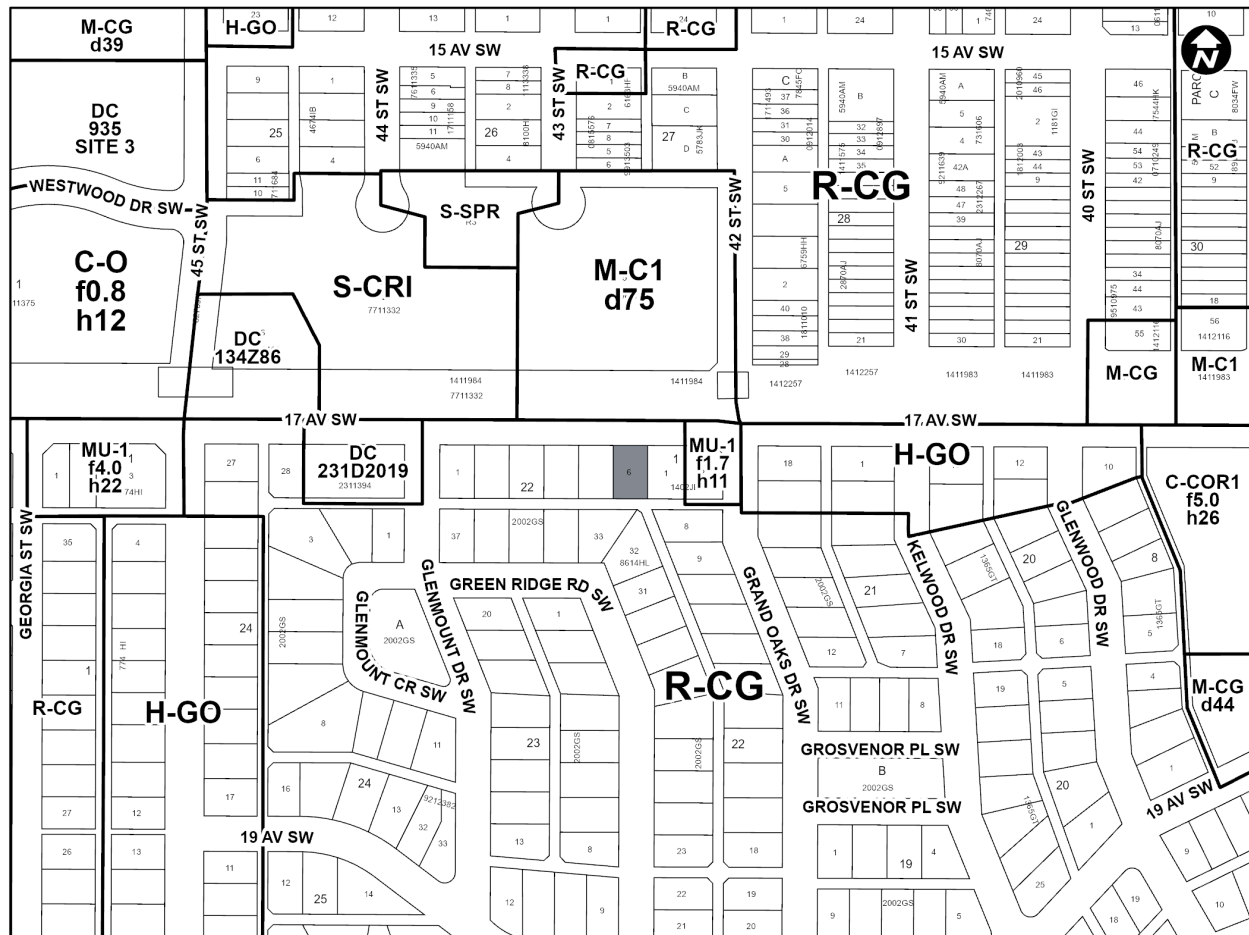
SIGNED ON _____

CITY CLERK

SIGNED ON _____

**AMENDMENT LOC2024-0214/CPC2024-1199
BYLAW NUMBER 7D2025**

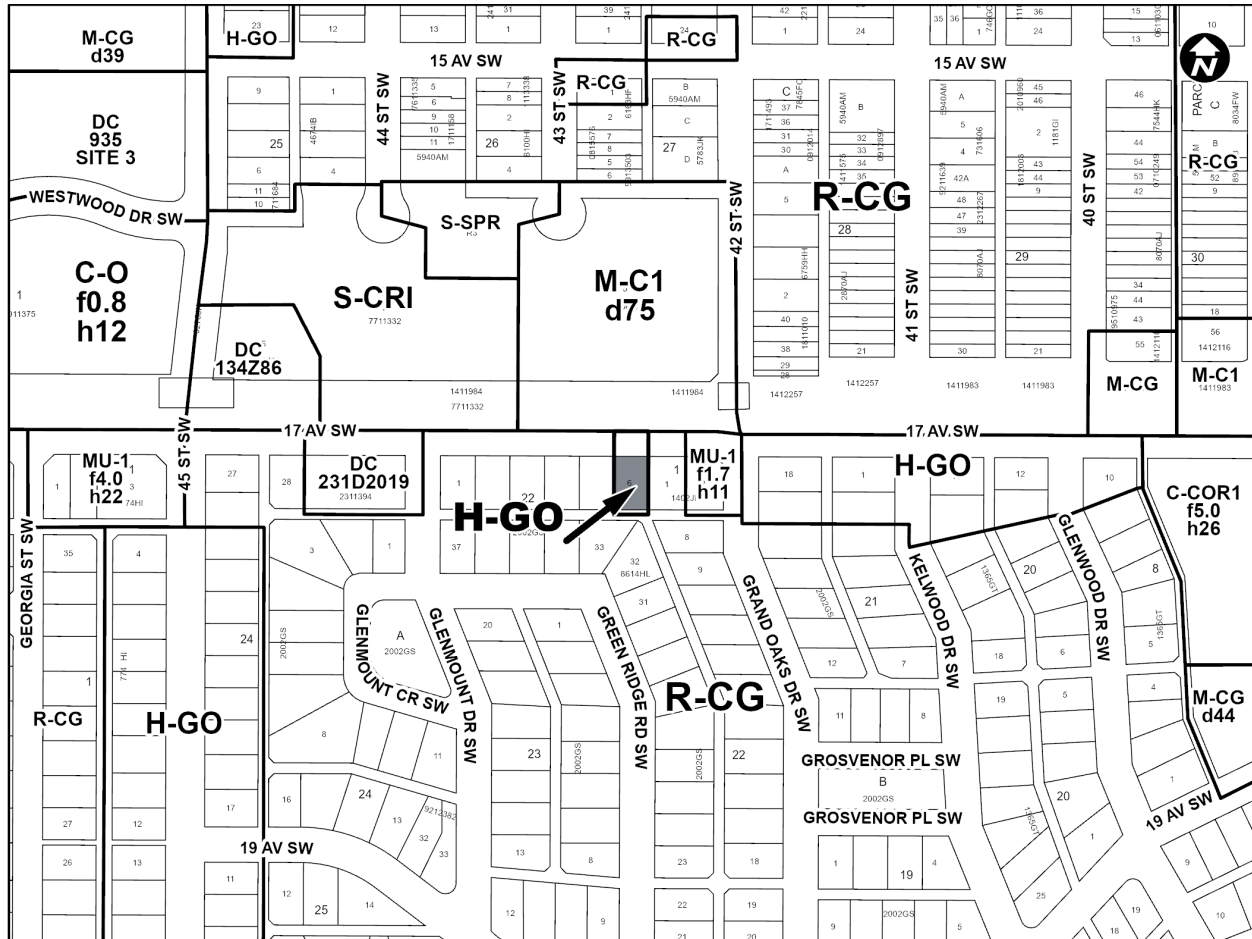
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0214/CPC2024-1199
BYLAW NUMBER 7D2025

SCHEDULE B



Land Use Amendment in West Hillhurst (Ward 7) at multiple addresses, LOC2024-0183

RECOMMENDATION:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1211) to the 2025 January 14 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 0.23 hectares \pm (0.56 acres \pm) located at 206, 210, 214 and 218 – 19 Street NW (Plan 8942GB, Block 19, Lots 4 to 7) from Mixed Use – General (MU-1f3.3h19) District to Mixed Use – General (MU-1f3.9h24) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
NOVEMBER 28:**

That Council give three readings to **Proposed Bylaw 14D2025** for the redesignation of 0.23 hectares \pm (0.56 acres \pm) located at 206, 210, 214 and 218 – 19 Street NW (Plan 8942GB, Block 19, Lots 4 to 7) from Mixed Use – General (MU-1f3.3h19) District to Mixed Use – General (MU-1f3.9h24) District.

HIGHLIGHTS

- This application seeks to increase the maximum floor area ratio and building height for the subject site to accommodate a six-storey mixed-use development.
- The proposal would allow for an appropriate level of density and neighbourhood-scale commercial development along a higher activity street in an inner-city community and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would enable additional housing and commercial options for nearby residents and a more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposal would allow for additional housing options and density to support local commercial development along 19 Street NW and a nearby Neighbourhood Main Street.
- A development permit for a mixed-use development 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 northwest community of West Hillhurst, was submitted by CivicWorks on behalf of the landowners, Hillhurst Boutique Ltd. and Stirling Enterprises Inc., on 2024 July 12. The approximately 0.23 hectare (0.56 acre) site is comprised of four parcels located on the east side of 19 Street NW, approximately 110 metres (a two-minute walk) north of the Kensington Road NW Neighbourhood Main Street.

Land Use Amendment in West Hillhurst (Ward 7) at multiple addresses, LOC2024-0183

The application proposes to maintain the existing MU-1 District with an amended maximum floor area ratio of 3.9 (an increase from the current maximum of 3.3) and maximum building height of 24 metres (an increase from the current maximum of 19 metres). The Applicant Submission (Attachment 2) notes the proposed increases are intended to accommodate a six-storey mixed-use development. The proposed modifier adjustments represent one additional storey of height and approximately 1,354 square metres of additional floor area over the current land use.

A development permit application (DP2024-06339) for 101 dwelling units and 539 square metres of commercial uses was submitted on 2024 August 30 and is under review. Two other development permits have previously been submitted for the northernmost parcel only. DP2020-7757, a five-storey mixed-use building with 24 dwelling units approved by the Development Authority on 2021 December 01 and overturned by the Subdivision and Development Appeal Board on 2022 May 02, and DP2022-07331, a four-storey multi-use commercial building approved by the Development Authority on 2024 January 04.

A detailed planning evaluation, 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 installed informational on-site signage, made online material available through a project webpage, delivered brochures to homes within a 200-metre radius of the site, met with the Ward 7 Councillor's Office and West Hillhurst Community Association and held a digital information session for the community on 2024 September 12. 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 10 letters of opposition from the public noting the following concerns:

- building height and related shadowing and privacy impacts on nearby low-density residential development;
- a midblock site location for development of the largest building on the block face;
- disruption and activity in the rear lane as a result of loading and waste collection;
- amount of parking provided for the proposed density and commercial units; and
- concerns related to increased traffic in the area.

Land Use Amendment in West Hillhurst (Ward 7) at multiple addresses, LOC2024-0183

The West Hillhurst Community Association provided a letter in opposition on 2024 September 20 (Attachment 4) identifying the following concerns:

- the proposed development does not address issues raised by the community for this site as part of a previously appealed development permit;
- a comprehensive traffic study should be required in support of this application and others in the community;
- transit service in the area is too infrequent to be considered “primary transit service” and the site should not qualify for parking reductions;
- amount of on-site parking proposed would not meet parking demand based on city-wide vehicle ownership patterns;
- reducing parking stalls will not encourage active modes of transportation;
- limited infrastructure and school capacity to support increased density; and
- the number of three-bedroom units in the proposed development is too low.

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 is being reviewed and determined as part of the development permit.

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 enable additional housing and retail options which may better accommodate the 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 are being explored and encouraged through the development permit review.

Economic

The proposed land use would provide increased housing choice and diversity in the community and 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.

Planning and Development Services Report to
Calgary Planning Commission
2024 November 28

ISC: UNRESTRICTED
CPC2024-1211
Page 4 of 4

Land Use Amendment in West Hillhurst (Ward 7) at multiple addresses, LOC2024-0183

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
- 5. Proposed Bylaw 14D2025**

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 West Hillhurst on the east side of 19 Street NW between 2 Avenue NW and Kensington Road NW. The mid-block site is comprised of four parcels with a combined area of approximately 0.23 hectares (0.56 acres) and spans approximately 55 metres along the 19 Street NW frontage, with a depth of approximately 41 metres. The site has a rear lane for vehicle access and is currently developed with three single detached dwellings and garages.

This portion of 19 Street NW contains a mix of development forms including single detached dwellings, local commercial uses, low-rise multi-residential and mixed-use projects. The majority of the subject block is currently designated Mixed Use – General (MU-1) District with modifiers of varying intensity. The site is adjacent to parcels designated Residential – Grade-Oriented Infill (R-CG) District to the south and across the lane to the east. The block opposite the site on the west side of 19 Street NW is designated Commercial – Neighbourhood 1 (C-N1) District and Multi-Residential – Low Profile Support Commercial (M-X1) District. The adjacent MU-1f3.3h19 District site to the north is occupied by a five-storey mixed use development that was completed in 2023.

Kensington Road NW, an identified Neighbourhood Main Street, is approximately 110 metres (a two-minute walk) south of the site and has been actively redeveloping with projects that include The Kensington Legion, a three-storey commercial building and east of that The Frontier, an eight-storey mixed-use development currently under construction. Queen Elizabeth School is located approximately 350 metres (a six-minute walk) to the east and Madeleine d'Houet School is approximately 450 metres (an eight-minute walk) to the west. The West Hillhurst Community Association site is approximately 410 metres (a seven-minute walk) to the north and provides a number of recreational amenities and programs.

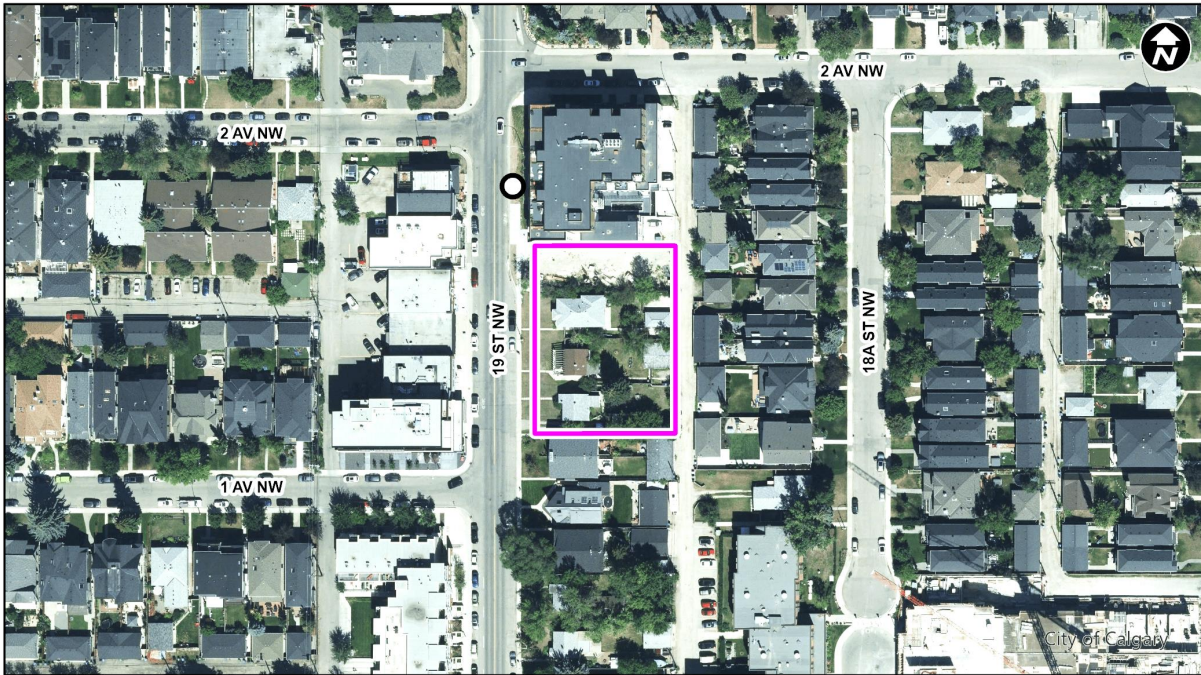
Community Peak Population Table

As identified below, the community of West Hillhurst reached its peak population in 1968.

West Hillhurst	
Peak Population Year	1968
Peak Population	6,871
2019 Current Population	6,447
Difference in Population (Number)	-424
Difference in Population (Percent)	-6.17%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Mixed Use – General (MU-1f3.3h19) District is intended for street-oriented development that accommodates both residential and commercial uses at grade. A mix of residential and commercial uses may occur within the same building or multiple buildings throughout an area. Development intensity should respond to the local context through maximum building height and floor area ratio (FAR) modifiers. The MU-1f3.3h19 District would allow for a maximum FAR of 3.3 (approximately 7,446 square metres) and a maximum building height of 19 metres (approximately five storeys).

The proposed MU-1f3.9h24 District would increase the maximum FAR to 3.9 (approximately 8,780 square metres) and the maximum building height to 24 metres (approximately six storeys).

Development and Site Design

The rules of the proposed MU-1f3.9h24 District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping and parking. Other key factors that are being considered during the review of the development permit include the following:

- an engaging and active built interface along the 19 Street NW frontage;
- the layout and configuration of dwelling units and commercial uses;

- climate resilience mitigation and adaption measures;
- adequate supply and programming of amenity space for the number of dwelling units;
- the number and configuration of motor vehicle and bicycle parking stalls and the evaluation of the supporting Traffic Impact Assessment;
- interface with the lane including parkade access, loading and waste collection; and
- an appropriate scale transition to adjacent low-density parcels.

Transportation

Pedestrian access to the site is available from the existing sidewalks along 19 Street NW. An existing on-street bikeway is located on 19 Street NW as part of the current Always Available for All Ages and Abilities (5A) Network, supporting access to and from the site by alternative transportation modes.

The site is located within 250 metres (a four-minute walk) of transit stops on Kensington Road NW which are served by Route 1 (Bowness/Forest Lawn) westbound and eastbound. Kensington Road NW is identified as part of the Primary Transit Network in the *Municipal Development Plan* (MDP) and is a key transportation and commercial corridor.

The site falls within Residential Parking Permit (RPP) Zone 'Z' and on-street parking is available for two hours, Monday to Sunday. Upon redevelopment of the subject site, vehicular access will only be permitted from the rear lane.

A Traffic Impact Assessment was submitted in support of the application which included a parking study component.

Environmental Site Considerations

A Phase II Environmental Site Assessment (ESA) will be required during the development permit review.

Utilities and Servicing

Water and sanitary sewer mains are available to service the subject site. A storm sewer connection (main extension) will be required upon redevelopment of the site.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is split between the Developed Residential – Inner City and the Main Streets – Neighbourhood Main Street areas, as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage modest redevelopment and intensification of established communities to make more efficient use of existing infrastructure, public amenities, and transit, and expanding local commercial development in close proximity to residents. The proposed MU-1f3.9h24 District would allow for a modest increase in density over the existing district while maintaining the opportunity for at-grade commercial development. The proposed land use is in alignment the applicable policies of the MDP.

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 are being explored and encouraged at subsequent through the development permit review.

Riley Communities Local Area Planning Project

Administration presented the proposed [Riley Communities Local Area Plan](#) (LAP), which includes West Hillhurst and surrounding communities, to the Infrastructure and Planning Committee (IPC) on 2024 October 16. Following IPC, a motion to refer the LAP back to Administration was passed by Council on 2024 October 29, directing Administration to return by Q2 2025. The proposed land use amendment is in alignment with the applicable urban form category and building scale modifier for the subject site in the proposed LAP. Planning applications are being accepted for processing while the project is in progress; however, applications are reviewed using existing legislation and Council approved policy only.

Applicant Submission

2024 July 12



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

P 403 201 5305
E info@civicworks.ca

Proposed Land Use Change Applicant Summary

Project Location: 206-218 19 ST NW (West Nineteenth)
Existing Land Use: Mixed-Use - General (MU-1 f3.3h19) District
Proposed Land Use: Mixed-Use - General (MU-1f3.9h24) District

APPLICATION SUMMARY

On behalf of EC Living, CivicWorks has made a Land Use Redesignation (rezoning) application to transition the properties at 206-218 19 ST NW from the existing Mixed-Use - General (MU-1) District to the same Mixed-Use - General (MU-1) District with minor changes to the height and floor-area-ratio (FAR) modifiers. This proposed change will realize a 6-storey mixed-use, multi-residential development vision with active commercial frontage onto 19 ST NW as envisioned in a concurrent Development Permit to be submitted by project team architect Casola Koppe shortly following this redesignation application. A summary of key project details is included below:

Building Height: 6 Storeys (24m max. building height)
Commercial: 4 Commercial-Retail Units (539.2 m² / 5804ft²)
Residential Units: 101 (16 one-bedroom units, 75 two-bedroom units, 9 three-bedroom units)
Vehicle Parking Stalls: 71 Resident & Visitor Stalls
Secure Bike / Scooter / Stroller Storage Units: 61 Class-1 bike stalls provided in a secure at-grade storage room
Resident Amenity Space: 967.7 m² (10,416 ft²) Outdoor Amenity Space, 217.2 m² (2,338 ft²) Indoor Amenity Space

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 plans and concept drawings, available online at: www.ecliving.ca/engage. The project team is proposing a 6-storey mixed-use building, with contextual bylaw-aligned setbacks and stepbacks to create a considered transition to the surrounding built forms along the 19 ST NW Commercial Corridor, from low density single and semi detached homes to mixed-use and multi-residential developments measuring up to 5 storeys.

PROJECT SITE CHARACTERISTICS

The project development vision is well-suited to the project given its lot characteristics, strategic location, and the character and scale of surrounding area development:

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 is located along 19 ST NW, an MDP-identified Collector Roadway and is within ±115m of Kensington RD NW, a Neighbourhood Boulevard, and is within ±865m of Crowchild TR N, a higher order Skeletal Roadway which connects the greater Calgary area and generally sees significant levels of vehicle and transit activity.

Nearby Transit Service: The project site is adjacent to local bus route 404, is within ±115m of a MDP-identified Primary Transit Network along Kensington RD NW which hosts Routes 1 and 89, and is within ±865m of the Crowchild TR N Primary Transit



Network which hosts Routes 20, 104, and 89. 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 a vehicle-reduced and vehicle-free lifestyle.

Nearby Main Street: The project site is located $\pm 115\text{m}$ from the Kensington RD NW Neighbourhood Main Street, a municipally-identified location for future population growth and incremental redevelopment. The subject site represents a contribution to the continued evolution of the Kensington RD NW Neighbourhood Main Street Study Area, which provides convenient access to a variety of services and amenities for everyday life and diversity of built forms. The project site is also located along 19 ST NW, which has developed into a mixed-use multi-residential connector, particularly between Kensington RD NW and 3 AV NW.

Nearby Open Spaces & Community Amenities: The project site is within a short 10 minute walk of a variety of local area destinations and amenities, including a number of parks that host playgrounds and sports fields; three schools; the West Hillhurst Community Association with its gym, arena, tennis courts and Bowview Outdoor Pool; The Bow Valley Lawn Bowling Club; places of worship; and the Bow River regional pathway network. Nearby cycling infrastructure along 19 ST NW, 6 AV NW, and Broadview RD NW allows for even easier access to some of these destinations.

Nearby Multi-Unit Development: The project site is adjacent to 222 19 ST NW (19+2), a 5 storey mixed-use multi-residential development, and is located near other examples of recently approved, under construction, and completed examples of mixed-use or multi-residential housing at 203 19 ST NW (Wolf Den, 4 storey mixed-use multi-residential, 21m away), 119 19 ST NW (Savoy, 4 storey mixed-use multi-residential, 35m away), 118 19 ST NW (WH114-118, 3 storey mixed-use multi-residential, 42m away) and 110 18A ST NW (Frontier Legion Phase 2, 8 storey mixed-use multi-residential, 80m away), allowing the future development vision to complement the scale of surrounding area development.

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. Being located within close proximity to a Neighbourhood Main Street and Primary Transit Service, the MDP also encourages a more compact urban form. The MDP acknowledges that Neighbourhood Main Street Areas have potential for moderate urban intensification of both homes and jobs, especially when near Primary Transit Service.

ALIGNMENT WITH LOCAL AREA PLANS

The project site is located within the City of Calgary community of West Hillhurst, which does not currently have a Local Area Plan (LAP) in place to provide development guidance for the West Nineteenth site. The Riley Communities LAP which will eventually apply to West Hillhurst is currently in final draft form. The final draft Riley Communities LAP designates this site under the Neighbourhood Commercial Urban Form Category and a Low Building Scale which encourages street-oriented mixed-use developments up to 6-stories in scale. The Neighbourhood Commercial Urban Form Category is intended for developments that support ground-floor commercial along higher-activity streets that accommodate a range of uses above. The proposed 6-storey mixed-use development vision with active street frontage is in direct alignment with the Draft Riley Communities LAP and would not require an amendment. In the absence of an approved LAP, the project team looks to contemporary higher order plans like the MDP and CTP, which generally support the development of new inner city grade oriented housing options close to transit service and Main Street corridors.



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.

Each 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 mailers hand 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 helpful. This project will also include a digital information session, advertised via hand-delivered mailers, updates to the applicant signage, and project website, that will offer community members an opportunities to learn more about the project, ask direct questions of the project team, and share feedback.

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 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 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, referencing West Nineteenth (206-218 19 ST NW).

Applicant Outreach Summary

2024 September 24



Applicant-Led Outreach Summary

West Nineteenth: 206-218 19 ST NW

LOC2024-0183
DP2024-06339



Issued
September 2024

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Applicant-led Outreach Process

CivicWorks and EC Living are committed to being good neighbours and working with the community throughout this Land Use Redesignation and Development Permit application process. In support of the applications for this project, CivicWorks undertook a proactive outreach program to ensure a clear process for interested parties and groups. Various outreach strategies were implemented between July - September 2024 and are further detailed below. Interested parties including the West Hillhurst Community Association (WHCA) and Ward 7 Office were offered digital meetings and invited to participate in our process, which has focused on informative and fact-based engagement and communications. A Digital Information Session was held on September 12, 2024, to ensure that interested community members had the opportunity to learn more about the proposal, discuss and ask questions.

Our Outreach Strategies



On-Site Signage

Supplementary on-site signage was installed early in the application process. Additional temporary signage was installed on-site to advertise the Digital Information Session and outreach closure. Signage remains on-site to share detailed project information directly with surrounding neighbours and provide project team contact information until a Council decision is made.



Project Outreach Webpage

The project website (<https://www.ecliving.ca/west-nineteenth>) was regularly updated, acts as an information-sharing platform, and served as a direct line to the project team. Community members could learn more about the proposed development vision through the information published to the project website including the Outreach Summary and were invited to ask questions and share their feedback directly via an online feedback form.



Hand Delivered Mailers

Detailed trifold brochures were hand-delivered to surrounding area neighbours within a ±200m radius of the project site when outreach was initiated to share project information, provide project team contact information. Two more rounds of mailers publicly advertised the Digital Information Session and notified residents of outreach closure.



Public Digital Information Session held on September 12, 2024

The project team hosted an online information session on September 12, 2024 to share the development vision, listen to community feedback, and answer questions. In total, 9 community members attended.



Phone Line & Email Address

An outreach phone line and email inbox provided direct lines of contact for the public to communicate with the project team. The outreach phone number and email address were listed on mailers, on-site signage, and the project outreach webpage.



Community Association & Ward Office Meetings

The project team met digitally with the Ward 7 Office on September 3, 2024 and the West Hillhurst Community Association on September 16, 2024 to discuss the proposed change and answer questions.

Application Timeline

July - September 2024: Application Submission & Applicant-led Outreach Launch

- Activated and monitored a dedicated engagement email and phone line with on-going correspondence and direct responses provided to all interested parties;
- Shared project information materials with the WHCA and Ward 7 Councillor's Office, offering virtual meetings;
- Two rounds of hand-delivered mailers to neighbours within ±200m of the subject site, providing proposal details, contact information, and advertising the Digital Information Session;
- Displayed sandwich board on site that was periodically updated, providing proposal details, contact information, and details about the Digital Information Session;
- Dedicated project website hosted application materials, an online feedback portal, and was periodically updated with latest/greatest materials;
- Digital Information Session with Community Members on September 12;
- Virtual Meetings with Ward 7 Office on September 3 and WHCA on September 16;

September 2024: Outreach Closure

- Hand-delivered a third round of mailers to neighbours within ±200m of the subject site, providing outreach closure notification and project status updates;
- Updates to on-site signage, providing notice of outreach closure and availability of Applicant Led Outreach Summary for download on project webpage;
- Dedicated project website updated with most relevant materials and Outreach Summary available for download;
- Shared Applicant-led Outreach Summary with City Administration, WHCA, and Ward 7 Office;

Our Commitment

Since no single solution can satisfy all community members completely, the project team cannot integrate everything suggested by our neighbours and the community at-large.

Our promise, however, is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our outreach process:

1. **We will provide you with quality information about the project.**
2. **We will ask for your thoughts on key areas of the project.**
3. **We will share what we have heard and our team's response to it.**

Balancing Interests

Our role as Applicant / Outreach Lead requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. Through this outreach process, we consider:

1. **Calgary's Growth & Development Goals**
City-wide goals and priorities that shape the future of Calgary's communities.
2. **Local Area Policy**
Existing and emerging plans and policies that guide local area development.
3. **Development Vision & Design Principles**
'Missing Middle' projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.
4. **Economic Viability**
The need to design and deliver a financially-viable project.
5. **Community Feedback**
What various community members and groups think and say about a proposed project or specific issue.

Application History & What We Heard Overview

Application History

In July 2024, on behalf of EC Living, CivicWorks made a Land Use Redesignation ('rezoning') application (LOC2024-0183) at 206-218 19 ST NW. The redesignation proposes retention of the existing Mixed Use - General (MU-1) District, with minor refinements to Floor Area Ratio (increase from 3.3 to 3.9) and Height (increase from 19m to 24m) to allow for the subsequent development of a six storey, mixed-use and multi-residential development. The subject site is located along the 19 ST NW Collector Roadway in the Inner City community of West Hillhurst.

Casola Koppe Architecture was also retained to undertake a staggered concurrent Development Permit (DP2024-06339) application alongside the Land Use Redesignation (LOC) application. The staggered-concurrent process ensures a high-quality 'bricks-and-mortar' design outcome that aligns with the proposed land use change.

Overview

Our outreach process was designed to provide multiple opportunities for community members to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels and strategies, we heard feedback from the WHCA, the Ward 7 Councillor's Office, and a total of 10 community members, inclusive of the 9 community participants who attended the Applicant-led Digital Information Session. Administration also advised they recieved responses from 8 community members. EC Living and the project team would like to thank these community members for sharing their feedback.

In reviewing the feedback collected to date (September 24, 2024), and summarized by Administration and the WHCA, the project team has identified six key feedback themes. The key themes outlined in the following pages are broken into What We Heard and Team Response.

Feedback Themes

1. Traffic, Parking, and Roadways
2. Community Fit, Height, and Design
3. Interfacing Conditions
4. Development Permit Considerations
5. School Capacity
6. General Support

What We Heard

Traffic, Parking, and Roadways

What We Heard

Concerns regarding traffic, parking, and impact on surrounding roadways were raised by community members, the Ward 7 Office, the WHCA, and in the feedback received by Administration. Particularly, impacts to traffic and commercial parking along 19 ST NW, pedestrian safety for students traveling to and from Queen Elizabeth School, and the paving of the rear lane were top of mind considerations.

Team Response

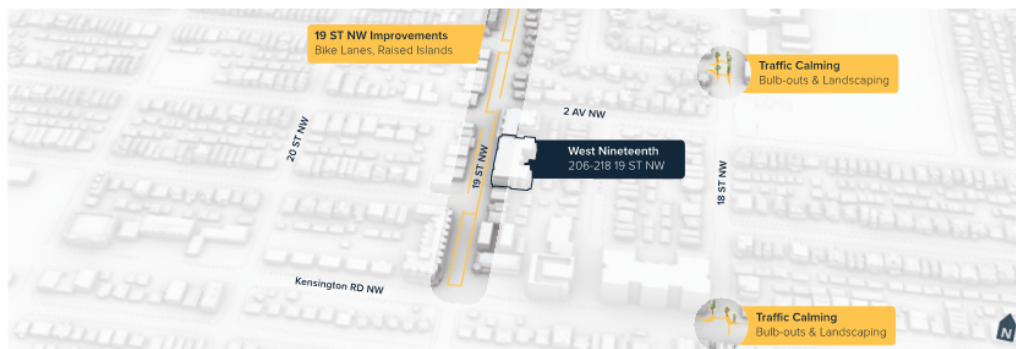
To better understand the traffic and parking impacts, the project team worked with professional transportation engineers, Bunt & Associates, to complete a Transportation Impact Assessment (TIA), available for download on the project website. An intersection capacity analysis was completed for 2 AV NW and 19 ST NW as well as the north and south intersections of the rear lane. This analysis identified all relevant intersections will continue to operate acceptably after development of the subject site. This study takes into account not only traffic from existing developments, but future traffic from approved and upcoming developments as well.

The rear lane behind West Nineteenth will be required to be paved from the southernmost parcel of the West Nineteenth assembly at 206 19 ST NW north to where the lane meets 2 AV NW. The City of Calgary recommends a daily volume of less than 1,500 trips for Inner City rear lanes, and West Nineteenth will increase the daily rear lane traffic volume of the north

intersection to 670 trips and the south intersection to 450 trips, both well below the daily capacity limit.

The proposed parking supply of 68 resident vehicle stalls exceeds the bylaw parking requirement of 63 stalls, which takes into account a transit-reduction as the site is within 200m of a MDP-identified Primary Transit Corridor, Kensington RD NW. Based on surface parking demand observed at the adjacent 19+2 mixed-use development, the anticipated commercial parking demand is 4-6 stalls. The development is providing 3 on-site commercial stalls off the lane and an additional 8 on-street stalls are currently available along the site 19 Street NW frontage with 1-2 hour parking.

The surrounding road network has several traffic calming measures and active transportation enhancements being introduced through new bulb-outs along 18 ST NW and Kensington RD NW as part of off-site improvements from the Truman Frontier development, and the upcoming 19 ST NW Improvements. These measures are intended to slow down traffic and increase pedestrian and cyclist safety for residents of West Hillhurst and students of Queen Elizabeth School. Although the 19 ST NW Improvements are still being finalized, the road widening is intended to allow for separated bike lanes on either side of 19 ST NW while maintaining street parking on both sides as well. As currently proposed, street parking will be largely retained along the frontage of the West Nineteenth development through these improvements.



06

What We Heard

Community Fit, Height, and Design

What We Heard

Several community members and the WHCA raised concerns about the proposed height, the contextual fit with the community character, and why the existing MU-1f3.3h19 District could not be used to achieve the development vision.

Team Response

The proposed development vision is for a 6-storey mixed-use multi-residential development with pedestrian-oriented commercial along 19 ST NW. EC Living and the project team have carefully tailored the development vision for this site given recent nearby developments ranging from 3 to 8-storeys in scale, aligning with the final draft Riley Communities Local Area Plan (RCLAP), and the unique site assembly of 4 parcels along a higher-order Collector Roadway. The mix of 1 to 3-bedroom units will cater to a diverse mix of unit types that appeal to a variety of future residents across a range of lifestyles and stages along this corridor. The proposed MU-1f3.9h24 District will enable the 6-storey development vision, and the project team has prepared a comparative shadow study with the existing MU-1f3.3h19 District, available on pages 11-13 of this document. The study highlights that there is a minimal difference in sun-shadow impact between a 5 storey building that is already entitled versus the proposed 6 storey building.

Within a block of West Nineteenth are several recent, under-construction, and approved developments that range from 3-storey townhomes to 8-storey mixed-use

multi-residential developments. West Nineteenth is also directly adjacent to 19+2, a 5-storey mixed-use multi-residential development. The project team believes that the proposed 6-storey form, with considered setbacks and stepbacks, is a contextual fit along the 19 ST NW Collector Roadway. Additional mass carving beyond MU-1 Land Use Bylaw envelope requirements has shifted building mass away from lower-density residential homes across the rear lane and towards 19 ST NW.

The final draft of RCLAP is scheduled to go to the Infrastructure and Planning Committee on October 16, and then Public Hearing on December 3, 2024, for a final decision. The final draft RCLAP designates this site and the southern portion of the 19 ST NW Community Corridor under the Neighbourhood Commercial urban form category with a low building scale modifier, encouraging mixed-use and multi-residential development up to 6-storeys on this site and along the southern 19 ST community corridor. The proposed MU-1f3.9h24 District and development vision are aligned with the RCLAP vision for this site and the 19 ST NW Community Corridor.

The project team believes that this site is appropriate for a modest increase in height and density given it's located along a commercial street with amenities, bikeways, and local bus service, as well as being within walking distance from the Kensington RD NW Neighbourhood Main Street and Primary Transit Corridor.



07

What We Heard

Interfacing Conditions

What We Heard

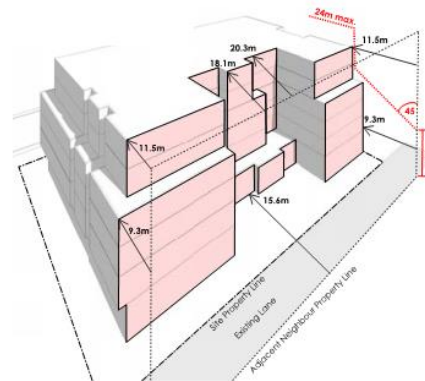
The project team heard from two adjacent neighbours to the east and south of the subject site that they had concerns regarding the massing and potential overlooking of their properties.

Team Response

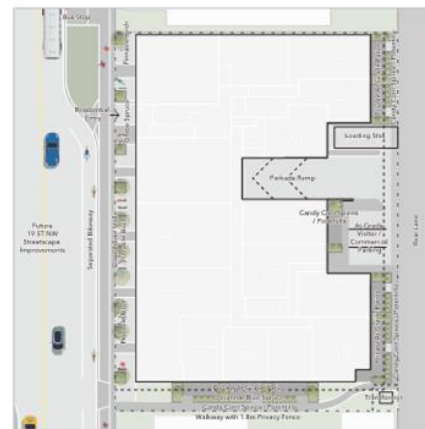
The project team has created an internal courtyard along the eastern interface to shift massing and units away from adjacent lower-density homes across the rear lane. This massing reduction is intended to allow for greater sunlight access onto the site and across the rear lane, as well as reduce overlooking of adjacent properties with a 50-65ft separation from the adjacent property across the lane.

Beyond the mass reduction for the rear courtyard, the building has been stepped back on the fourth-storey along the east, south, and west elevations to further shift massing away from neighbouring properties. Additional plantings and a 2.0m tall privacy fence along the southern property line will further prevent overlooking.

Included in the active Development Permit, DP2024-06339, the project team has included frosted glass along the lower half of all raised windows and the full extent of all balcony railings along the eastern and southern interfaces, annotated in pink below, to mitigate privacy and overlooking concerns. Although 19 ST NW is envisioned as a mixed-use multi-residential corridor, the project team is cognizant of existing single and semi-detached homes along and nearby this corridor.



Eastern Mass Carving Diagram



Landscape Plan



East Elevation



South Elevation

NOTE: Building designs are conceptual in nature and provided for discussion purposes only based on community requests. Confirmation of exact form would be required through a Development Permit application and review by The City of Calgary. 08

What We Heard

Development Permit Considerations

What We Heard

The project team heard feedback from the WHCA regarding several development permit specific considerations such as screening rooftop mechanical equipment from adjacent residents, the potential for excessive noise from future residents, security of the rear lane including lighting and storage of waste & recycling, future compliance with the landscape plan, as well as the choice of building materiality for durability and sustainability.

Team Response

The active Development Permit, DP2024-06339, will meet the requirements of the Land Use Bylaw, Section 1360: Mechanical Screening. Mechanical equipment will be located on the rooftop of the proposed development, and screened from view to align with Land Use Bylaw requirements and mitigate visibility concerns raised by the WHCA.

No outdoor communal amenity space is proposed in the active Development Permit, DP2024-06339, which may contribute to excessive noise. As with any residential property, future residents of West Nineteenth and existing residents of West Hillhurst will have to comply with the City of Calgary Community Standards Bylaw 23M2023 Part 9 which regulates residential noise.

Waste, recycling, and organic waste will be stored in an internal and secure storage room that is accessed off the rear lane. To help improve security and safety of the rear lane, a strategic lighting strategy will be explored through the Development Permit review process that illuminates on-site walking paths without disrupting neighbouring properties.

EC Living is an experienced local developer that is committed to contributing to a high-quality public realm in all their developments. If the WHCA has concerns about future bylaw compliance specific to landscaping, they may contact The City at 311 or EC Living at eciving.ca.

The project team has carefully selected a combination of building facade materials that are durable, aesthetic, and match the look and feel of the surrounding developments. Wood grain siding, either real or veneer on metal, brick masonry, and fibre cement panels are proposed for the West Nineteenth development which are also common building materials in Calgary that are designed to withstand our sometimes severe weather and climate.



Fibre Cement Panel
Vertical, Dark



Fibre Cement Panel
Horizontal, Light



Wood Grain Siding
Blonde Oak



Masonry
Light Grey Brick

What We Heard

School Capacity

What We Heard

The WHCA raised concerns that the schools in West Hillhurst at maximum enrollment and cannot support new developments.

Team Response

While an increase in the number of homes can have potential impacts on school capacity, it is beyond the purview of individual land use applications to effect change related to school capacity issues. The Calgary Board of Education (CBE) is circulated on development applications, and monitors population growth and change to make recommendations to the Government of Alberta about opening or closing schools. The Government of Alberta (Alberta Education) is responsible for reviewing, planning, forecasting and funding school capacity. In recent years, Alberta has seen record inter-provincial migration and international immigration, which has had a great impact on school capacity. These organizations will continue to work together to plan school capacity in Calgary based on its growth patterns.

General Support

What We Heard

The project team heard general support for the development vision directly from an adjacent neighbour, as well as in the Online Information Session hosted on September 12, 2024. Specifically, the contribution the development would make to the community and detail-oriented efforts from the project team.

Team Response

The project team appreciates support for the application and development vision from community members and agrees that the subject site is well suited for an increase in density given the adjacency to transit, small-scale commercial, bike lanes, and the close walking distance to the Kensington RD NW Neighbourhood Main Street and Primary Transit Corridor.



10

Conceptual Shadow Studies Proposed Design DP2024-06339

SUMMER SOLSTICE - JUNE 21



9:00am



12:00pm



2:00pm



4:00pm

NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features/grade. Simulated dates and times (9:00am, 1:00pm, and 4:00pm on equinox and solstices) are based on previously established City of Calgary recommendations.

LEGEND

- Existing MU-1f3.3h19 Shadows
- DP2024-06339 Shadows



Conceptual Shadow Studies Proposed Design DP2024-06339

SPRING & AUTUMN EQUINOXES - MARCH 21 / SEPTEMBER 21



9:00am



12:00pm



2:00pm



4:00pm

NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features/grade. Simulated dates and times (9:00am, 1:00pm, and 4:00pm on equinox and solstices) are based on previously established City of Calgary recommendations.

LEGEND

- Existing MU-1f3.3h19 Shadows
- DP2024-06339 Shadows



Conceptual Shadow Studies Proposed Design DP2024-06339

WINTER SOLSTICE - DECEMBER 21



9:00am



12:00pm



2:00pm



4:00pm

NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features/grade. Simulated dates and times (9:00am, 1:00pm, and 4:00pm on equinox and solstices) are based on previously established City of Calgary recommendations.

LEGEND

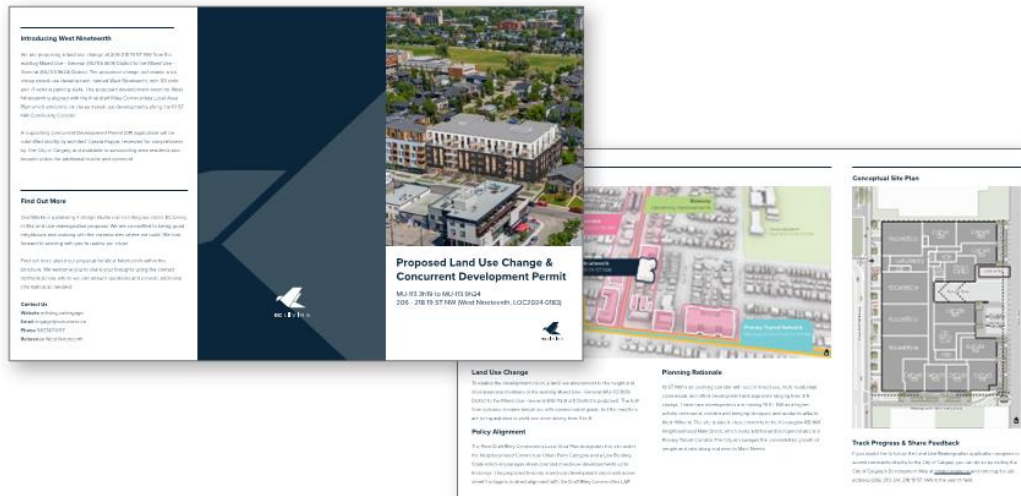
- Existing MU-1f3.3h19 Shadows
- DP2024-06339 Shadows



Outreach Materials - Neighbour Postcards



Online Information Session Mailer - Delivered August 23, 2024



Neighbour Brochure - Delivered July 12, 2024



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civicworks.ca

Community Association Response

2024 September 20

LOC2024-0183: 206-218 19 Street NW, Land Use Amendment to accommodate MU-1f3.9h24

DP2024-06339: 206-218 19 Street NW, New: Dwelling Unit, Retail and Consumer Service (1 building)

- Many reasons listed in the successful SDAB Appeal 2021-0091 regarding File DP2020-7757 remain valid for this location. Please review items 122-154 in the attached document:

[Calgary Subdivision and Development Appeal Board - SDAB2021-0091 Decision](#)

- The WHPC requests an encompassing traffic study that includes all major intersections of access and egress (Crowchild Trail at Kensington Rd NW, 5th Ave NW, 19 St at Kensington Rd NW, 19 St at 5/6th Ave NW). The study should include DP2021-06339, DP2019-0979, DP2024-03857, DP2023-08098, DP2022-01135, DP2024-06227, DP2024-05258 and the National Arts Center on Brownsea Dr NW.
- The Primary Transit designation allows the developer to reduce parking by 25%. It is important to note that West Hillhurst does not have Primary Transit. West Hillhurst does not currently have any transit routes (including the newly revised Route 1 as of Fall 2023) that satisfy the City's own definition of "Primary Transit". In the 2020 Calgary Transportation Plan, this is defined as i) <10min frequency ii) 15 hrs a day iii) 7 days a week.
- West Hillhurst also does not have a BRT Route such as Route 305 BRT service as providing Primary Transit to West Hillhurst. This route was discontinued in Fall of 2023. As background, this route was always incorrectly classified as "BRT" service - its name a relic from 2018 when it was replaced by the MAX Orange Route on 16th Ave. Previously, Route 305 ran 3 buses during the AM & PM rush hours periods respectively, on a 30 minute frequency. This was more properly classified as "express bus" service.
- RouteAhead - Strategic Plan for Transit in Calgary (2023) and RouteAhead Annual Status Update (2023) indicated that only a small portion of Primary transit has been implemented and that the full implementation will take 10 years. Neither document has indicated that the West Hillhurst Primary Transit path is being addressed in the near future. There are no 2024 updates on primary transit infrastructure and existing priority projects, such as the Greenline, have been canceled.
- The intent of the Primary Transit requirement is to ensure there is adequate transit allowing for parking reductions of 25%. The intent is for it to exist now. The community of West Hillhurst cannot be developed assuming that a primary transit network will be available.

- Information from the City of Calgary website and Alberta Registries shows that Calgary has a per capita vehicle ownership of 0.735 and 0.75 respectively. West Hillhurst has an average of 2.6 persons per household. Based on 0.5 parking spots per dwelling, every development in the area is adding 1.45 vehicles to street parking. New developments on 19 St and Kensington Rd NW indicate they will provide minimum parking requirements for the bylaw. Based on current development permits and approved permits it is estimated that 450 to 500 vehicles will require street parking in the area. The Frontier Building on Kensington Rd NW is currently listing parking spot prices at \$50,000. This may lead to even more cars parking on the streets than anticipated. For these reasons a minimum of one parking spot per dwelling is necessary.
- The City of Calgary website tracks cyclists using bike paths to commute to the downtown area: <https://maps.calgary.ca/BicycleCount2016/> Use of the bike path significantly declines from October to the end of April. Lack of residential parking does not improve year-round bicycle commuting.
- The Riley LAP did not undertake a community wide transportation study as requested by the community.
- The WHPC does not support the requested relaxation for loading zones. This development requires two loading zones given the traffic congestion and lack of street parking in the area.
- The schools in the community are at their maximum enrollment. We are concerned with the lack of thoughtful infrastructure support with the increase in density our community is experiencing.
- Of the 101 units in this development, nine are three bedrooms. This development does not provide a solution to missing middle housing.

PROPOSED

CPC2024-1211
ATTACHMENT 5

BYLAW NUMBER 14D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0183/CPC2024-1211)**

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

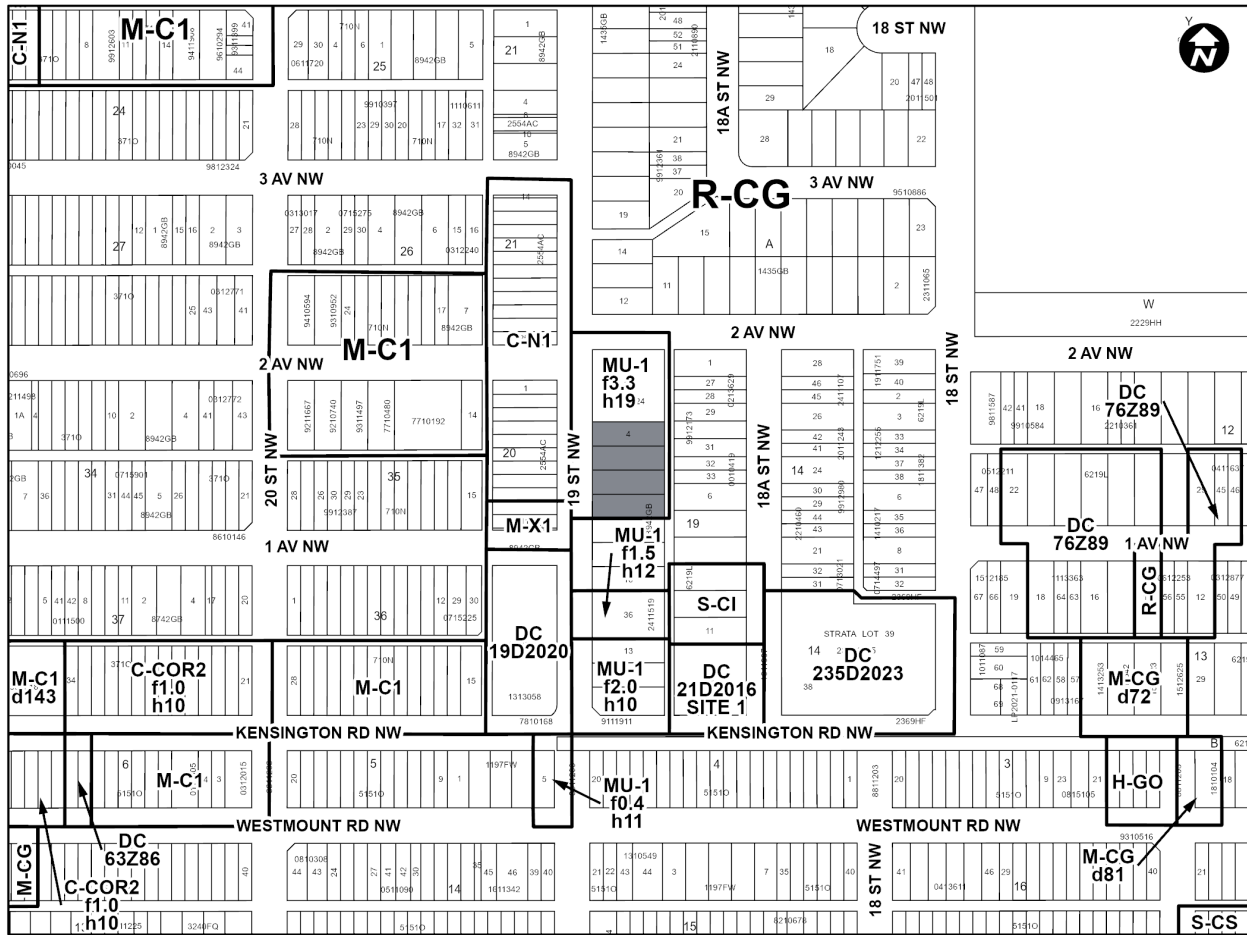
SIGNED ON _____

CITY CLERK

SIGNED ON _____

**AMENDMENT LOC2024-0183/CPC2024-1211
BYLAW NUMBER 14D2025**

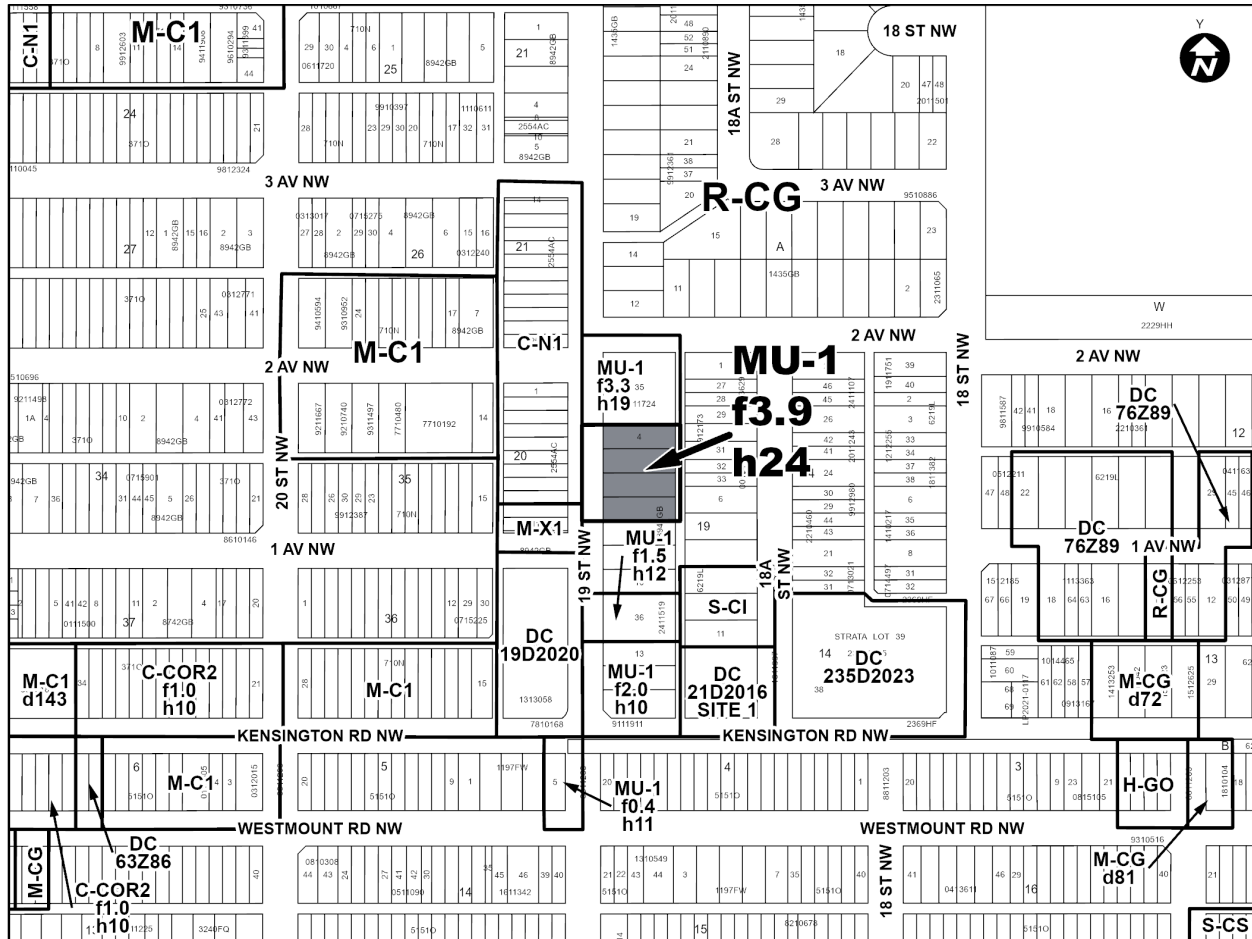
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0183/CPC2024-1211
BYLAW NUMBER 14D2025

SCHEDULE B



**Land Use Amendment in Banff Trail (Ward 7) at 2371 – 20 Avenue NW,
LOC2024-0188**

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 2371 – 20 Avenue NW (Plan 9110GI, Block 7, Lot 11) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate rowhouse development, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
OCTOBER 31:**

That Council give three readings to **Proposed Bylaw 6D2025** for the redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 2371 – 20 Avenue NW (Plan 9110GI, Block 7, Lot 11) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control (DC) District to accommodate rowhouse development, with guidelines (Attachment 2).

HIGHLIGHTS

- This land use amendment seeks to redesignate the subject parcel to a Direct Control (DC) District based on the Residential – Grade-Oriented Infill (R-CG) District to address unusual site constraints created by a restrictive covenant on title which restricts development to a “Single or Two Family dwelling house and a private garage”.
- This application supports the transit-oriented development vision for the Banff Trail community in alignment with the *Municipal Development Plan* (MDP) and *Banff Trail Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? This land use amendment would promote greater housing choice in a community with access to alternative transportation modes, as well as more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? More housing choice adjacent to existing Light Rail Transit (LRT) infrastructure is important and this proposal may increase population diversity in close proximity to existing services and facilities in Banff Trail and may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- In 2023, a development permit (DP2023-05562) was approved on this site for a four-unit rowhouse building with secondary suites.
- In 2017, a land use amendment application was approved by Council (Bylaw 269D2017) to implement the new density policies of the ARP which designated the subject parcel Residential – Grade-Oriented Infill (R-CG) District.

DISCUSSION

This application, located in the northwest community of Banff Trail, was submitted on 2024 July 18 by Horizon Land Surveys on behalf of the landowner, Bhimani Holdings Inc. The application proposed a redesignation to Direct Control (DC) District to enable the development of four dwellings units with secondary suites, as indicated in the Applicant Submission (Attachment 3).

**Land Use Amendment in Banff Trail (Ward 7) at 2371 – 20 Avenue NW,
LOC2024-0188**

The approximately 0.06 hectare (0.14 acre) parcel is located in at the corner of Halifax Crescent NW and 20 Avenue NW and is currently vacant as the previous single detached dwelling and garage have been demolished. The site is approximately 400 metres east of the Banff Trail LRT Station (a six-minute walk) and 300 metres (a five-minute walk) from the 16 Avenue NW Urban Main Street.

The parcel is subject to a restrictive covenant that restricts the use of the parcel to a single or semi-detached dwelling. Restrictive covenants are not binding on Council or Administration in making land use or development permit decisions. They do present a potential impediment to redevelopment at the time of construction should another landowner choose to enforce the restrictive covenant.

The ARP states that for parcels subject to a restrictive covenant that is not in alignment with the goals and objectives of the ARP, The City of Calgary supports the direction of the ARP (Section 2.1.2 – Context). This is the basis of Administration's recommendation to Calgary Planning Commission in this report.

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 post cards outlining the proposed change to neighbours within a 100 metre radius. The applicant also contacted the Banff Trail Community Association and Ward 7 Councillor's Office. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

In keeping with Administration's practice, 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.

No comments from the Banff Trail Community Association were received. Administration contacted the Community Association to follow up and no response was received.

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.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 31

ISC: UNRESTRICTED
CPC2024-1158
Page 3 of 3

**Land Use Amendment in Banff Trail (Ward 7) at 2371 – 20 Avenue NW,
LOC2024-0188**

IMPLICATIONS

Social

The proposed DC District will provide additional certainty that the rowhouse and townhouse uses listed in the existing R-CG District can be realized, which may better accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

The approved development permit linked to this land use amendment does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

Economic

The ability to develop up to four dwelling units and secondary suites on this site would allow for a more efficient use of land, existing infrastructure and services, and provide more housing choices in the community.

Service and Financial Implications

No anticipated financial impact.

RISK

If this land use amendment application is not supported, there may be impediments to the implementation of the MDP and the ARP. Private investment and redevelopment envisioned in the MDP and ARP may not be achievable on this parcel even though it is situated within 400 metres from the existing Banff Trail LRT station (a six-minute walk).

ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 6D2025**
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 northwest community of Banff Trail at corner of Halifax Crescent NW and 20 Avenue NW. the parcel is approximately 0.06 hectares (0.14 acres) in size and is approximately 17 metres wide and 36 metres deep. The original dwelling and detached garage were demolished in 2024 and the site is currently vacant.

Surrounding development consists primarily of single detached dwellings and a rowhouse development located northeast of the subject site. Parcels located further east of the subject site are designated Commercial – Neighbourhood 2 (C-N2) District and Multi-Residential – Contextual Low Profile (M-C1) District. The site has good access to parks and open space, schools, and primary transit service. Nearby schools include:

- Branton School, approximately 220 metres southeast (a three-minute walk);
- Capitol Hill School, approximately 650 metres east (an 11-minute walk); and
- St. Pius X School, approximately 750 metres east (a 12-minute walk).

Banff Trail LRT Station is approximately 400 metres (a six-minute walk) west of the subject site and is also located approximately 300 metres (a five-minute walk) from the 16 Avenue NW Urban Main Street. The subject site is also well serviced by public transit along 19 Street NW, 20 Avenue NW and 16 Avenue NW where the MAX Orange Brentwood/Saddletowne stop is located.

Many parcels in Banff Trail are subject to a restrictive covenant registered in 1952, restricting development on the affected parcels to single and semi-detached dwellings. These covenants, registered against individual properties and/or entire subdivision plans, were used as an early planning tool before municipalities adopted land use bylaws and other planning legislation designed to govern land development. While these restrictive covenants are not binding on Council or Administration in making land use or development permit decisions, they present a potential impediment to redevelopment at the time of construction should another landowner choose to enforce the restrictive covenant.

Community Peak Population Table

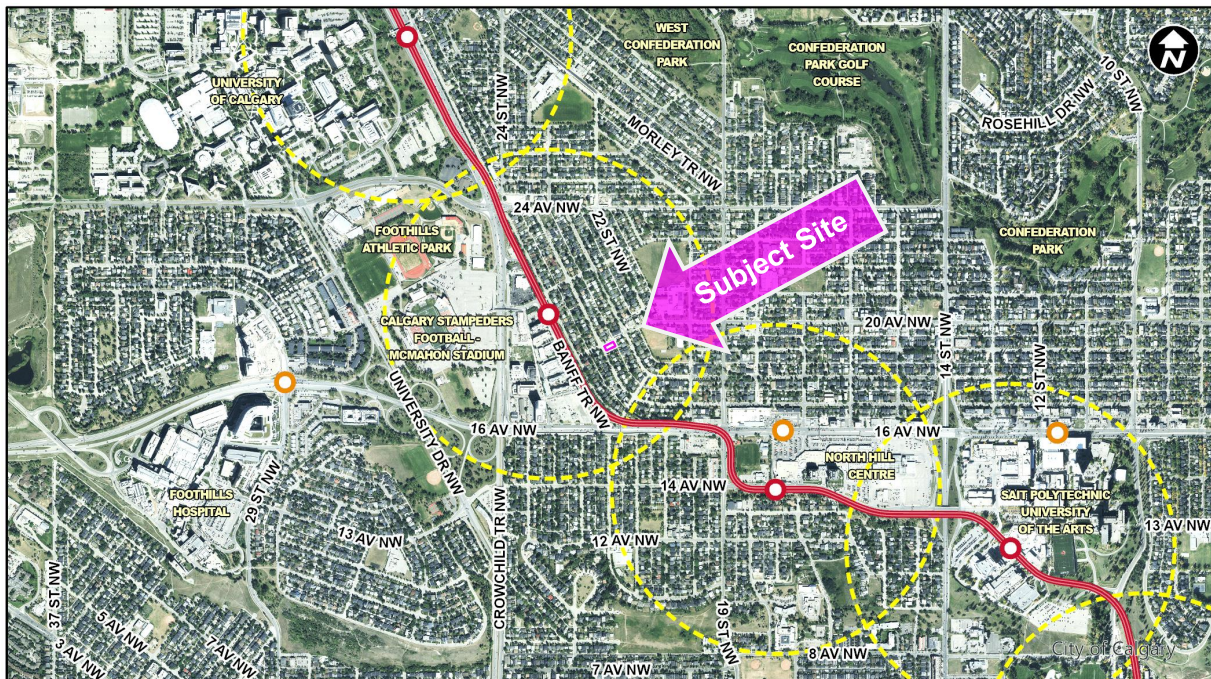
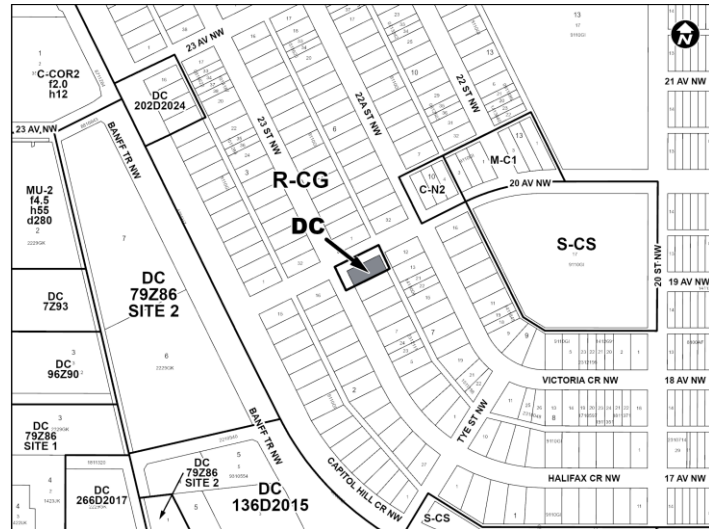
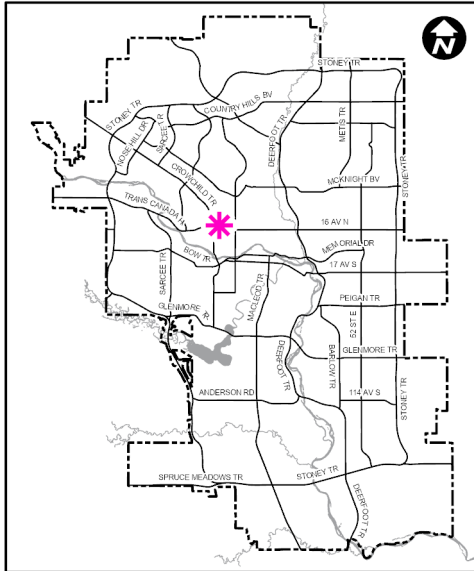
As identified below, the community of Banff Trail reached its peak population in 1968.

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2019 Current Population	4,153
Difference in Population (Number)	- 730
Difference in Population (Percent)	- 14.9%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

In 2013, Council directed Administration to work with interested parties to identify potential areas for modest intensification in Banff Trail. As a result of this direction, the *Banff Trail Area Redevelopment Plan* (ARP) was amended in 2016 to include several new typologies, including Low Density Rowhouse. The Low Density Rowhouse typology was applied to numerous sites, including the subject parcel.

In 2017, Council approved a City-initiated redesignation (Bylaw 269D2017) to several blocks along strategic corridors in Banff Trail, resulting in current designation of the Residential – Grade-Oriented Infill (R-CG) District. This action supported the implementation of the Land Use Plan (Figure 2 – Land Use Plan) in the ARP.

In 2019 September, Council amended the ARP (Bylaw 56P2019) to remove the Special Study Area overlay from the intersection of Crowchild Trail NW and 24 Avenue NW. The amendment supported redevelopment in alignment with the goals and objectives of the ARP where there was conflict with a restrictive covenant that limited development to one or two dwelling units.

Planning Evaluation

Land Use

The existing Residential – Grade-Oriented Infill (R-CG) District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, rowhouses and townhouses. 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 up to four dwelling units with the ability for secondary suites.

The proposed land use district is a Direct Control (DC) District, based on the R-CG District. The intent of the DC is to allow for development that requires a minimum density of 50 units per hectare (minimum of three dwelling units) and maintains the maximum density of 75 units per hectare (maximum four dwelling units). The DC District also excludes Single Detached Dwelling, Contextual Single Detached, Semi-detached Dwelling, Contextual Semi-detached Dwelling, Duplex Dwelling and Cottage Housing Cluster uses.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration. The use of a Direct Control District is necessary to allow for the applicant's proposed development due to the unusual site constraint created by the restrictive covenant on title, which limits development to a "Single or Two Family dwelling house and a private garage". The existence of the restrictive covenant prevents the landowners from developing their land in accordance with the approved R-CG District and the policies of the ARP.

This proposal specifically enables the applicant's intended four-unit rowhouse development, while maintaining the R-CG District base to ensure development is compatible with other forms of low-density residential development. 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 supports redevelopment that aligns with The City's approved policy goals and investments, expressed through the *Municipal Development Plan* (MDP) and the ARP. It also ensures that the ARP can be implemented the way it was envisioned.

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 rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district.

Development and Site Design

If approved by Council, the rules of the R-CG District (referenced in the proposed DC District) as well as the policies of the MDP and ARP will provide guidance for redevelopment, with the exception that single detached and semi-detached dwellings will no longer be allowed in the approved DC District, and development must provide a minimum of three dwelling units (or 50 units per hectare).

The approved development permit for this site (DP2023-05562) satisfies the minimum density requirements of the proposed DC District, and a new development permit would not be required if this land use amendment is approved.

Transportation

Pedestrian access to the site is available from the existing sidewalks along Halifax Crescent NW and 20 Avenue NW. Existing on-street bikeways, part of the current Always Available for All Ages and Abilities (5A) Network, are located along 22 Street NW and 24 Avenue NW, supporting access to and from the site by alternative transportation modes.

The subject site is well served by Calgary Transit Service and has direct and convenient access to Banff Trail Light Rail Transit (LRT) Station, approximately 400 metres northwest of the site (a

four-minute walk). Bus routes are also available on 19 Street NW with southbound and northbound stops located within 500 metres, or a six-minute walk from the site (Routes 414 – 14 Street Crosstown and 105 – Dalhousie Station/Lions Park Station). The subject site is also located approximately 300 metres (a five-minute walk) from the 16 Avenue NW Urban Main Street where the MAX Orange Brentwood/Saddletowne stop is located. The subject site is also well serviced by public transit along 20 Avenue NW where Route 65 – Market Mall/Downtown West, Route 404 – North Hill and Route 414 – 14 Street Crosstown are located.

Vehicular access to the proposed development is anticipated to be from the rear lane. The subject parcel falls within Residential Parking Permit (RPP) Zone E, and on-street parking is available on 23 Avenue NW and 22 Street NW adjacent to the site.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of the development permit review stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject 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 established communities to make more efficient use of existing infrastructure, public amenities and transit, and deliver small and incremental benefits to climate resilience. The proposal is in keeping with the relevant MDP policies.

Calgary Climate Strategy (2022)

The approved development permit linked to this land use amendment does not include any actions that specifically address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

Banff Trail Area Redevelopment Plan (Statutory – 1986)

The subject site is located within the Low Density Rowhouse area as identified on Figure 2 - Land Use Plan in the [Banff Trail Area Redevelopment Plan](#) (ARP). The Low Density Rowhouse area is intended to allow for a modest increase in density with a greater variety of housing types. New development should be grade-oriented including rowhouse buildings and therefore, this land use amendment does not require an ARP amendment.

Section 2.1.2(b) of the ARP provides specific direction regarding the potential for conflict between the policy goals of the ARP and the restrictive covenant affecting the subject parcel. Section 2.1.2 - Context in the ARP states the following:

“Many parcels in Banff Trail have a caveat registered against the certificate of title which may restrict development. These restrictions include, but are not limited to, restricting development to one or two-unit dwellings. In some cases, this caveat is not in alignment with the goals and objectives of this Plan and where such conflicts occur, The City of Calgary supports the direction of this Plan.” (Bylaw 56P2019)

The proposed land use amendment is in alignment with the ARP.

South Shaganappi Communities Local Area Planning Project

This site is located in Area 13 (South Shaganappi Communities), which includes Banff Trail and surrounding communities. Administration is currently developing the [South Shaganappi Communities Local Area Planning Project](#). Planning applications are being accepted for processing while the project is in progress, however, applications are being reviewed using existing legislation and Council approved policy only, including the existing *Banff Trail Area Redevelopment Plan* (ARP). This proposal is in alignment with the applicable urban form category and building scale modifier for the subject site in the draft *South Shaganappi Communities Local Area Plan* (LAP).

PROPOSED

CPC2024-1158
ATTACHMENT 2

BYLAW NUMBER 6D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0188/CPC2024-1158)**

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 _____

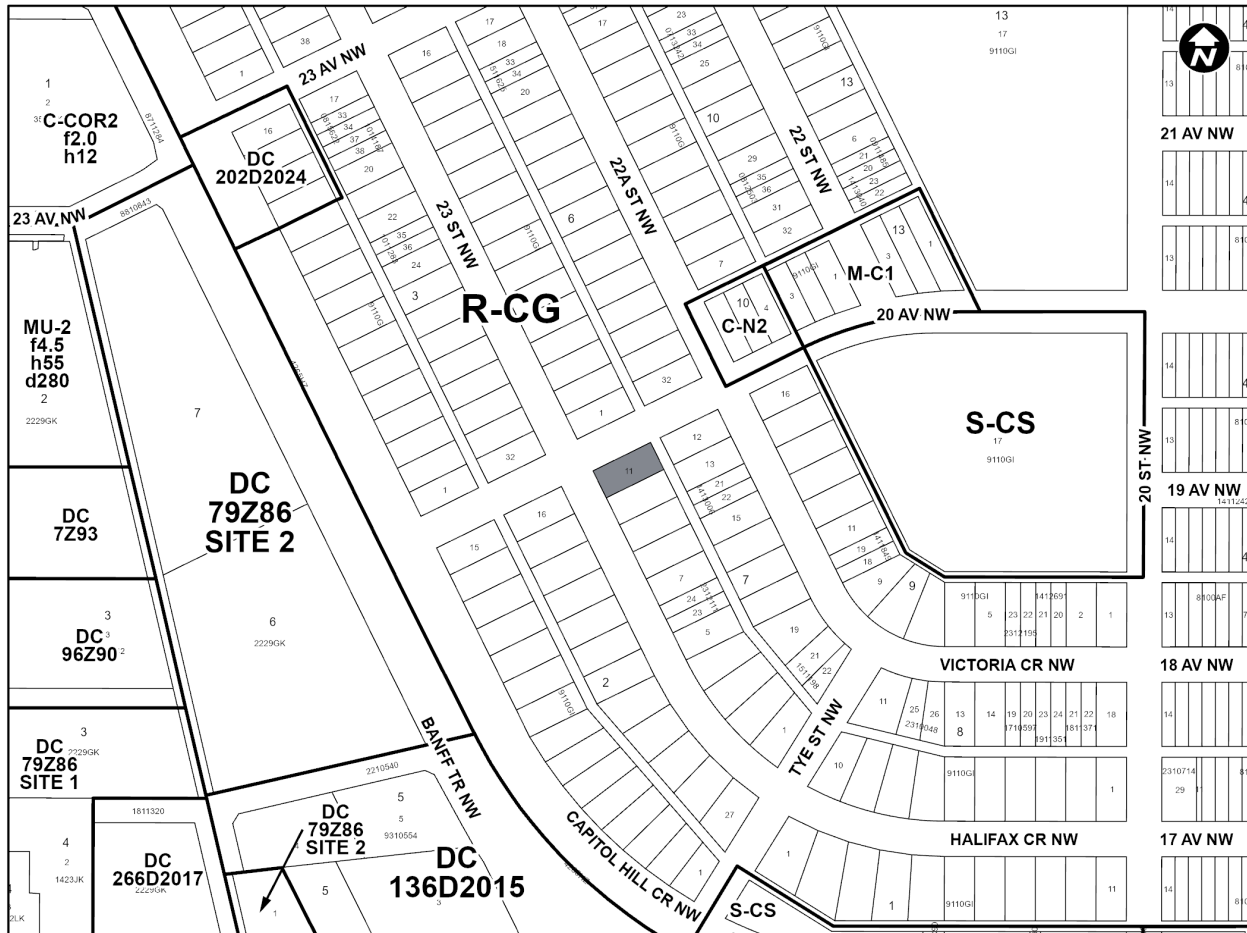
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0188/CPC2024-1158
BYLAW NUMBER 6D2025

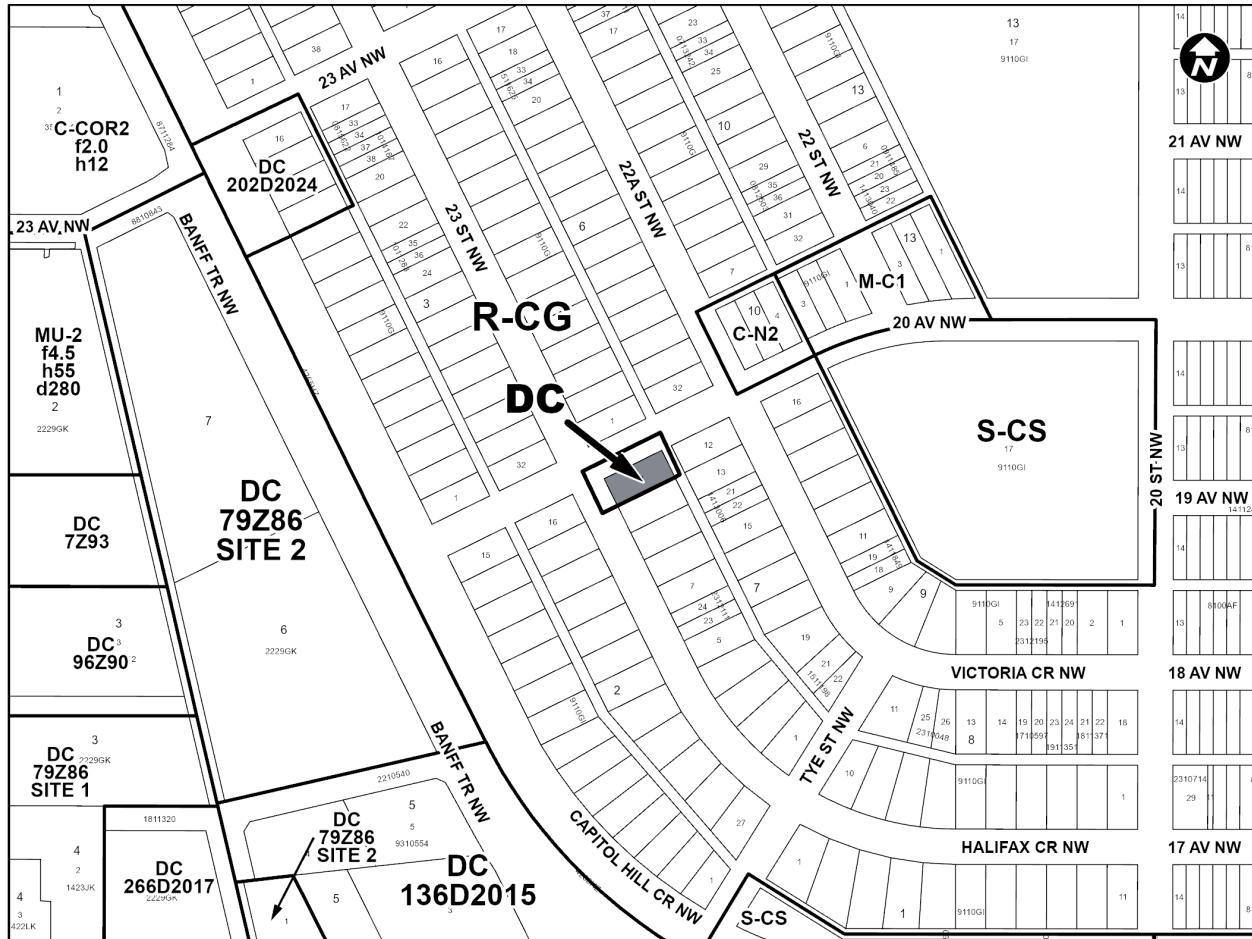
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0188/CPC2024-1158
BYLAW NUMBER 6D2025

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to accommodate rowhouse developments by establishing minimum density requirements.

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 Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District with the exclusion of:

- (a) **Contextual Semi-detached Dwelling**; and

PROPOSED

AMENDMENT LOC2024-0188/CPC2024-1158
BYLAW NUMBER 6D2025

- (b) **Contextual Single Detached Dwelling.**

Discretionary Uses

- 5** The ***discretionary uses*** of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the exclusion of:

- (a) **Cottage Housing Cluster;**
- (b) **Duplex Dwelling;**
- (c) **Semi-detached Dwelling; and**
- (d) **Single Detached Dwelling.**

Bylaw 1P2007 District Rules

- 6** Unless otherwise specified, the rules of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 apply in this Direct Control District.

Density

- 7** (1) The minimum ***density*** is 50 ***units*** per hectare.
- (2) The maximum ***density*** is 75 ***units*** per hectare.

Relaxations

- 8** 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.

Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

LOC Number (office use only):

Applicant's Name:

Lei Wang

Date:

July 15th, 2024

On behalf of the landowner, please accept this application to redesignate a +/-0.063 hectare site from R-CG to Direct Control (R-CG) to remove single detached, semi-detached and duplex from uses.

The lot is currently already zoned as R-CG. There is already an approved DP2023-05562 for four units row house with basement suites. With the lot along 20 Ave and super close to C-train station, we consider this as an appropriate use of the land. However the restrictive covenant on title 1358GL states that only single detached is allowed which is contradict with zoning policy. Established court cases requires us to rezone the lot to DC (R-CG) so to make it clear that row houses is the use for the land.

The project will seek LEED Gold Certificate. Measures like preserving existing mature trees, planting new landscaping, encouraging green roofs and walls, permeable pavement, EV charging and solar roof panels will be explored to improve project's climate resilience.

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

The proposed R-CG is a Low Density Residential District. 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.

Applicant Outreach Summary

2024 September 9



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 2371 20 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 "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 July 5th, 2024, 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



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.

The lot is already currently zoned as R-CG. But the restrictive covenant brings a lot of uncertain to the projects. The proposed Direct Control is to deal with it.

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

Land Use Amendment in Beltline (Ward 8) at 1310 – 9 Street SW and 1405 – 4 Street SW, LOC2024-0162

RECOMMENDATION:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1024) to the 2025 January Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 0.28 hectares \pm (0.69 acres \pm) located at 1310 – 9 Street SW and 1405 – 4 Street SW (Plan A1, Block 93, Lots 1 to 3 and a portion of Lot 4; Plan A1, Block 106, Lots 19 to 23 inclusive and a portion of Lot 18) from Direct Control (DC) District and Centre City Commercial Corridor District (CC-COR) to Direct Control (DC) District to accommodate a heritage density transfer, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
OCTOBER 3:**

That Council give three readings to **Proposed Bylaw 1D2025** for the redesignation of 0.28 hectares \pm (0.69 acres \pm) located at 1310 – 9 Street SW and 1405 – 4 Street SW (Plan A1, Block 93, Lots 1 to 3 and a portion of Lot 4; Plan A1, Block 106, Lots 19 to 23 inclusive and a portion of Lot 18) from Direct Control (DC) District and Centre City Commercial Corridor District (CC-COR) to Direct Control (DC) District to accommodate a heritage density transfer, with guidelines (Attachment 2).

HIGHLIGHTS

- This application proposes a new Direct Control (DC) District to allow for the transfer of density from a source site (1310 – 9 Street SW), which is a designated Municipal Historic Resource, to a receiving site (1405 – 4 Street SW), through the mechanism of heritage density transfer as outlined in Land Use Bylaw 1P2007.
- This application is supported, as it aligns with the direction for use of heritage density transfer as found in the *Beltline Area Redevelopment Plan: Part 1* (ARP) and policies within the *Municipal Development Plan* (MDP) in relation to preservation of heritage resources.
- What does this mean to Calgarians? This will help to ensure that the source site continues to be preserved as a Municipal Historic Resource and facilitates new opportunities for development on the receiving site.
- Why does it matter? Ensuring the continued preservation of heritage resources in Beltline helps to maintain the community's unique character and sense of place. In addition, by providing new housing options and additional commercial spaces within the community on the receiving site, this will encourage a more diverse population to come and live in Beltline and will help support the existing businesses within the community.

Land Use Amendment in Beltline (Ward 8) at 1310 – 9 Street SW and 1405 – 4 Street SW, LOC2024-0162

- A development permit (DP) was approved by Calgary Planning Commission on the receiving site on 2024 August 15 (under DP2021-7019).
- The designation of the source site (the Riviera Apartments) as a Municipal Historic Resource was approved at the 2018 December 10 Public Hearing of Council.

DISCUSSION

This land use amendment application in the southwest community of Beltline was submitted by The City of Calgary on 2024 June 14 on behalf of the landowners, Beltline Brownstones Inc. and 2157113 Alberta Ltd. (GWL Realty Advisors). This application proposes a Direct Control (DC) District that transfers heritage density from a source site that is a designated Municipal Historic Resource (1310 – 9 Street SW known as the Riviera Apartments), to a receiving site (1405 – 4 Street SW). More information can be found in the Applicant Submission (Attachment 3).

The proposed guidelines for development in the proposed DC Districts on both sites maintain the current base land use district of the Centre City Multi-Residential High Rise District (CC-MH) for the source parcel and the Centre City Commercial Corridor District (CC-COR) for the receiving parcel. The proposed DC District reduces the maximum allowable density on the source site and increases the maximum allowable base density on the receiving site.

Calgary Planning Commission approved DP2021-7019 for a multi-residential development on the receiving site on 2024 August 15. Development permit approval could proceed ahead of approval of this land use, as Bylaw 1P2007 does not explicitly state in the rules pertaining to heritage density transfer that a DC District must be passed prior to approval of a DP, but simply that a DC must be passed. Administration was comfortable moving forward with DP approval, as DP2021-7019 included specific Prior to Release conditions that require the remaining steps of the heritage density transfer be completed prior to release of the DP. This ensures that the building could never be built without these remaining steps being completed.

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. However, as this is a City-initiated land use application required solely to allow for, and track, the transfer of density between the source site and the receiving site, no outreach was undertaken. This is stated in the Applicant Outreach Summary which can be found in Attachment 4.

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 03**

**ISC: UNRESTRICTED
CPC2024-1024
Page 3 of 4**

Land Use Amendment in Beltline (Ward 8) at 1310 – 9 Street SW and 1405 – 4 Street SW, LOC2024-0162

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 two letters from the public. However, both letters were asking for clarification on details of the land use application and were neither in support nor opposition of this application. No comments from the Beltline Neighbourhoods Association were received. Administration contacted the Neighbourhoods Association 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 to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

This application helps facilitate the transfer of additional density for new development in an established community that will encourage and accommodate the housing needs of a wider range of 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*. However, the approved Development Permit (DP2021-7019), related to this land use application, specifically addresses Program Pathway F: Zero Emissions Vehicles – Accelerate the Transition to Zero Emissions Vehicles, as 10 EV charging stations will be provided within Parkade Level 2.

Economic

This application will help facilitate new development in Beltline that will 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 1D2025**
3. Applicant Submission
4. Applicant Outreach Summary

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 03**

**ISC: UNRESTRICTED
CPC2024-1024
Page 4 of 4**

**Land Use Amendment in Beltline (Ward 8) at 1310 – 9 Street SW and 1405 – 4
Street SW, LOC2024-0162**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

There are two sites included within the proposed Direct Control (DC) District. For the purposes of transferring heritage density, there is one source site (DC Site 2) and one receiving site (DC Site 1), both of which are located in the southwest community of Beltline.

The source site is located at the southeast corner of 9 Street SW and 13 Avenue SW. This site totals 0.11 hectares (0.27 acres) and is approximately 30.0 metres wide by 40.0 metres deep. It is currently occupied by the [Riviera Apartments](#), a designated Municipal Historic Resource. To the east of this site is a six storey, multi-residential development, to the south across the alley is a 16 storey, multi-residential development, to the west across 9 Street SW is a 14 storey multi-residential development and to the north, across 13 Avenue SW, is Barb Scott Park.

The receiving site is located on the corner of 14 Avenue SW and 4 Street SW. This parcel is approximately 0.17 hectares (0.42 acres) in size and approximately 40.0 metres wide by 41.0 metres deep. It is currently occupied by a single storey commercial development and an at-grade surface parking lot. Surrounding development is characterized by a mix of low to mid-rise commercial and residential development. Directly to the west of the site is a three-storey residential building but will be developed in future as the second phase of this comprehensive development. To the south of the subject site, a high-rise multi-residential development is under construction. To the east of the site is a mid-rise residential development, and to the north of the site, there is the First Baptist Church and affiliated buildings.

Both the source and receiving sites are located in close proximity to the active pedestrian corridors of 4 Street SW and 8 Street SW. Both sites are also in close proximity to or along streets with significant neighbourhood commercial development, for example, 4 Street SW and 17 Avenue SW. These sites are also near existing public open spaces. For example, as mentioned, Barb Scott Park is directly north of the source site and Haultain Park is 150 metres to the east of the receiving site (a three-minute walk), with Central Memorial Park 75 metres to the north of the receiving site (a one-minute walk).

Community Peak Population Table

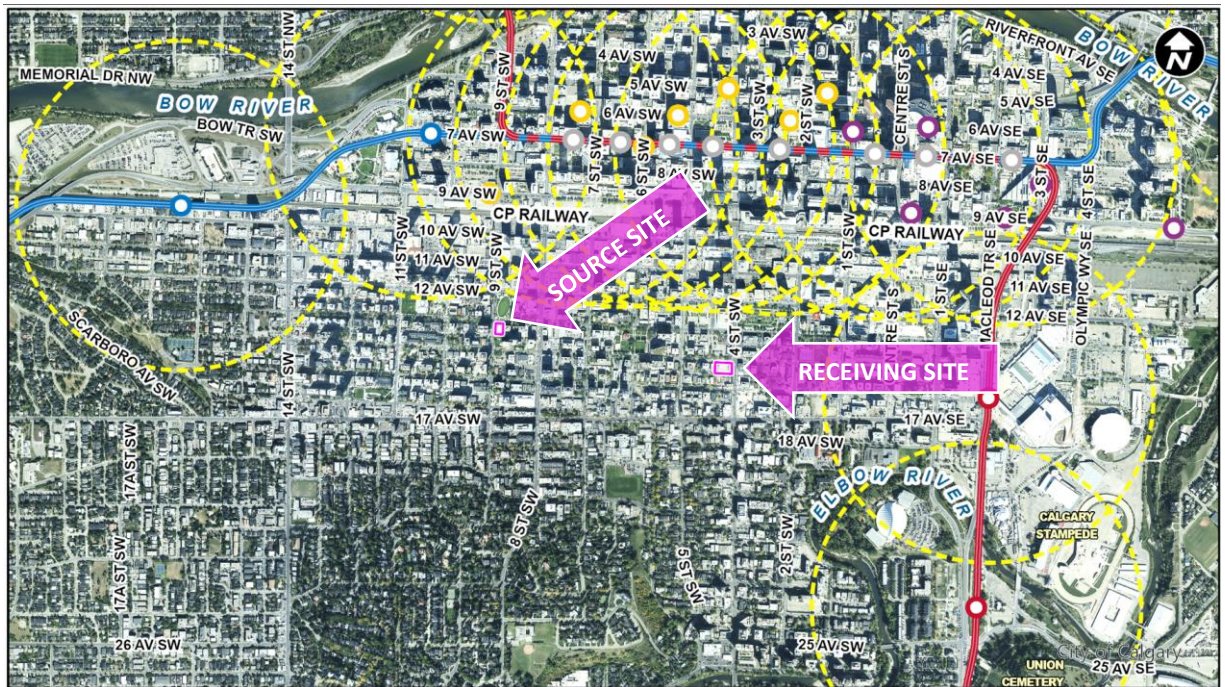
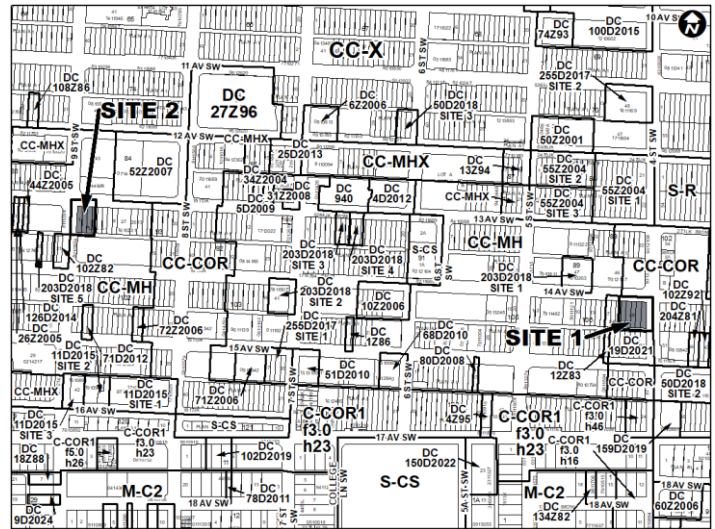
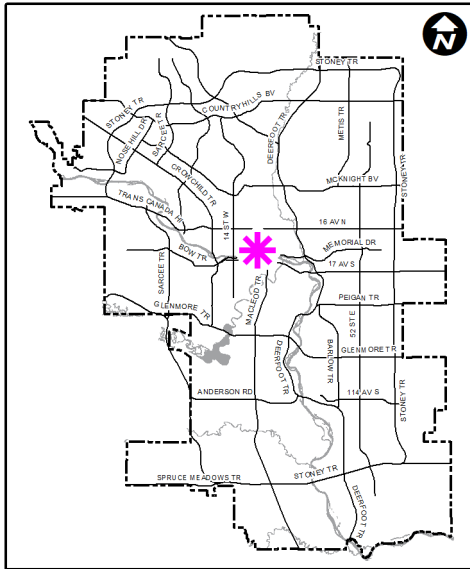
As identified below, the community of Beltline reached its peak population in 2019.

Beltline	
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

At the 2008 February 04 Combined Meeting of Council, through LPT2007-64, Council adopted the Calgary Heritage Strategy. The approved content of the Strategy states that significant historic resources “can and should be protected through designation bylaws”.

Council approved the *Beltline Area Redevelopment Plan* (ARP) in 2007 with the provision of density transfer for heritage preservation as an acceptable bonusing initiative. The amendments approved to the ARP in 2024 April 9 made no change to these bonusing provisions. An accompanying DC Bylaw is used to track the reduction of buildable FAR on municipally designated source parcels and the increase in buildable base FAR on the receiving parcels.

For a heritage site to transfer its unused density, it must be legally protected at the municipal level. The designation of the Riviera Apartments as a designated Municipal Historic Resource was approved at the 2018 December 10 Public Hearing of Council under [60M2018](#).

Planning Evaluation

Land Use

The Riviera Apartments on the source parcel (1310 – 9 Street SW) is a designated Municipal Historic Resource, and a third party private agreement between landowners will transfer unused development rights from the parcel (in the form of gross floor area allowed under their existing land use designation but surplus relative to the existing building) to the receiving parcel. The proposed guidelines for development on the source site will maintain the current base land use district of the Centre City Multi-Residential High Rise District (CC-MH) and the receiving parcel (1405 – 4 Street SW) will maintain its current base land use district of the Centre City Commercial Corridor District (CC-COR).

The proposed development guidelines for the source parcel includes a decrease in density from the maximum FAR of 4.26 to a maximum FAR of 2.89. As the Riviera Apartments has a gross floor area (GFA) of approximately 1,409.00 square metres (1.29 FAR), this leaves a subsequent balance of approximately 1,739.00 square metres of GFA (1.60 FAR) available for future heritage density transfer after the DC District Bylaw is approved by Council.

The proposed development guidelines for the receiving parcel (1405 – 4 Street SW) transfers 1,487.00 square metres of GFA from the source site to the receiving site. This transfer increases the receiving site's maximum density from 9.0 FAR to 9.9 FAR in accordance with the bonus density provisions outlined in Part 11 of Land Use Bylaw 1P2007. The proposed DC District guidelines are included in Attachment 2.

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 DC District is necessary. While this application does not directly relate to the criteria as outlined under Section 20, this is the means established by City Council to track the transfer of this density from a designated Municipal Historic Resource, and therefore was supported.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 8 and 13 of the DC District Bylaw. Both of these sections incorporate the rules of the base districts 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

Council approval of this application will transfer density development rights in the form of FAR from the source site to the receiving site, however, it does not guarantee that the intended development will materialize, nor does this land use amendment constitute an approval of development and/or building permits.

A development permit for a new multi-residential tower on the receiving parcels was approved by Calgary Planning Commission on 2024 August 15 ([DP2021-07019](#)). Development permit approval could proceed ahead of approval of this land use, as Bylaw 1P2007 does not explicitly state in the rules pertaining to heritage density transfer that a DC District must be passed prior to approval of a DP, but simply that a DC must be passed. Administration was comfortable moving forward with DP approval, as DP2021-7019 included specific Prior to Release conditions that require the remaining steps of the heritage density transfer be completed prior to release of the DP. This ensures that the building could never be built without these remaining steps being completed. The approved development is for a 24 storey multi-residential tower with 219 units and will have a total FAR of 9.9. The development is generally in alignment with relevant policies (*Municipal Development Plan, Beltline Area Redevelopment Plan: Part 1*) and development guidelines (Part 11 of Land Use Bylaw 1P2007).

The approved development achieves its density as follows:

- Base density - 5.0 FAR
- Contribution to the Beltline Community Investment Fund - 4.0 FAR
- Heritage density transfer - 0.9 FAR
- Total density - 9.9 FAR

Transportation

For the source site, pedestrian access is available from 9 Street SW. For the receiving site, pedestrian access is available from both the 14 Avenue SW frontage as well as the 4 Street SW frontage. For both parcels, the grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians.

There are two bus routes approximately 150 metres to the north of the source site (two-minute walk) along 12 Avenue SW, both Route 7 (Marda Loop) and Route 90 (Bridgeland/University) of Calgary. For the receiving site, the site benefits from strong connectivity for all mobility modes. Both local and rapid transit Route 3 (Sandstone/Elbow Dr SW) are available immediately adjacent to the site, and there are three separate LRT stations approximately 900 metres (a 10-minute walk) from the site. In addition, there are on-street bicycle lanes along both 14 and 15 Avenues SW.

Vehicular access to the source site is from 9 Street SW along the back lane. Vehicular access to the receiving site is available from the lane to the south, off 4 Street SW. The proposal will provide 165 residential parking stalls, four commercial parking stalls and 18 visitor parking stalls over five parkade levels, in line with Land Use Bylaw rules. A Transportation Impact Assessment (TIA) was submitted by the applicant in support of the application. The TIA was reviewed and accepted by Administration.

Environmental Site Considerations

No environmental concerns have been identified at this time.

Utilities and Servicing

There are no utilities or servicing implications with this application. However, in relation to the associated approved development permit, public water, sanitary, and storm deep main utilities exist within the adjacent public right-of-way. Ultimate development servicing has been determined with the approved 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2020)

The subject sites are situated in the Centre City 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 conservation and protection of heritage resources. In addition, in relation to the associated approved development permit, this application is in alignment with the policy directions for the Greater Downtown communities, that being development of high-density residential buildings in mixed-use areas, 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.

Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the associated approved development permit application addresses Program Pathway F: Zero Emissions Vehicles – Accelerate the Transition to Zero Emissions Vehicle within this Climate Strategy, as ten EV charging stations will be provided within Parkade Level 2.

Calgary's Greater Downtown Plan (Non-Statutory 2021)

This application is supported by [Calgary's Greater Downtown Plan](#), as it will help to maintain one of Beltline's heritage assets. In addition, the associated development permit will help to strengthen Beltline as a community that has a variety of housing choices and helps to increase commercial opportunities for residents and the broader public.

Beltline Area Redevelopment Plan: Part 1 (Statutory – 2006)

The subject parcels are governed by the [Beltline Area Redevelopment Plan: Part 1](#) (ARP). This application meets the policies as outlined in the ARP specific to the use of the heritage density transfer bonus. In addition, this application helps to facilitate the provision of high-density residential development that will create additional amenities for the community and an increase in the range of housing options available in Beltline.

PROPOSED

CPC2024-1024
ATTACHMENT 2

BYLAW NUMBER 1D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0162/CPC2024-1024)**

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 _____

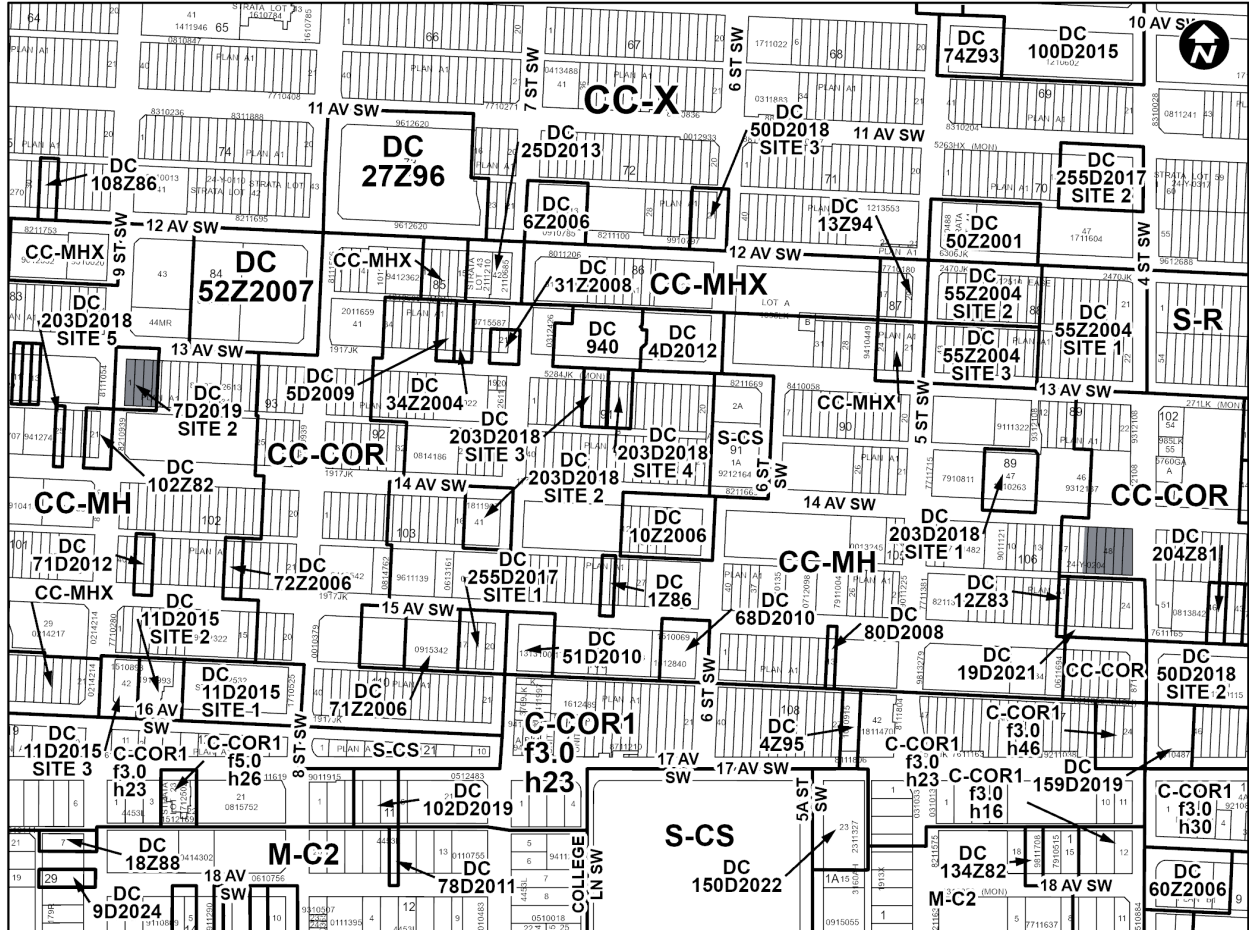
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0162/CPC2024-1024
BYLAW NUMBER 1D2025

SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0162/CPC2024-1024
BYLAW NUMBER 1D2025

General Definitions

4 In this Direct Control District:

- (a) “**DC receiving parcel**” means Site 1, the **parcel** legally described as Plan A1, Block 106, Lots 19 to 23 inclusive and a portion of Lot 18, with the municipal address 1405 – 4 Street SW, which is the **parcel** receiving a heritage density transfer of 1,487 square metres from the **DC source parcel** (Site 2); and
- (b) “**DC source parcel**” means Site 2, the **parcel** legally described as Plan A1, Block 93, Lots 1, 2 and 3 and the westerly 15 feet of Lot 4, with the municipal address 1310 – 9 Street SW, which:
 - (i) is the **parcel** from which 1,487 square metres of heritage density is being transferred to the **DC receiving parcel** (Site 1) through this Direct Control District Bylaw; and
 - (ii) is the **parcel** from which 2,899 square metres of heritage density have already been transferred to a separate receiving **parcel** through Direct Control District Bylaw 7D2019.

Site 1

0.17 hectares (± 0.42 acres)

Application

5 The provisions in sections 6 through 9 apply only to Site 1.

Permitted Uses

6 The **permitted uses** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

7 The **discretionary uses** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

8 Unless otherwise specified, the rules of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 9 (1) For **developments** that do not contain **Dwelling Units**, the maximum **floor area ratio** is 3.0.
- (2) For **developments** containing **Dwelling Units**, the maximum **floor area ratio** is:
- (a) 3.0; or
 - (b) 3.0, plus the **gross floor area** of **Dwelling Units** above the ground floor, up to a maximum **floor area ratio** of 5.0.

PROPOSED

AMENDMENT LOC2024-0162/CPC2024-1024 BYLAW NUMBER 1D2025

- (3) The maximum **floor area ratio** may be increased to a total of 9.0 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.
- (4) The heritage density transfer allowed by section 1202 of Bylaw 1P2007:
 - (a) must not exceed 0.9 **floor area ratio**, or 1,487 square metres, of heritage density transferred from the **DC source parcel** (Site 2); and
 - (b) may be used to increase the maximum **floor area ratio** to 9.9.
- (5) Unless otherwise referenced in subsections (1) to (3), where a **development** provides **units** with three or more bedrooms in the form of **Assisted Living, Dwelling Units** or **Live Work Units**, the **Development Authority** may exclude the three or more bedroom **units** from the **floor area ratio** calculation, up to a maximum of 15 per cent of the total **units** in the **development**.

Site 2

0.11 hectares (± 0.27 acres)

Application

- 10 The provisions in sections 11 through 14 apply only to Site 2.

Permitted Uses

- 11 The **permitted uses** of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 12 The **discretionary uses** of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 13 Unless otherwise specified, the rules of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 14 (1) After accounting for both heritage density transfers from the **DC source parcel**, the maximum **floor area ratio** is 2.89.
- (2) The bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007 do not apply to Site 2 of this Direct Control District.

Relaxations

- 15 The **Development Authority** may relax the rules contained in Sections 8 and 13 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name:

City of Calgary - Heritage Planning

Date:

June 5 2024

This is a City-Initiated LOC to enact a DC Bylaw to transfer density from a Municipal Historic Resource at 1310 9 ST SW to a receiving site at 1405 4 ST SW. Both sites will retain their existing Land Use Districts of CC-MH and CC-COR respectively. Through DP2021-7019 density bonusing to the maximum FAR allowed will be achieved in part with this density transfer.

As per 1216.1 Table 6.1 the density is considered transferred through a Direct Control Bylaw on both the source and receiving parcels that outlines the amount transferred and the remaining and new FAR for all sites involved. As long as a Direct Control Bylaw is not required at the receiving site for any other planning reasons than to track density transfer, the LOC is city-initiated.

Simon Cheng, MPlan, RPP, MCIP

Planner | City Planning Policy

City and Regional Planning | Planning and Development Services

The City of Calgary | Mail Code #8117

T. 403-268-1855 E. simon.cheng@calgary.ca

www.calgary.ca

Applicant Outreach Summary

2024 June 14



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Heritage Density Transfer to DP2021-7019

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 City-Initiated LOC to enact a DC Bylaw to transfer density from a Municipal Historic Resource at 1310 9 ST SW to a receiving at 1405 4 ST SW that through DP2021-7019 is required to earn density to achieve the policy and district maximum.

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

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



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 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

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 2627 – 31 Street SW,
LOC2024-0206**

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 2627 – 31 Street SW (Plan 1855W, Block 3B, Lots 7 and 8) from Direct Control (DC) District to Residential – Grade-Oriented Infill (R-CG) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
OCTOBER 31:**

That Council give three readings to **Proposed Bylaw 2D2025** for the redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 2627 – 31 Street SW (Plan 1855W, Block 3B, Lots 7 and 8) from Direct Control (DC) District to Residential – Grade-Oriented Infill (R-CG) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for secondary suites, backyard suites, rowhouses and townhouses in addition to the building types already listed in the existing district (e.g., single detached, semi-detached, and duplex dwellings).
- The proposal represents an appropriate density increase of a residential site, allows development that may be compatible with the character of the existing neighbourhood 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? The proposed Residential – Grade-Oriented Infill (R-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 R-CG District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit for a Single Detached Dwelling, Secondary Suite, Accessory Residential Building and Backyard Suite 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 Killarney/Glengarry was submitted by Andison Residential Design on behalf of the landowners, Jason Hastie and Gina Thornton, on 2024 August 16. A development permit (DP2024-05301) to add a secondary suite in the basement and a backyard suite attached to a garage was submitted on 2024 July 18 and is under review.

The 0.06 hectare (0.14 acre) mid-block parcel is located on 31 Street SW, five blocks east of the Glenbrook Shopping Centre. Surrounding development includes two-storey semi-detached

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 2627 - 31 Street SW,
LOC2024-0206**

development immediately to the north, and single detached bungalows to the east, west and 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 respective community association was appropriate. In response, the applicant reached out to the Killarney-Glengarry Community Association (CA) and neighbouring property owners. 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 one letter of opposition and two letters of support from the public. The letter of opposition included concerns regarding the list of allowable uses in the R-CG District, such as rowhouses and townhouses, given the applicant's stated intent to develop a single-detached dwelling with a secondary suite and a detached garage with a backyard suite.

The letters of support noted general support for the change in land use for the intention of developing a backyard suite and secondary suite on the subject site.

The CA did not provide any comments. Administration followed up with the Community Association 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 is currently being reviewed at the development permit 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.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 31

ISC: UNRESTRICTED
CPC2024-1151
Page 3 of 3

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 2627 - 31 Street SW,
LOC2024-0206**

IMPLICATIONS

Social

The proposed R-CG District would support a wider range of housing types than the existing Direct Control (DC) District (Bylaw 28D91), and better accommodate the housing needs of different age groups, lifestyles, and demographics.

Environmental

The application does not include any actions that specifically address the objectives of the *Climate Resilience 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 review.

Economic

The application would allow development up to four dwelling units with the option to include secondary suites and/or backyard suites which may result in a more efficient use of land, existing infrastructure, and services.

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 2D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject parcel is located in the southwest community of Killarney/Glengarry along 31 Street SW. The parcel is approximately 0.06 hectares (0.14 acres) in size measuring approximately 15 metres wide and 36 metres deep. The laned parcel is located mid-block and is currently developed with a single detached dwelling and a detached garage.

Surrounding development is primarily characterized by a mix of single and semi-detached residential buildings of one to two storeys with some rowhouse and multi-family developments in the area. Directly north is a semi-detached dwelling. Within 200 metres (a three-minute walk) southwest of the subject site is a commercial development located on a parcel designated as Commercial – Neighbourhood 1 (C-N1) District. The subject site is located within 250 metres (a three-minute walk) from Killarney School (Grades K-6), and within 600 metres (about a seven-minute walk) from Holy Name School (Grades K-6) and the Glendale and Glenbrook Shopping Centres.

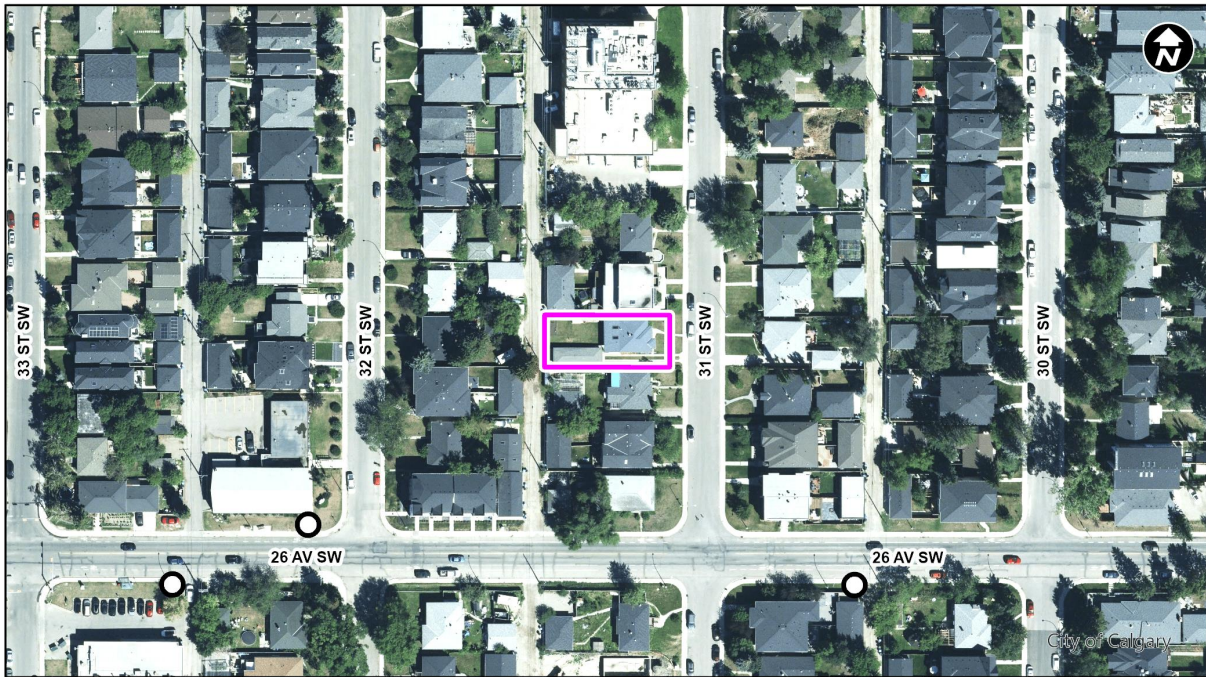
Community Peak Population Table

As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
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 [Killarney/Glengarry Community Profile](#)



Previous Council Direction

None.

Planning Evaluation

Land Use

The subject parcel is currently designated as a Direct Control (DC) District ([Bylaw 28Z91](#)), which is based on the R-2 Residential Low Density District of Land Use Bylaw 2P80. This DC accommodates low density development in the form of single detached, semi-detached and duplex dwellings. With this current designation, the subject parcel can accommodate a maximum building height of 10 meters and a maximum density of two dwelling units. Secondary suites and backyard suites are not listed uses within the Direct Control District as these uses were not included in the 2P80 Land Use Bylaw.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for a broader 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 height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the parcel area of the subject site, 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 would require 0.5 parking stalls per dwelling unit and per secondary suite.

Development and Site Design

The rules of the proposed R-CG District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development permit application include the following:

- interface with the lane;
- building massing and relationship with the adjacent residential parcels to the east; and
- mitigating shadowing, overlooking and privacy concerns

Transportation

The subject site is located along 31 Street SW, which is classified as a Residential Street, and in close proximity to 26 Avenue SW, which is classified as a Collector Road.

Pedestrian connectivity in the neighborhood is provided through the existing sidewalks on 31 Street SW, and on 26 Avenue SW, which provides access to the greater area.

The site is served by the cycling infrastructure of the Always Available for All Ages & Abilities (5A) Network, with an existing on-street bikeway along 26 Avenue SW, which connects west to the 37 Street SW pathway and the greater 5A Network. On-street improvements are taking place along 26 Avenue SW for all users, including cycling and pedestrian, through the 26 Avenue Mobility Improvement Project.

The proposed development is located within close proximity to transit service with the east/westbound Route 6 (Killarney/26 Av SW) transit stops located within 175 metres of the site (about a three-minute walk) on 26 Avenue SW. The northbound MAX Teal transit stop is located within 600 metres (a seven-minute walk) on 37 Street SW.

Vehicular access to the subject site is anticipated to be provided from the rear lane. On-street parking is available on 31 Street SW with no current parking restrictions.

Environmental Site Considerations

No environmental concerns were noted and no reports were required for this land use application.

Utilities and Servicing

Water and sanitary servicing are available for connection adjacent to the subject site from 31 Street SW. Storm connection is not available adjacent to the subject site.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject 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. Such development is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposal is in keeping with relevant MDP policies as the R-CG District provides development that is sensitive to existing residential development in terms of height, scale and massing.

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 are being explored and encouraged through the development permit review.

Westbrook Communities Local Area Plan (Statutory – 2023):

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Local urban form category (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale), which allows for up to three storeys. Neighbourhood Local areas are characterized by a range of housing types and home-based businesses. The Limited building scale modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, rowhouses, townhomes, stacked townhomes, mixed-use buildings, commercial and some industrial buildings. The proposed land use amendment is in alignment with the applicable policies of the LAP.

Applicant Submission

Company Name (if applicable):

Andison Residential Design

LOC Number (office use only):

Applicant's Name:

Brian Kehoe

Date:

08/31/2024

The parcel is on a Direct Control under by-law R-2 2P80. The purpose of our request is to re-zone the parcel as per the current by-law and the to match the current city re-zoning to R-CG. The proposed development is a renovation/addition to the existing property. The existing is to be stripped down to its foundation with a new main floor and a second floor to be added to fit the developing look of the community. A proposed garage with backyard suite to be added to the rear of the parcel with access from the lane to help with the current housing crises.

If you have any questions please feel free to contact me.

Applicant Outreach Summary

2024 September 11



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Jason and Gina house on 31 St - LOC2024-0206

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)

We love our neighbourhood and our neighbours and we wanted to inform them of what we are doing. Our strategy was to talk to neighbours, put information in their mailboxes (if we weren't able to reach them), as well as talk to the Killarney-Glengarry Community Association and board (including the development committee) to let them know what we were doing.

Locations where we chatted with neighbours and put information were primarily on our street as well as on 32nd Street, as that is the street that backs our house and where we share a common alley.

We explained that our intention is to add on to the existing house and to build a garage with a laneway house. We also showed pictures of drawings. Dates were Sept 1-9.

Affected Parties

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

We connected with our neighbours, talked with many of them in-person, as well as our local community association (Killarney-Glengarry). I also attended the "Meet the Board" event with the community association on September 9th and chatted with the board members as well as others in the community who had come to the event.

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.

We heard our neighbours concerns about, in general, what is happening in the city. We showed them our building plans with our house and laneway house above the garage. In relation to parking, we will have two separate garage units to park (double-car and single-car) and we are fortunate on our property that there is also a front drive-way if we want to park another car off the street.

Our neighbours love the idea that we are staying in the community with our growing family and they liked that we will be renovating the 'oldest house on the block' instead of tearing it down and putting an 8-unit structure. We are very excited to have a 50 foot lot but with a responsible way of having a laneway house to assist with the housing problem facing Calgary and Canadians.

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.

We already had an idea of what we wanted to do and we were aware of neighbours in our area (as well as what we've seen in the city) who are concerned about very dense buildings going in. Our idea was to try and utilize our 50-foot lot the best way possible by adding in the laneway house and having a legal basement suite as well for our aging parents. We worked at coming up with a way to help address the housing issues Calgary is facing while still maintaining the beauty of our awesome neighbourhood which we have lived in for 20 years.

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)

We shared our building plans with our neighbours and also attended the Killarney-Glengarry event as mentioned above. We did not ask our neighbours to provide letters (we know everyone is busy) but if needed, we could provide letters of support for our property development if needed!

calgary.ca/planningoutreach

PROPOSED

CPC2024-1151
ATTACHMENT 4

BYLAW NUMBER 2D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0206 /CPC2024-1151)**

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 _____

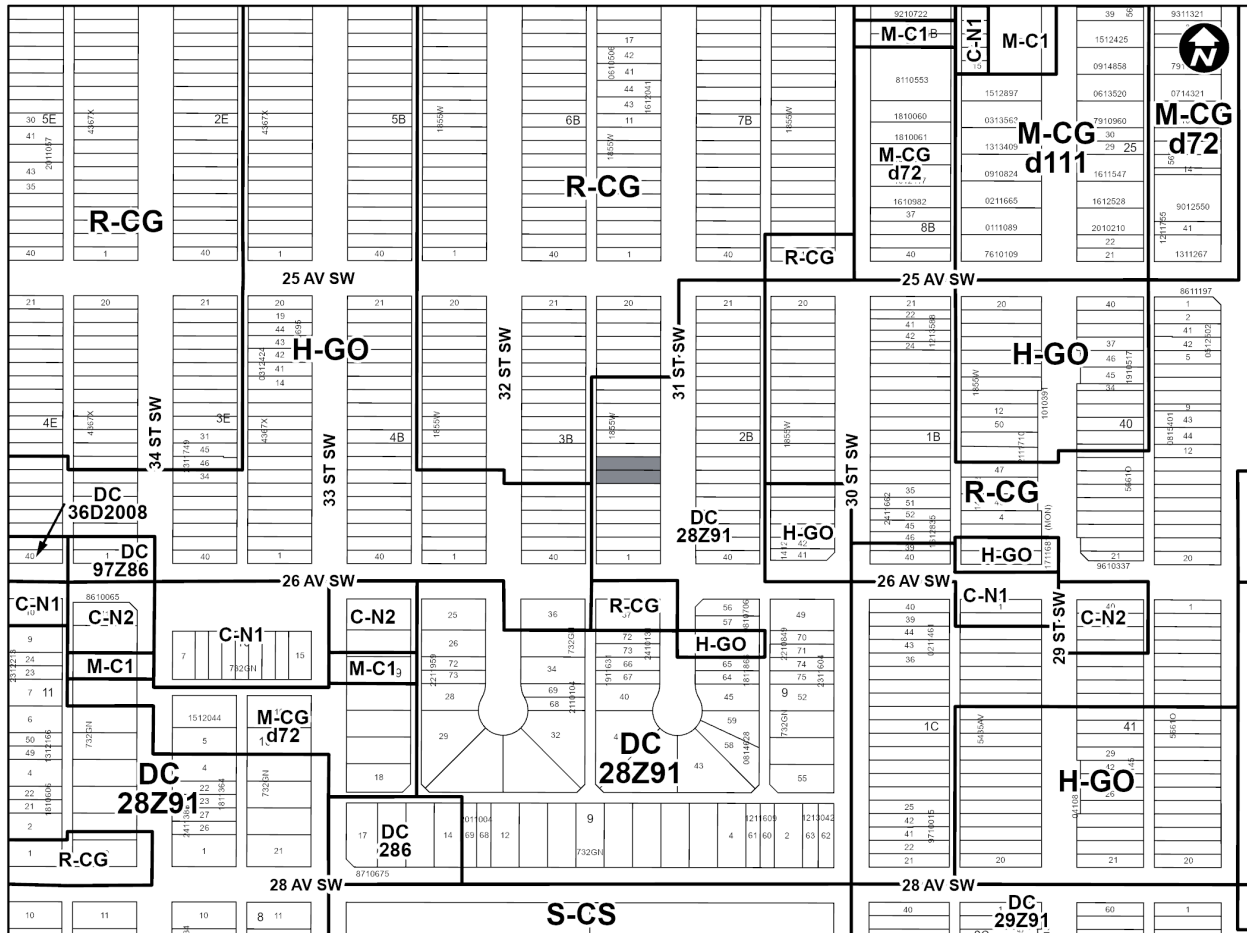
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0206 /CPC2024-1151
BYLAW NUMBER 2D2025

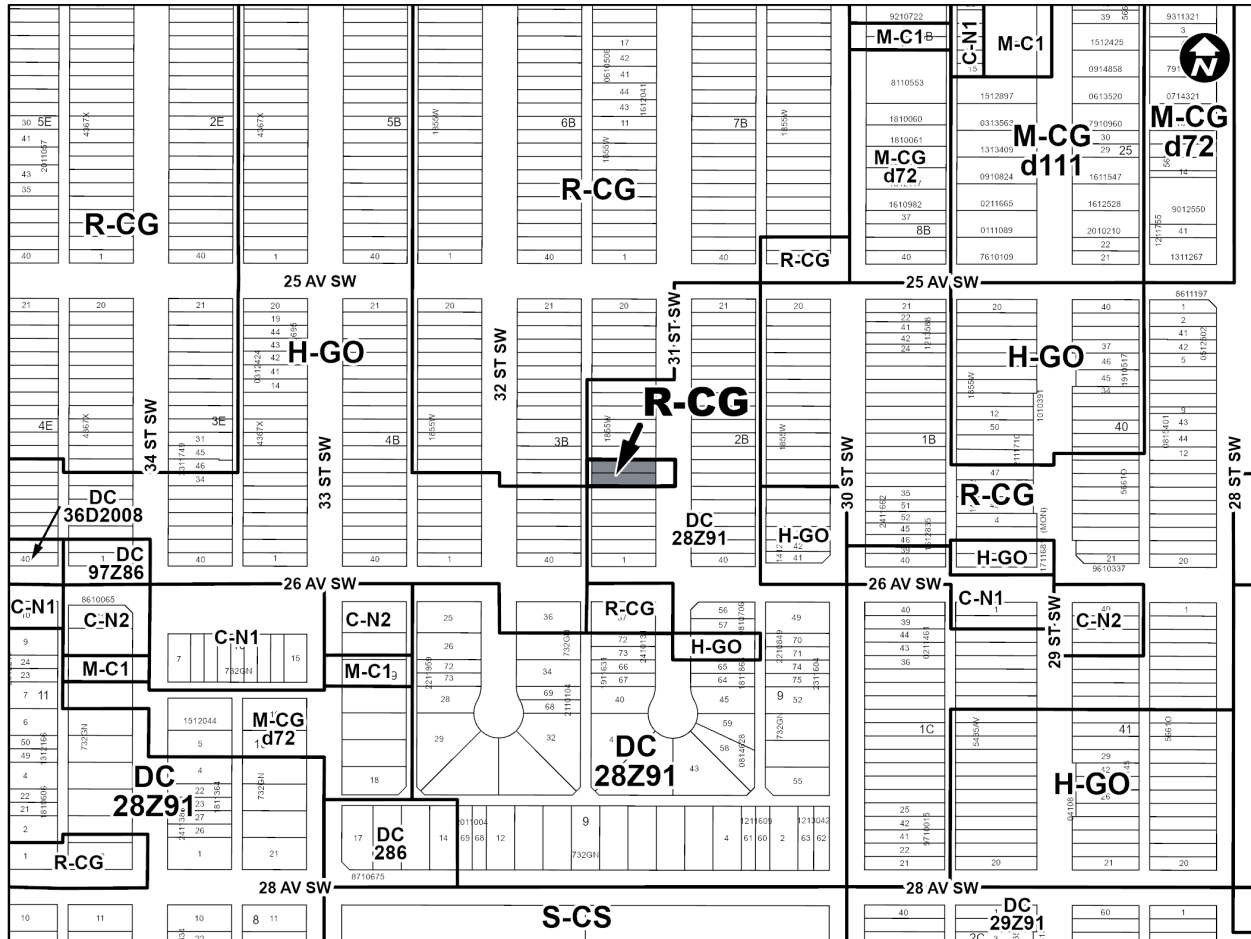
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0206 /CPC2024-1151
BYLAW NUMBER 2D2025

SCHEDULE B



Land Use Amendment in Currie Barracks (Ward 8) at multiple addresses, LOC2024-0184

RECOMMENDATIONS:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1290) to the 2025 January 14 Public Hearing of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 1.30 hectares \pm (3.21 acres \pm) located at 4255 Crowchild Trail SW (Portion of Plan 0914430, Block 1, Lot 2) from Direct Control (DC) District to Direct Control (DC) District to accommodate mixed use development with interim uses, with guidelines (Attachment 2).
3. Give three readings to the proposed bylaw for the redesignation of 0.42 hectares \pm (1.04 acres \pm) located at 4255 Crowchild Trail SW (Portion of Plan 0914430, Block 1, Lot 2) from Direct Control (DC) District to Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 3).
4. Give three readings to the proposed bylaw for the redesignation of 0.52 hectares \pm (1.28 acres \pm) located at 203 and 208 Calais Drive SW (Plan 2111941, Block 20, Lot 18 and Plan 2111945, Block 23, Lot 9) from Direct Control (DC) District to Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 4).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
DECEMBER 12:**

That Council:

1. Give three readings to **Proposed Bylaw 15D2025** for the redesignation of 1.30 hectares \pm (3.21 acres \pm) located at 4255 Crowchild Trail SW (Portion of Plan 0914430, Block 1, Lot 2) from Direct Control (DC) District to Direct Control (DC) District to accommodate mixed use development with interim uses, with guidelines (Attachment 2);
2. Give three readings to **Proposed Bylaw 16D2025** for the redesignation of 0.42 hectares \pm (1.04 acres \pm) located at 4255 Crowchild Trail SW (Portion of Plan 0914430, Block 1, Lot 2) from Direct Control (DC) District to Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 3); and
3. Give three readings to **Proposed Bylaw 17D2025** for the redesignation of 0.52 hectares \pm (1.28 acres \pm) located at 203 and 208 Calais Drive SW (Plan 2111941, Block 20, Lot 18 and Plan 2111945, Block 23, Lot 9) from Direct Control (DC) District to Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 4).

Land Use Amendment in Currie Barracks (Ward 8) at multiple addresses, LOC2024-0184

HIGHLIGHTS

- This application seeks to redesignate the subject sites to adjust the land use rules and allow for a range of residential and limited-scale support commercial building forms within the community of Currie Barracks.
- The proposed application aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *Revised Currie Barracks CFB West Master Plan* (the Master Plan).
- What does this mean to Calgarians? The proposal will provide land use rules that better support additional housing options and contribute to the approved development framework of the CFB.
- Why does this matter? Redevelopment of the subject sites with a mix of residential and commercial uses near amenities and infrastructure in the established area of the city will optimize existing infrastructure and contribute to Calgary's overall economic health.
- Development permit applications (DP2024-02974 and DP2024-02975) for two affordable housing projects, which will accommodate 62 dwelling units and 10 dwelling units respectively, were submitted on 2024 April 27 and are under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application in the southwest community of Currie Barracks, was submitted by B&A Studios, on behalf of Canada Lands Company CLC Limited on 2024 July 12 for municipal address 4255 Crowchild Trail SW. On 2024 October 18, the applicant amended the application to include municipal addresses 203 and 208 Calais Drive SW on behalf of Onward Homes Society. As noted in the Applicant Submission (Attachment 5), the intent of the application is to enable the efficiency of the building forms that could be developed on the subject sites through a reduction in the building setback requirements and minor changes to the building design rules.

The three subject sites are individual development blocks envisioned within the CFB and comprise a total of approximately 2.24 hectares (5.54 acres). The total land area to be redesignated also includes an approximately 0.07-hectare (0.18-acre) portion of undedicated road right-of-way on the north side of Site One. The road portion forms part of the site being redesignated in Attachment 3.

Administration believes the scope of the land use amendments being proposed in this land use application are minor in nature. Outline plan amendments to support the proposed land use changes are therefore not required at this time. Broader and more significant adjustments to elements of the community design are being assessed through a separate outline plan application (LOC2024-0272, submitted 2024 November 6).

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

Land Use Amendment in Currie Barracks (Ward 8) at multiple addresses, LOC2024-0184

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 met with the Rutland Park Community Association (CA) to share the project information and obtain feedback. More details can be found in the Applicant Outreach Summary (Attachment 6).

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.

The Rutland Park CA provided response letters on 2024 September 7 and 2024 November 7 (Attachment 7) identifying the following concerns:

- reduction of the 5-metre setbacks would set precedent for other sites in the area and would impact the intended landscaped pedestrian-scale boulevards that connect people to the larger green spaces in the area; and
- a risk that the other proposed changes does not align with the original bylaw rules and the expectation set out in the Master Plan.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed land use change would enable the individual development blocks to develop to their full potential and a reduction in the minimum building setback area is not anticipated to negatively impact the streetscape or boulevard envisioned for the area. The building and site design, number of units, landscaping and 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 create the opportunity for a range of building forms which can increase the diversity of housing options in the area. This may better accommodate the housing needs of different age groups, lifestyles and demographics that will contribute to the creation of a more inclusive community.

Planning and Development Services Report to
Calgary Planning Commission
2024 December 12

ISC: UNRESTRICTED
CPC2024-1290
Page 4 of 4

Land Use Amendment in Currie Barracks (Ward 8) at multiple addresses, LOC2024-0184

Environmental

The applicant has indicated that they plan to pursue specific measures as part of the current and future development permits which will align with the *Calgary Climate Strategy – Pathways to 2050* (Program 9: Developing New Climate-Resilient Buildings).

Economic

The ability to moderately increase the development options on the individual development blocks would allow for more efficient use of land and existing infrastructure. 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. **Proposed Bylaw 15D2025**
3. **Proposed Bylaw 16D2025**
4. **Proposed Bylaw 17D2025**
5. Applicant Submission
6. Applicant Outreach Summary
7. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject sites are in the southwest community of Currie Barracks, on the west side of Crowchild Trail SW and south of Richmond Green Park. The sites consist of three separate sites with an approximate combined size of 2.24 hectares (5.54 acres).

Site One (approximately 1.30 hectares in size) is the middle parcel and bounded by Quesnay Wood Drive SW to the west and Dieppe Ave SW to the south. This parcel is mostly vacant with some portions currently developed with a parking lot and a one-storey industrial-style warehouse building. This parcel is currently designated as a Direct Control (DC) District ([Bylaw 163D2016](#)).

Site Two (approximately 0.42 hectares in size) is located northeast of Site One. This parcel is mostly vacant with the east area occupied by a vehicle storage yard. This parcel is currently designated as a Direct Control (DC) District ([Bylaw 162D2016](#)). Included within Site Two is a portion of undedicated road right-of way (approximately 0.07 hectares in size) on the north side of Site One. This portion of the road right-of-way will no longer continue north into the future development of Richmond Green because the parcel adjacent to the north of Site Two will become part of the Richmond Green Park. As the road portion has not been dedicated, a road closure by bylaw is not required.

Site Three (approximately 0.52 hectares in size) is located west of Site One and bounded by Quesnay Wood Drive SW to the east. This site is also designated as Direct Control (DC) District ([Bylaw 163D2016](#)) and currently vacant with two development permit applications currently under review for affordable housing projects. The north portion of Site Three (208 Calais Drive SW) is proposed to be developed with a 62-unit four-storey multi-residential building (under DP2024-02974) with accessible units, while the south portion (203 Calais Drive SW) is proposed to be developed with a 10-unit residential townhouse development (under DP2024-02975).

The Currie Barracks community is home to remnants of the former military base and has yet to fully build out. Ongoing redevelopment has occurred with a mix of residential building types that are either occupied, under construction, approved or planned. New development is taking place in the context of several existing military barracks buildings, the officer's mess hall, and Parade Square – a large open space west of Crowchild Trail SW used for military drills, parades and celebrations on the base for decades. Many of the existing buildings and open spaces on the former base have been adaptively reused for a variety of commercial, institutional, and light industrial purposes since the 1998 closure. The existing land use in the area is generally characterized by DC Districts which allow for greater flexibility for ongoing commercial and light industrial uses on an interim basis, while keeping the provisions for ultimate redevelopment in line with the *Revised Currie Barracks CFB West Master Plan* (the Master Plan).

Nearby amenities within walking distance of the subject sites include the Alexandria Park, Richmond Green Park and Clear Water Academy. Further south of the sites are Bishop Carroll High School and Mount Royal University. Various retail and commercial uses are also available within the adjacent communities of Rutland Park, Killarney/Glengarry, South Calgary, Lincoln Park, Glamorgan and Glenbrook.

Community Peak Population Table

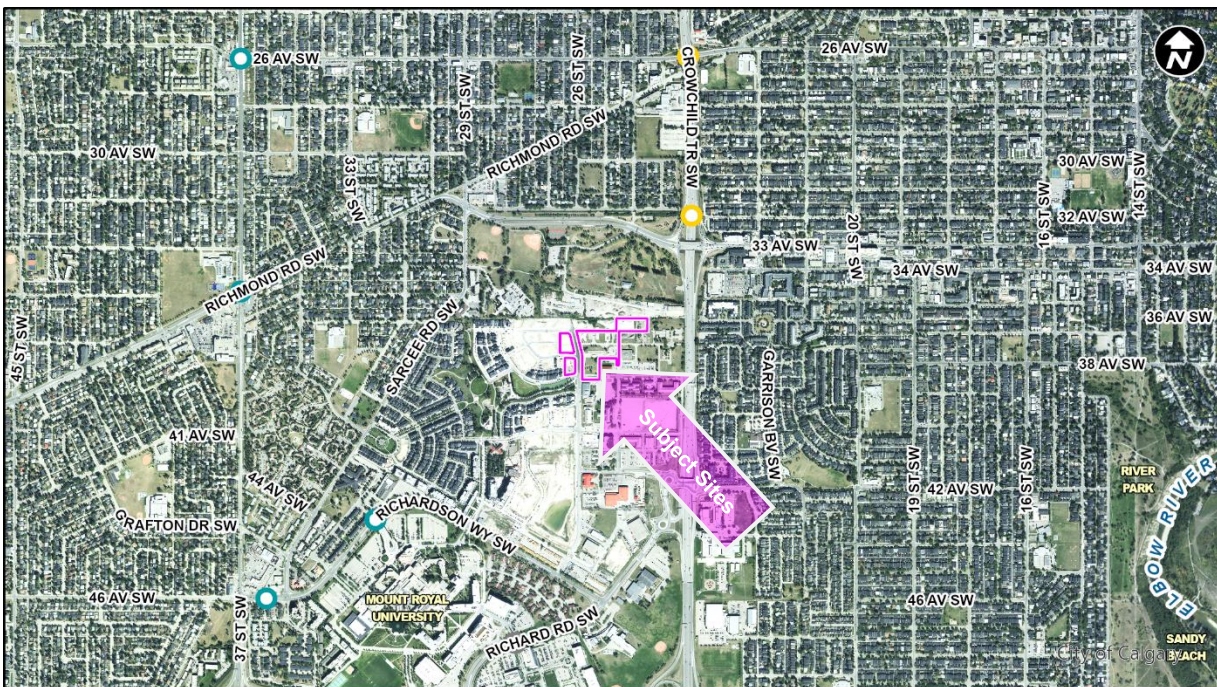
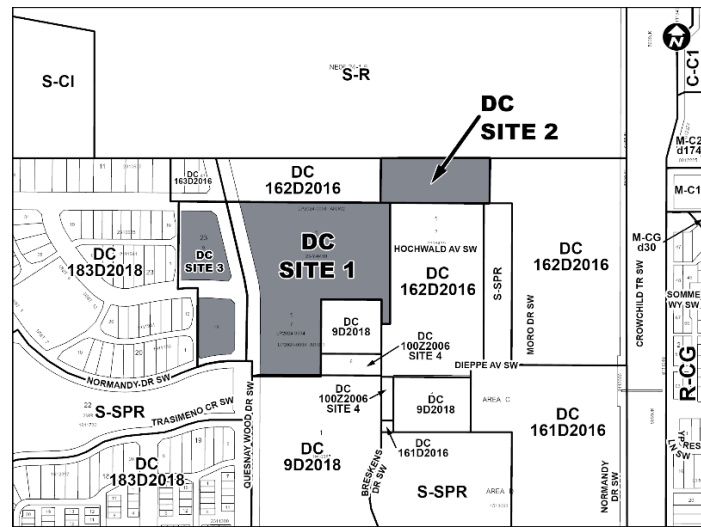
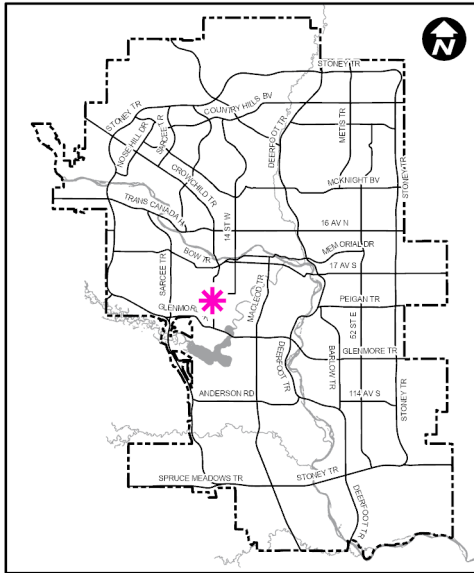
As identified below, the community of Currie Barracks reached its peak population in 2019.

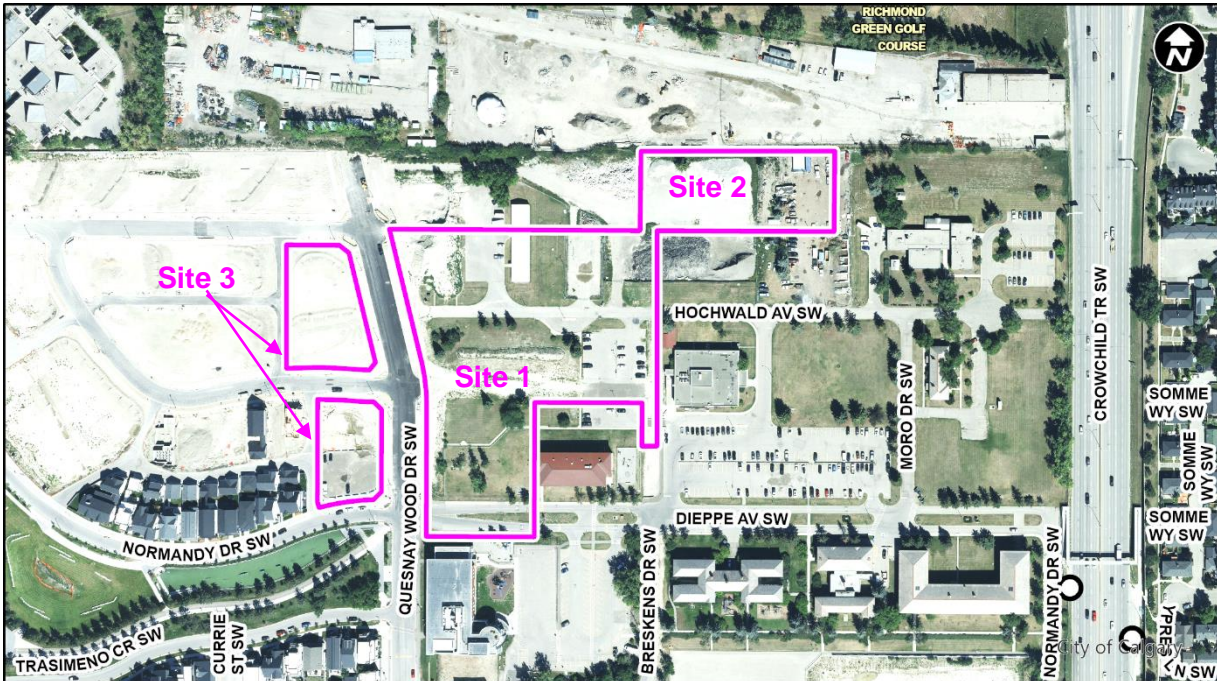
Currie Barracks	
Peak Population Year	2019
Peak Population	1,262
2019 Current Population	1,262
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC Districts primarily allow for interim uses (teaching and learning uses, commercial uses and light industrial uses) and for ultimate redevelopment to occur in accordance with the aims of the Master Plan, which envision a mix of residential, commercial and institutional uses in various forms. The existing DC Districts do not have a base district. The permitted and the discretionary uses allowed through redevelopment include a range of residential building forms (single detached dwellings, semi-detached dwellings, duplex dwellings, carriage house, townhouse, rowhouse buildings and multi-residential development) and limited range of support commercial uses. The DC Districts allow a minimum building setback area of 3.0 metres and 5.0 metres from specified streets. The allowed maximum building height is 30.0 metres (Sites One and Three) and 42.0 metres (Site Two).

The proposed DC Districts are intended to maintain most of the of the rules and entitlement of the existing DC Districts but include the following changes:

- deletion of the carriage house use and associated rules;
- deletion of the centralized motor vehicle parking rules which are no longer required;
- deletion of the minimum building height rule;
- addition of building setback area rules from a lane and from an adjacent property line;
- addition of the general multi-residential district rules of the Land Use Bylaw 1P2007;
- Site One, a revised list of interim uses to exclude interim uses that no longer exist and that are not currently operational on site;
- Site Two and Three, deletion of all interim uses and associated rules;

- Sites One and Two, a minimum building setback area of 3.0 metres from a street (a decrease of 2.0 metres);
- Site Three, a minimum building setback area of 3.0 metres and 2.25 metres from a street (a reduction of 2 metres and 0.75 metres respectively) and including the allowance for projections into the setback area (i.e., wheelchair ramps, landings, stairs, patios, decks, balconies and eaves);
- Sites One and Two, addition of street wall stepback rules to enable a consistent façade and articulation within the streetscape for adjacent buildings taller than 18.0 metres; and
- Site Three, a maximum building height of 25.0 metres (a decrease of 5.0 metres).

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for DC Districts have 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 following reasons:

- unique characteristics: Quesnay Wood Drive SW will no longer function as a Bus Rapid Transit (BRT) route. A reduction in the setback requirement from the street (Site One and Three) will bring the buildings closer to Quesnay Wood Drive SW, creating a more comfortable pedestrian environment whilst implementing the policies of the Master Plan. The DC is still required to implement the vision of the Master Plan; and
- unusual site constraints: due to the topographic challenges on Site Three, the finished floor height of the units closest to grade cannot meet the minimum requirement of 0.4 metres above grade. Allowing a reduced setback area and projections into the setback area will accommodate the accessible units proposed under DP2024-02974, making Currie Barracks a more inviting community for residents of all abilities.
- innovative idea: the proposal allows flexibility for a development design that can accommodate the applicant's intended development plans while maintaining the policy aims and urban design vision of the Master Plan. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC Districts also include a rule that allows the Development Authority to grant relaxations within the DC District Bylaws (specifically, the sections for setback areas, building design, amenity spaces, landscaping and parking). Although there is no base district in the DC District Bylaws, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of the DC Districts' relaxation 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. The relaxation rule is unavailable in the existing DC Districts. The addition of a relaxation rule in the proposed DC District Bylaws will align with the Master Plan. The Master Plan supports relaxation considerations where a policy guide is not feasible or to facilitate the development of non-market or special needs housing units.

Development and Site Design

If this redesignation is approved by Council, the rules of the proposed DC Districts will provide guidance for future site development including appropriate uses, site layout and design, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development application include the following:

- interface with Quesnay Wood Drive SW;
- building massing and relationship with the adjacent residential parcels; and
- appropriate amenity space for the residents.

Transportation

Pedestrian access to the site is available from existing and future sidewalks along the adjacent streets. The Calgary Transit bus Route 20 (Heritage/Northmount) is available within 400 metres (a seven-minute walk) east of the subject site, with a bus stop located adjacent to Crowchild Trail SW. Direct vehicular access to the subject sites will be required to come from the rear lane. There are currently no parking restrictions on the adjacent streets.

A Transportation Impact Assessment or parking study was not required for the proposed land use amendments.

Environmental Site Considerations

There are no known environmental concerns with the proposed land use amendment application.

Utilities and Servicing

Water, sanitary and storm sewer mains are available to service the site from the adjacent streets. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail through the 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Established Area land use typology as identified on Map 1 (Urban Structure) of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established areas to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposed land use amendment aligns with the relevant policies of the MDP.

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. The applicant has committed to providing four climate measures as part of the development permit applications currently under review in support of Program 9: Developing New Climate-Resilient Buildings:

- the installation of electric-vehicle-ready wiring/conduit for three vehicle stalls;
- the installation of electric-vehicle-capable wiring/conduit for 14 vehicle stalls;
- solar-ready buildings that can accommodate roof panels for electric power generation;
- and

- installation of impact resistant rated roofing for protection against natural hazards such as hail stones.

Revised Currie Barracks CFB West Master Plan (Non-Statutory – 2015)

The [Revised Currie Barracks CFB West Master Plan](#) the Master Plan identifies the subject site as being part of the Residential Area and Policy Area B land use classification (Figure 4: General Development Concept). The applicable the Master Plan policies indicate that this area will accommodate low, medium and high-density residential developments, including accessory uses which are compatible with and supportive of the local residential community. A limited range of neighbourhood supporting commercial uses are also anticipated to be integrated within the area such as services, professional offices, food and beverage uses. The proposed land use amendment is in alignment with the applicable policies in the Master Plan.

PROPOSED

CPC2024-1290
ATTACHMENT 2

BYLAW NUMBER 15D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0184/CPC2024-1290)**

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 _____

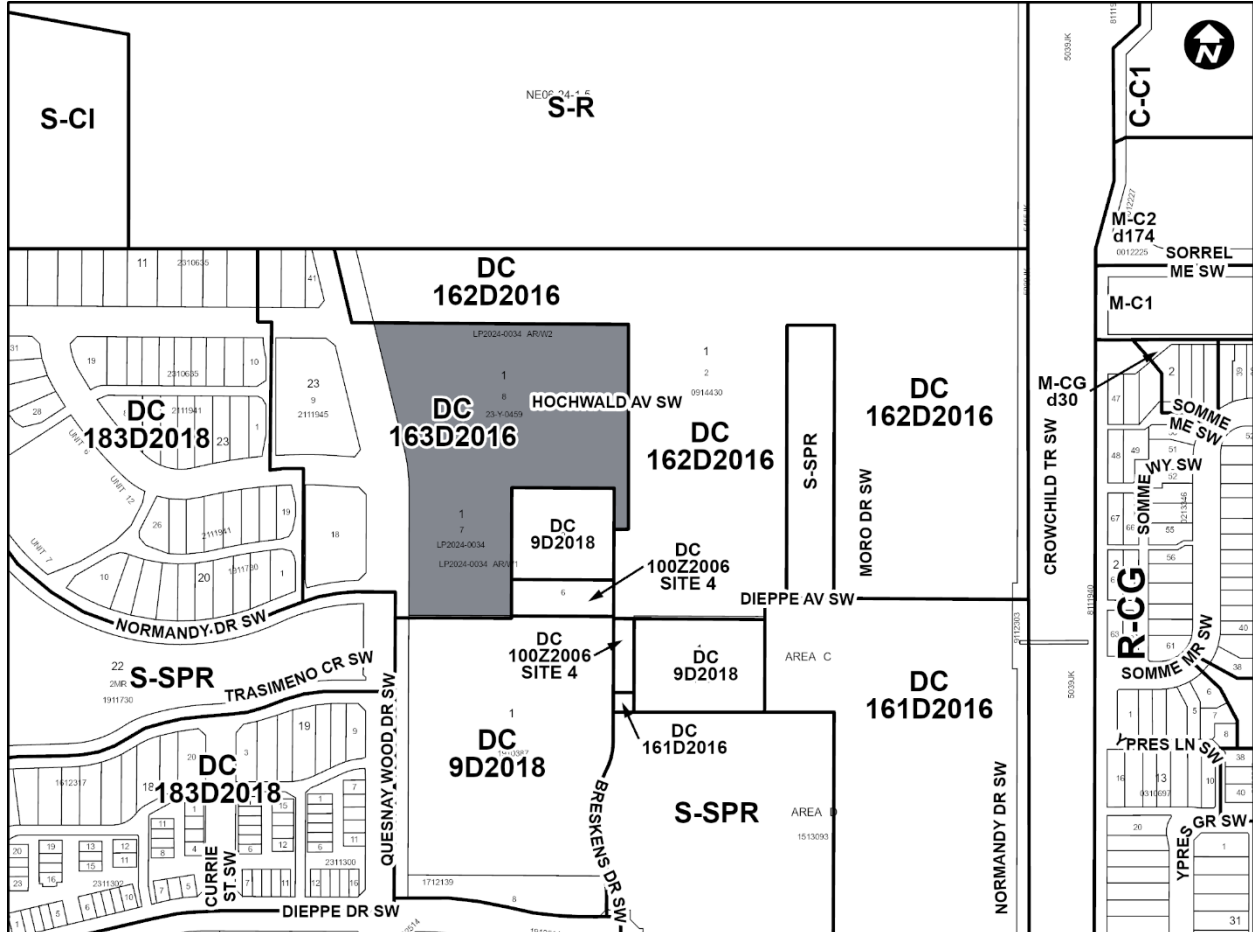
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 15D2025

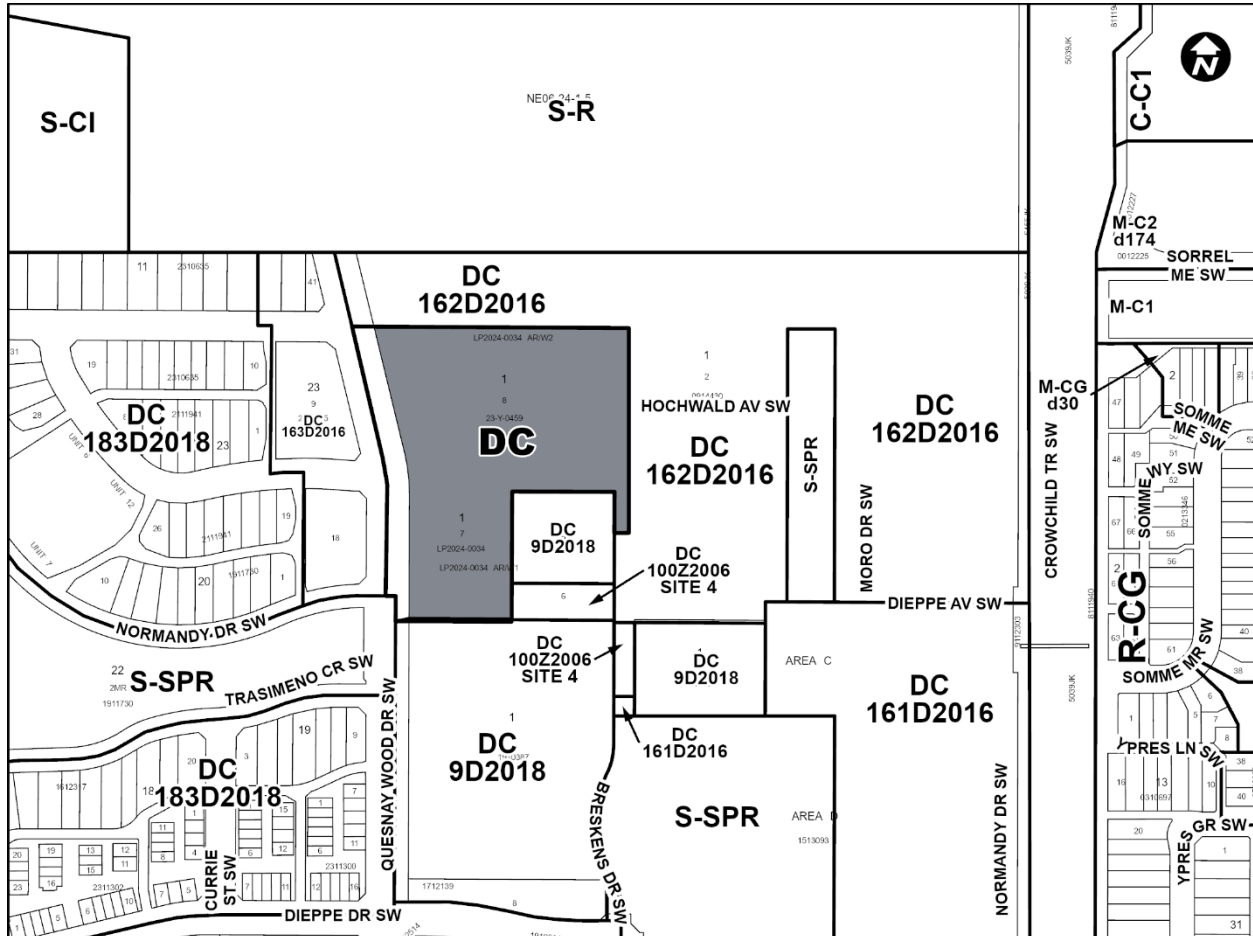
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 15D2025

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
- (b) allow for a building form that is street oriented at grade;
- (c) support a form of development that is sensitive to and respectful of the historic character of provincial historic resources;
- (d) allow for a limited range of commercial uses to support residential uses;

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290 BYLAW NUMBER 15D2025

- (e) allow for interim and existing uses as development is expected to take many years to build-out;
- (f) create a permeable, accessible and pedestrian-oriented neighbourhood design;
- (g) effectively manage the parking supply to encourage more people to use sustainable modes of transportation; and
- (h) provide a transition between the higher density mixed use commercial area and the lower density residential neighbourhoods.

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.

Defined Uses

- 4 In this Direct Control District:

- (a) “**Interim Use**” means a *use*:
 - (i) not listed in section 5 or 6, that was being carried on pursuant to a **development permit** as of 2016 July 4; or
 - (ii) the following *uses*:
 - (A) **Artist’s Studio;**
 - (B) **Catering Service – Minor;**
 - (C) **Computer Game Facility;**
 - (D) **Drinking Establishment – Small;**
 - (E) **Drinking Establishment – Medium;**
 - (F) **Fitness Centre;**
 - (G) **General Industrial – Medium;**
 - (H) **Health Services Laboratory – Without Clients;**
 - (I) **Indoor Recreation Facility;**
 - (J) **Instructional Facility;**
 - (K) **Health Care Service;**
 - (L) **Motion Picture Production Facility;**
 - (M) **Post-secondary Learning Institution;**
 - (N) **Print Centre;**
 - (O) **Radio and Television Studio;**
 - (P) **School – Private;**
 - (Q) **Self Storage Facility;**
 - (R) **Social Organization;**
 - (S) **Storage Yard;**
 - (T) **Tree Farm; and**

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 15D2025

(U) Vehicle Storage.

Permitted Uses

5 The following **uses** are **permitted uses** in this Direct Control District:

- (a) Accessory Residential Building;
- (b) Home Based Child Care – Class 1;
- (c) Home Occupation – Class 1;
- (d) Park;
- (e) Protective and Emergency Service;
- (f) Rowhouse Building;
- (g) Secondary Suite;
- (h) Semi-detached Dwelling;
- (i) Sign – Class A;
- (j) Single Detached Dwelling;
- (k) Townhouse; and
- (l) Utilities.

Discretionary Uses

6 The following **uses** are **discretionary uses** in this Direct Control District:

- (a) Addiction Treatment;
- (b) Assisted Living;
- (c) Backyard Suite;
- (d) Child Care Service;
- (e) Community Entrance Feature;
- (f) Convenience Food Store;
- (g) Custodial Care;
- (h) Dwelling Unit;
- (i) Financial Institution;
- (j) Food Kiosk;
- (k) Home Occupation – Class 2;
- (l) Interim Use;
- (m) Information and Service Provider;
- (n) Live Work Unit;
- (o) Multi-Residential Development;
- (p) Office;
- (q) Outdoor Café;
- (r) Parking Lot – grade (temporary);
- (s) Place of Worship – Medium;
- (t) Place of Worship – Small;
- (u) Power Generation Facility – Small;
- (v) Residential Care;
- (w) Restaurant: Food Service Only;
- (x) Restaurant: Licensed
- (y) Retail and Consumer Service;
- (z) Service Organization;
- (aa) Sign – Class B;
- (bb) Sign – Class C;

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BYLAW NUMBER 15D2025

- (cc) **Sign – Class D;**
- (dd) **Sign – Class E;**
- (ee) **Special Care Facility;**
- (ff) **Specialty Food Store;**
- (gg) **Temporary Residential Sales Centre; and**
- (hh) **Utility Building.**

Rules

- 7** Unless otherwise specified, all **uses** in this Direct Control District Bylaw must comply with the General Rules for Multi-Residential Land Use Districts referenced in Part 6, Division 1 of Bylaw 1P2007.

Parcel Width

- 8** The minimum **parcel width** is:

- (a) 7.5 metres for a **parcel** containing a **Single Detached Dwelling**;
- (b) 11.0 metres for a **parcel** containing a **Duplex Dwelling**;
- (c) 13.0 metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum **parcel** width of 6.0 metres must be provided for each **Dwelling Unit**;
- (d) 5.0 metres for an individual **parcel** containing a **Dwelling Unit** in a **Rowhouse Building** or **Townhouse**; and
- (e) for all other **uses** there is no minimum **parcel width**.

Parcel Area

- 9** The minimum **parcel** area is:

- (a) 233.0 square metres for a **parcel** containing a **Single Detached Dwelling**;
- (b) 400.0 square metres for a **parcel** containing a **Duplex Dwelling**;
- (c) 400.0 square metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum area of 180.0 square metres must be provided for each **Dwelling Unit**; and
- (d) 160.0 square metres for a **parcel** containing an individual **Dwelling Unit** in a **Rowhouse Building**; and
- (e) for all other **uses** there is no minimum **parcel** area.

Parcel Coverage

- 10 (1)** Unless otherwise specified in subsections (2) or (3), there is no maximum **parcel coverage**.

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 15D2025

- (2) The maximum **parcel coverage** is:
- (a) 60.0 per cent of the area of the **parcel** for each **Single Detached Dwelling, Semi-detached Dwelling, and Duplex Dwelling**; and
 - (b) 70.0 per cent of the area of the **parcel** for each, **Rowhouse Building, and Townhouse**.
- (3) The maximum **parcel coverage** referenced in subsection (1) must be reduced by 21.0 square metres for each required **motor vehicle parking stall** that is not located in a **private garage**, unless the **motor vehicle parking stall** referenced is constructed with permeable pavers or another type of open grid paving.

Building Height

- 11 The maximum **building height** is 30.0 metres.

Floor Plate Restrictions

- 12 The maximum **floor plate area** of each floor located partially or wholly above 26.0 metres above **grade** is 950.0 square metres.

Building Design

- 13 All **buildings** fronting a **street** must have:
- (a) a minimum ceiling height of 4.0 metres as measured vertically from the floor to the ceiling, for any non-residential **use**;
 - (b) a minimum ceiling height of 3.0 metres when measured vertically from the floor to the ceiling, for any residential **use**; and
 - (c) an individual, separate, direct access to **grade** for each **unit** with any portion of its floor area located on the floor closest to **grade**.

Street Wall Stepback

- 14 Where the height of a **building** is greater than 18.0 metres measured from **grade**, the façade of the **building** within 6.0 metres of a **property line** shared with a **street** must have a horizontal separation from the portion of the façade closest to **grade** such that:
- (a) the horizontal separation has a minimum depth of 2.0 metres;
 - (b) the horizontal separation occurs between a minimum of 7.5 metres and maximum of 18.0 metres measured from **grade**; and
 - (c) the **building** must provide façade articulation, textures or **building materials** to distinguish the base of the **building** from the rest of the **building**.

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BYLAW NUMBER 15D2025

Setback Area

- 15 The depth of all **setback areas** in this Direct Control District must be equal to the minimum **building setback** required by section 16.

Building Setback

- 16 (1) 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** or with another **parcel** is 1.2 metres.

Location of Uses Within Buildings

- 17 (1) "Commercial Uses" and **Live Work Units**:
- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units and Residential Care**; and
 - (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units or Residential Care**.
- (2) Where this section refers to "Commercial Uses", it refers to the listed **uses** in sections 5 and 6, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Unit, Multi-Residential Development, and Residential Care**.

Specific Rules for Landscaped Areas

- 18 (1) A minimum of 20.0 per cent of the area of the **parcel** must be a **landscaped area**.
- (2) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls, loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
- (3) Every **building** on a **parcel** must have at least one sidewalk connecting the **public entrance** to a public sidewalk, or in the case where there is no public sidewalk, to the nearest **street**.
- (4) Where a **building** contains more than one **use**, every **use** that has an exterior **public entrance** must either:
- (a) have a sidewalk connecting the **public entrance** to the sidewalk required by subsection (3); or
 - (b) have a sidewalk connecting that **public entrance** to a public sidewalk.
- (5) Every **building** on a **parcel** must have at least one sidewalk connecting the parking area to the **public entrances** of the **building**.

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BYLAW NUMBER 15D2025

- (6) Where a sidewalk provided in satisfaction of this section is next to a portion of a **building**, the sidewalk must extend along the entire length of that side of the **building**.
- (7) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Planting Requirements

- 19 Any trees or shrubs provided in satisfaction of the **landscaped area** requirement must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Low Water Irrigation System

- 20 (1) When a **low water irrigation system** is provided, only trees and shrubs must be irrigated and the extent of water delivery must be confined to the tree and shrub area.
- (2) When a **low water irrigation system** is provided, trees and shrubs that have similar water consumption requirements must be grouped together.

Amenity Space

- 21 (1) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.
- (3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** may be included to satisfy the **amenity space** requirement.
- (5) **Private amenity space** must:
 - (a) be in the form of a **balcony**, **deck** or **patio**; and
 - (b) have no minimum dimensions of less than 2.0 metres.
- (6) **Common amenity space**:
 - (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;

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BYLAW NUMBER 15D2025

- (c) must have a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
 - (d) may be located at or above **grade**.
- (7) A maximum of 50.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (8) **Common amenity space – outdoors:**
- (a) must provide a **balcony, deck or patio** and at least one of the following as permanent features:
 - (i) a barbeque; or
 - (ii) seating; and
 - (b) must be used in the calculation of the required **landscaped area** when located below 25.0 metres above **grade**.

Mechanical Screening

22 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Waste, Recycling and Organics

23 Garbage, recycling and organics must be stored in a **screened** location.

Motor Vehicle Parking Stall Requirements

- 24** (1) For **development** containing **Dwelling Units** or **Live Work Units**, the minimum **motor vehicle parking stalls**:
- (a) for each **Dwelling Unit** or **Live Work Unit** is 0.7 stalls for resident parking; and
 - (b) for each **Dwelling Unit** or **Live Work Unit** is 0.1 **visitor parking stalls** per **unit**.
- (2) For **development** containing **Dwelling Units** or **Live Work Units**, the maximum **motor vehicle parking stalls**:
- (a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;
 - (b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident parking; and
 - (c) for each **Dwelling Unit** or **Live Work Unit** is 0.15 **visitor parking stalls** per **unit**.

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BYLAW NUMBER 15D2025

Required Bicycle Parking Stalls

25 The minimum number of **bicycle parking stalls – class 1** for:

- (a) each **Dwelling Unit** and **Live Work Unit** is:
 - (i) no requirement where the number of **units** is less than 20.0; and
 - (ii) 0.5 stalls per **unit** where the total number of **units** is 20.0 or more; and
- (b) all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Interim Use

- 26 (1) A **development permit** for an **Interim Use** must not be issued for a period exceeding five (5) years.
- (2) An **Interim Use** must only be located within **buildings** existing at the time of the effective date of this Direct Control District.
- (3) Notwithstanding subsection (2), the following **Interim Uses** may occur outside of a **building** provided the total surface area of the **use** is no greater in size than the total surface area of the **use** as it existed at the time of the effective date of this Direct Control District, or where the **use** did not exist at the time of the effective date of this Direct Control District, the total surface area of the **use** does not exceed 12,000 square metres:
- (a) **Storage Yard;**
 - (b) **Tree Farm; and**
 - (c) **Vehicle Storage.**

Relaxations

- 27 The **Development Authority** may relax the rules contained in Sections 7 through 14, 16, 18, 21 and Section 24 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

PROPOSED

CPC2024-1290
ATTACHMENT 3

BYLAW NUMBER 16D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0184/CPC2024-1290)**

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

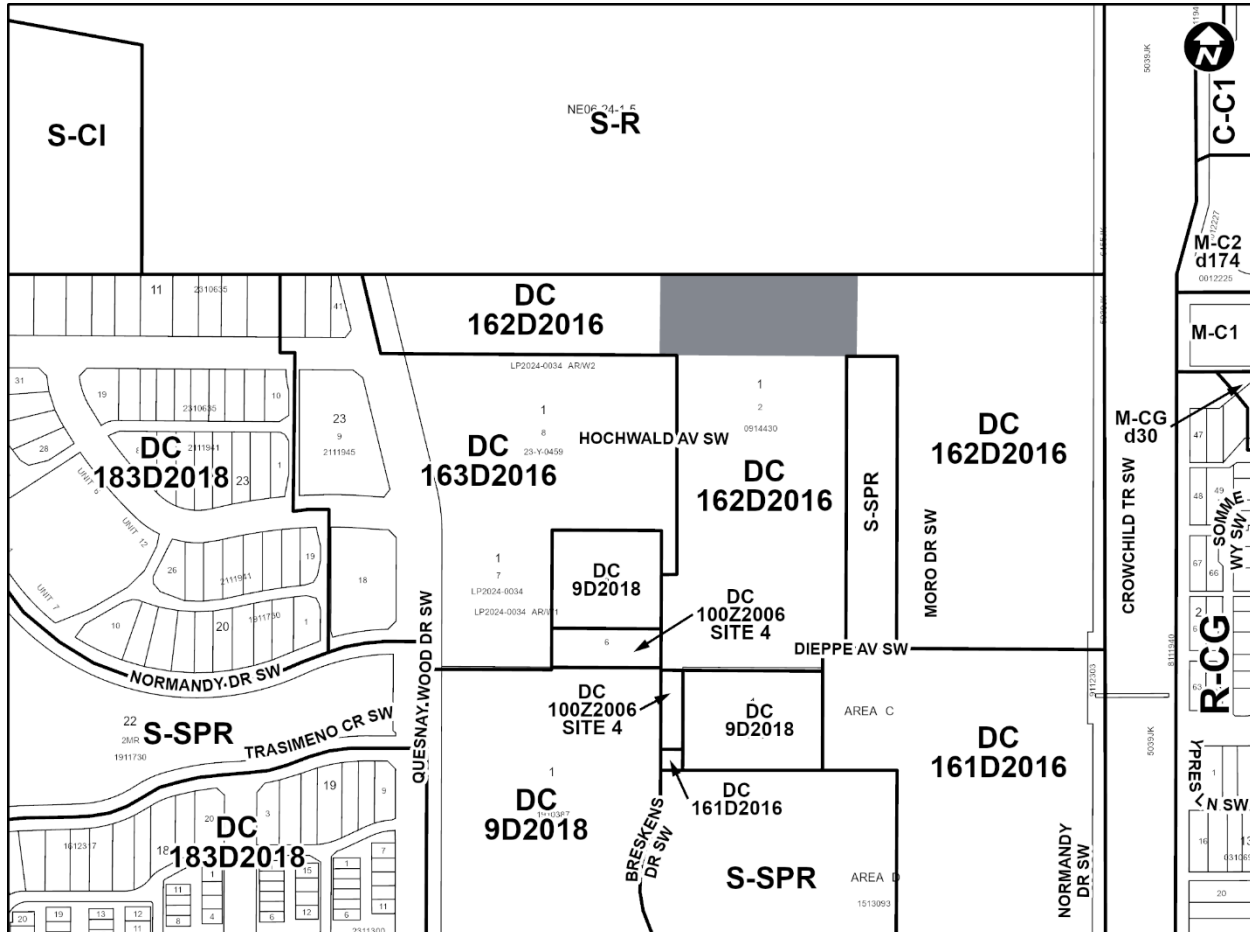
SIGNED ON _____

CITY CLERK

SIGNED ON _____

**AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 16D2025**

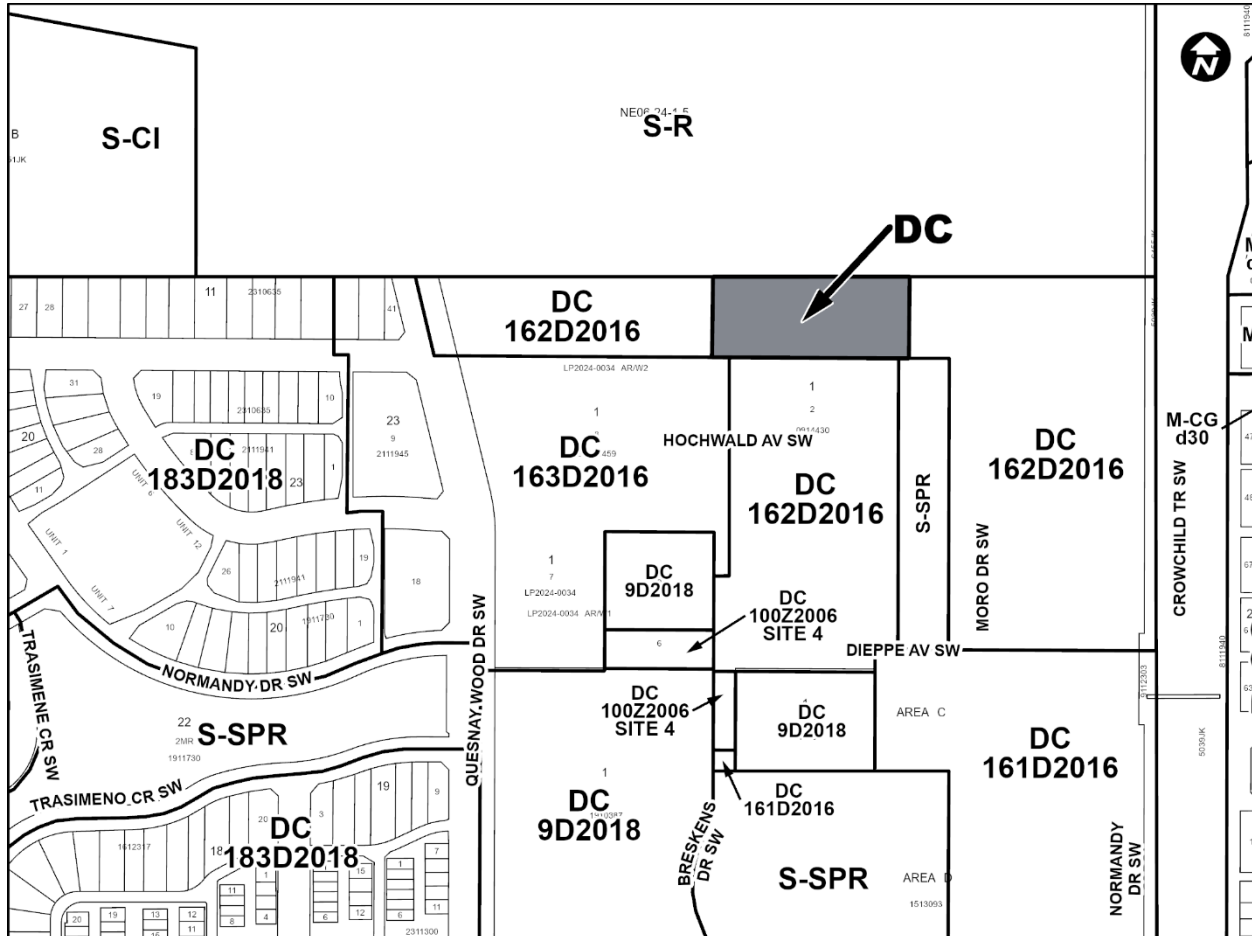
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 16D2025

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
- (b) allow for a built form that will accommodate a full range of residential buildings;
- (c) support a form of development that is sensitive to and respectful of the historic character of provincial historic resources;
- (d) allow for a limited range of commercial uses to support residential uses;
- (e) allow for existing uses as development is expected to take many years to build-out;

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BYLAW NUMBER 16D2025

- (f) create a permeable, accessible and pedestrian-oriented neighbourhood design; and
- (g) effectively manage the parking supply to encourage more people to use sustainable modes of transportation.

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 following **uses** are **permitted uses** in this Direct Control District:

- (a) **Accessory Residential Building;**
- (b) **Home Based Child Care – Class 1;**
- (c) **Home Occupation – Class 1;**
- (d) **Park;**
- (e) **Protective and Emergency Service;**
- (f) **Sign – Class A; and**
- (g) **Utilities.**

Discretionary Uses

- 5** (1) The following **uses** are **discretionary uses** in this Direct Control District:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Backyard Suite**
- (d) **Child Care Service;**
- (e) **Community Entrance Feature;**
- (f) **Convenience Food Store;**
- (g) **Custodial Care;**
- (h) **Duplex Dwelling;**
- (i) **Dwelling Unit;**
- (j) **Financial Institution;**
- (k) **Food Kiosk;**
- (l) **Home Occupation – Class 2;**
- (m) **Live Work Unit;**
- (n) **Multi-Residential Development;**
- (o) **Parking lot – grade (temporary);**
- (p) **Place of Worship – Medium;**
- (q) **Place of Worship – Small;**
- (r) **Power Generation Facility – Small;**
- (s) **Residential Care;**
- (t) **Retail and Consumer Service;**

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- (u) **Rowhouse Building;**
- (v) **Secondary Suite;**
- (w) **Semi-detached Dwelling;**
- (x) **Service Organization;**
- (y) **Sign – Class B;**
- (z) **Sign – Class C;**
- (aa) **Sign – Class D;**
- (bb) **Sign – Class E;**
- (cc) **Single Detached Dwelling;**
- (dd) **Special Care Facility;**
- (ee) **Temporary Residential Sales Centre;**
- (ff) **Townhouse; and**
- (gg) **Utility Building.**

(2) The following **uses** are **discretionary uses** in this Direct Control District if:

- (a) they are proposed for a new **building** or new addition to a **building**; or
- (b) they are located in a **building** where a minimum of 85.0 per cent of the **gross floor area** is used for **uses** listed in Section 5(1)(a) through (gg) inclusive;
 - (i) **Drinking Establishment – Small;**
 - (ii) **Drinking Establishment– Medium;**
 - (iii) **Office;**
 - (iv) **Outdoor Café;**
 - (v) **Print Centre;**
 - (vi) **Restaurant: Food Service Only;**
 - (vii) **Restaurant: Licensed; and**
 - (viii) **Specialty Food Store.**

Rules

6 Unless otherwise specified, all **uses** in this Direct Control District Bylaw must comply with the General Rules for Multi-Residential Land Use Districts referenced in Part 6, Division 1 of Bylaw 1P2007.

Parcel Width

7 The minimum **parcel width** is:

- (a) 7.5 metres for a **parcel** containing a **Single Detached Dwelling**;
- (b) 11.0 metres for a **parcel** containing a **Duplex Dwelling**;
- (c) 13.0 metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum **parcel** width of 6.0 metres must be provided for each **Dwelling Unit**; and
- (d) 5.0 metres for an individual **parcel** containing a **Dwelling Unit** in a

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Rowhouse Building, or Townhouse; and

- (e) for all other **uses** there is no minimum **parcel width**.

Parcel Area

8 The minimum **parcel** area is:

- (a) 233.0 square metres for a **parcel** containing a **Single Detached Dwelling**;
- (b) 400.0 square metres for a **parcel** containing a **Duplex Dwelling**;
- (c) 400.0 square metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum area of 180.0 square metres must be provided for each **Dwelling Unit**;
- (d) 160.0 square metres for a **parcel** containing an individual **Dwelling Unit** in a **Rowhouse Building**; and
- (e) for all other **uses** there is no minimum **parcel** area.

Parcel Coverage

9 (1) Unless otherwise specified in subsections (2) or (3), there is no maximum **parcel coverage**.

(2) The maximum **parcel coverage** is:

- (a) 60.0 per cent of the area of the **parcel** for each **Single Detached Dwelling, Semi-detached Dwelling, and Duplex Dwelling**; and
- (b) 70.0 per cent of the area of the **parcel** for each **Rowhouse Building and Townhouse**.

(3) The maximum **parcel coverage** referenced in subsection (1), must be reduced by 21.0 square metres for each required **motor vehicle parking stall** that is not located in a **private garage**, unless the **motor vehicle parking stall** referenced is a permeable paver or other type of open grid paving.

(4) Ancillary **building** spaces such as **porches**, galleries, breezeways, terraces, stoops, and green roofs do not count towards **parcel coverage**.

(5) At-grade outdoor living surfaces such as **patios**, terraces, courtyards, and gardens do not count towards **parcel coverage** when constructed with permeable pavers or other types of open grid paving systems.

Building Height

10 The maximum **building height** is 42.0 metres.

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Floor Plate Restrictions

- 11 The maximum **floor plate area** of each floor located partially or wholly above 26.0 metres above **grade** is 950.0 square metres.

Building Design

- 12 All **buildings** fronting a **street** must have:

- (a) a minimum ceiling height of 4.0 metres as measured vertically from the floor to the ceiling, for any non-residential **use**;
- (b) a minimum ceiling height of 3.0 metres when measured vertically from the floor to the ceiling, for any residential **use**; and
- (c) an individual, separate, direct access to **grade** for each **unit** with any portion of its floor area located on the floor closest to **grade**.

Street Wall Stepback

- 13 Where the height of a **building** is greater than 18.0 metres measured from **grade**, the façade of the **building** within 6.0 metres of a **property line** shared with a **street** must have a horizontal separation from the portion of the façade closest to **grade** such that:

- (a) the horizontal separation has a minimum depth of 2.0 metres;
- (b) the horizontal separation occurs between a minimum of 7.5 metres and maximum of 18.0 metres measured from **grade**; and
- (c) the **building** must provide façade articulation, textures or **building** materials to distinguish the base of the **building** from the rest of the **building**.

Setback Area

- 14 The depth of all **setback areas** in this Direct Control District must be equal to the minimum **building setback** required by section 15.

Building Setback

- 15 (1) 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** or with another **parcel** is 1.2 metres.

Location of Uses Within Buildings

- 16 (1) “Commercial Uses” and **Live Work Units**:

- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**; and
- (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** or **Residential Care**.

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- (2) Where this section refers to “Commercial Uses”, it refers to the listed **uses** in sections 4 and 5 of this Direct Control District, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Units, Multi-Residential Development, and Residential Care.**

Specific Rules for Landscaped Areas

- 17 (1) A minimum of 20.0 per cent of the area of the **parcel** must be a **landscaped area**.
- (2) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls, loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
- (3) **Landscaped area** provided at **grade** or below 36.0 metres above **grade** may be credited towards the **landscaped area** requirement.
- (4) Every **building** on a **parcel** must have at least one sidewalk connecting the **public entrance** to a public sidewalk, or in the case where there is no public sidewalk, to the nearest **street**.
- (5) Where a **building** contains more than one **use**, every **use** that has an exterior **public entrance** must either:
- (a) have a sidewalk connecting the **public entrance** to the sidewalk required by subsection (4); or
- (b) have a sidewalk connecting that **public entrance** to a public sidewalk.
- (6) Every **building** on a **parcel** must have at least one sidewalk connecting the parking area to the **public entrances** of the **building**.
- (7) Where a sidewalk provided in satisfaction of this section is next to a portion of a **building**, the sidewalk must extend along the entire length of that side of the **building**.
- (8) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Planting Requirements

- 18 Any trees or shrubs provided in satisfaction of the **landscaped area** requirement must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Low Water Irrigation System

- 19 (1) When a **low water irrigation system** is provided, only trees and shrubs must be irrigated and the extent of water delivery must be confined to the tree and shrub area.

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BYLAW NUMBER 16D2025

- (2) When a **low water irrigation system** is provided, trees and shrubs that have similar water consumption requirements must be grouped together.

Amenity Space

- 20 (1) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.
- (3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** may be included to satisfy the **amenity space** requirement.
- (5) **Private amenity space** must:
- (a) be in the form of a **balcony**, **deck** or **patio**; and
 - (b) have no minimum dimensions of less than 2.0 metres.
- (6) **Common amenity space**:
- (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;
 - (c) must have a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
 - (d) may be located at or above **grade**.
- (7) A maximum of 50.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (8) **Common amenity space – outdoors**:
- (a) must provide a **balcony**, **deck** or **patio** and at least one of the following as permanent features:
 - (i) a barbeque; or
 - (ii) seating; and
 - (b) must be used in the calculation of the required **landscaped area** when located below 25.0 metres above **grade**.

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 16D2025

Mechanical Screening

- 21 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Waste, Recycling and Organics

- 22 Garbage, recycling and organics must be stored in a **screened** location.

Motor Vehicle Parking Stall Requirements

- 23 (1) For **development** containing **Dwelling Units** or **Live Work Units**, the minimum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** is 0.7 stalls for resident parking; and
 - (b) for each **Dwelling Unit** or **Live Work Unit** is 0.1 **visitor parking stalls** per **unit**.
- (2) For **development** containing **Dwelling Units** or **Live Work Units**, the maximum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;
 - (b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident; and
 - (c) for each **Dwelling Unit** or **Live Work Unit** is 0.15 **visitor parking stalls** per **unit**.

Required Bicycle Parking Stalls

- 24 The minimum number of **bicycle parking stalls – class 1** for:
- (a) each **Dwelling Unit** and **Live Work Unit** is:
 - (i) no requirement where the number of **units** is less than 20.0; and
 - (ii) 0.5 stalls per **unit** where the total number of **units** is 20.0 or more; and
 - (b) all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Relaxations

- 25 The **Development Authority** may relax the rules contained in Sections 6 through 13, 15, 17, 20 and Section 23 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

PROPOSED

CPC2024-1290
ATTACHMENT 4

BYLAW NUMBER 17D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0184/CPC2024-1290)**

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 _____

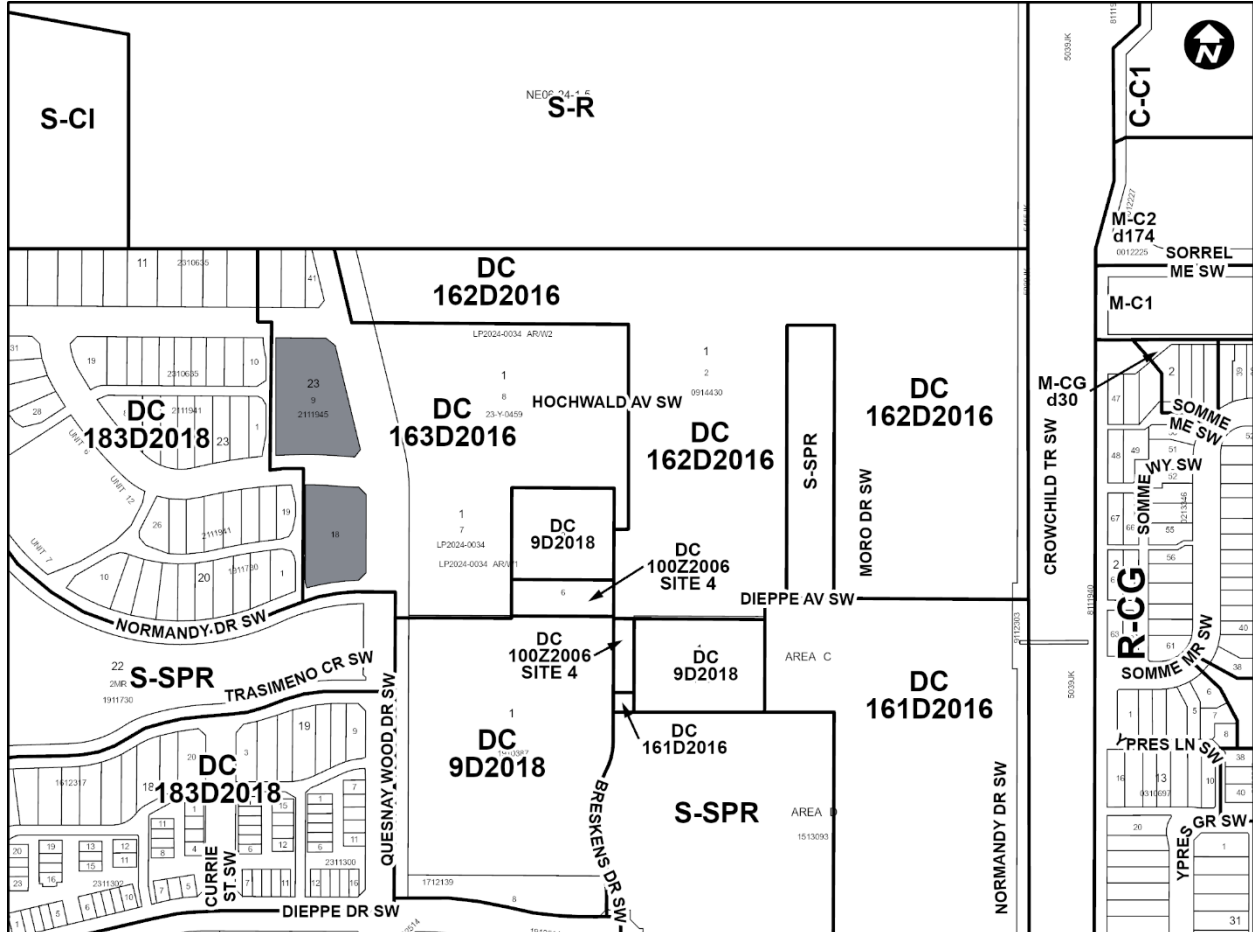
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 17D2025

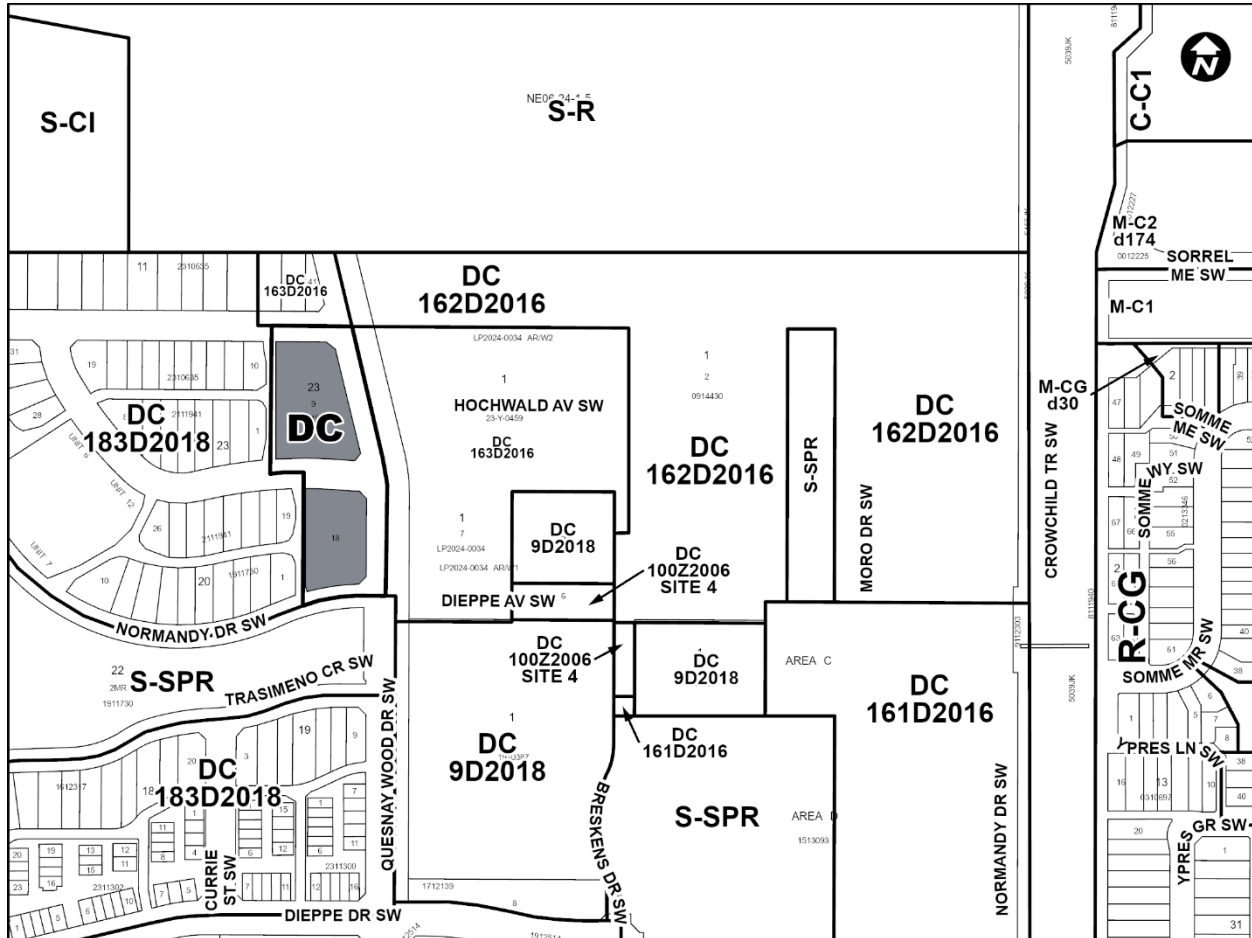
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 17D2025

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
- (b) allow for a built form that will accommodate a full range of residential buildings;
- (c) support a form of development that is sensitive to and respectful of the historic character of provincial historic resources;
- (d) allow for a limited range of commercial uses to support residential uses;
- (e) create a permeable, accessible and pedestrian-oriented neighbourhood design; and

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AMENDMENT LOC2024-0184/CPC2024-1290 BYLAW NUMBER 17D2025

- (f) effectively manage the parking supply to encourage more people to use sustainable modes of transportation.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 The following **uses** are **permitted uses** in this Direct Control District:

- (a) **Accessory Residential Building;**
- (b) **Home Based Child Care – Class 1;**
- (c) **Home Occupation – Class 1;**
- (d) **Park;**
- (e) **Protective and Emergency Service;**
- (f) **Sign – Class A; and**
- (g) **Utilities.**

Discretionary Uses

- 5 The following **uses** are **discretionary uses** in this Direct Control District:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Child Care Service;**
- (d) **Community Entrance Feature;**
- (e) **Health Care Service;**
- (f) **Custodial Care;**
- (g) **Dwelling Unit;**
- (h) **Food Kiosk;**
- (i) **Home Occupation – Class 2;**
- (j) **Live Work Unit;**
- (k) **Multi-Residential Development;**
- (l) **Power Generation Facility – Small;**
- (m) **Residential Care;**
- (n) **Service Organization;**
- (o) **Sign –Class B;**
- (p) **Sign – Class C;**
- (q) **Sign – Class D;**
- (r) **Sign – Class E;**
- (s) **Special Care Facility;**
- (t) **Temporary Residential Sales Centre;**
- (u) **Townhouse; and**
- (v) **Utility Building.**

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290 BYLAW NUMBER 17D2025

Rules

- 6** Unless otherwise specified, all **uses** in this Direct Control District Bylaw must comply with the General Rules for Multi-Residential Land Use Districts referenced in Part 6, Division 1 of Bylaw 1P2007.

Building Height

- 7** The maximum **building height** is 25.0 metres.

Building Design

- 8** All **buildings** fronting a **street** must have:
- (a) a minimum ceiling height of 4.0 metres as measured vertically from the floor to the ceiling, for any non-residential **use**
 - (b) a minimum ceiling height of 3.0 metres when measured vertically from the floor to the ceiling, for any residential **use**; and

Setback Area

- 9** The depth of all **setback areas** in this Direct Control District must be equal to the minimum **building setback** required by section 10.

Building Setback

- 10** (1) The minimum **building setback** from a **property line** shared with a Quesnay Wood Drive SW is 3.0 metres;
- (2) The minimum **building setback** from a **property line** shared with Beesborough Drive SW, Calais Drive SW and Normandy Drive SW is 2.25 metres;
- (3) The minimum **building setback** from a **property line** shared with a **lane** is 2.25 metres; and
- (4) The minimum **building setback** from a **property line** shared with another **parcel** is zero metres.

Projections Into Setback Areas

- 11** (1) **Landings**, wheelchair ramps and stairs may project without limits into any **setback area**.
- (2) **Patios, decks** and **balconies** may project a maximum of 1.5 metres into any **setback area**.
- (3) Eaves may project a maximum of 0.6 metres into any **setback area**.

Specific Rules for Landscaped Areas

- 12** (1) A minimum of 20.0 per cent of the area of the **parcel** must be a **landscaped area**.
- (2) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls**, **loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.

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- (3) Every **building** on a **parcel** must have at least one sidewalk connecting the **public entrance** to a public sidewalk, or in the case where there is no public sidewalk, to the nearest **street**.
- (4) Every **building** on a **parcel** must have at least one sidewalk connecting the parking area to the **public entrances** of the **building**.
- (5) Where a sidewalk provided in satisfaction of this section is next to a portion of a **building**, the sidewalk must extend along the entire length of that side of the **building**.
- (6) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Planting Requirements

- 13 Any trees or shrubs provided in satisfaction of the **landscaped area** requirement must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Low Water Irrigation System

- 14 (1) When a **low water irrigation system** is provided, only trees and shrubs must be irrigated and the extent of water delivery must be confined to the tree and shrub area.
- (2) When a **low water irrigation system** is provided, trees and shrubs that have similar water consumption requirements must be grouped together.

Amenity Space

- 15 (1) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.
- (3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** may be included to satisfy the **amenity space** requirement.
- (5) **Private amenity space** must:
 - (a) be in the form of a **balcony**, **deck** or **patio**; and
 - (b) have no minimum dimensions of less than 2.0 metres.

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290
BYLAW NUMBER 17D2025

- (6) **Common amenity space:**
- (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;
 - (c) must have a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
 - (d) may be located at or above **grade**.
- (7) A maximum of 50.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (8) **Common amenity space – outdoors:**
- (a) must provide a **balcony, deck or patio** and at least one of the following as permanent features:
 - (i) a barbeque; or
 - (ii) seating; and
 - (b) must be used in the calculation of the required **landscaped area** when located below 25.0 metres above **grade**.

Mechanical Screening

16 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Waste, Recycling and Organics

17 Garbage, recycling and organics must be stored in a **screened** location.

Motor Vehicle Parking Stall Requirements

- 18 (1) For **development** containing **Dwelling Units** or **Live Work Units**, the minimum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** is 0.7 stalls for resident parking; and
 - (b) for each **Dwelling Unit** or **Live Work Unit** is 0.1 **visitor parking stalls** per **unit**.
- (2) For **development** containing **Dwelling Units** or **Live Work Units**, the maximum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;

PROPOSED

AMENDMENT LOC2024-0184/CPC2024-1290 BYLAW NUMBER 17D2025

- (b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident; and
- (c) for each **Dwelling Unit** or **Live Work Unit** is 0.15 **visitor parking stalls** per **unit**.

Required Bicycle Parking Stalls

19 The minimum number of **bicycle parking stalls – class 1** for:

- (a) each **Dwelling Unit** and **Live Work Unit** is:
 - (i) no requirement where the number of **units** is less than 20.0; and
 - (ii) 0.5 stalls per **unit** where the total number of **units** is 20.0 or more; and
- (b) all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Relaxations

20 The **Development Authority** may relax the rules contained in Sections 6 through 8, 10, 12, 15 and 18 through 19 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

Company Name (if applicable):

B&A

LOC Number (office use only):

2024-0184

Applicant's Name:

Jeff Hanson

Date:

October 15, 2024

The Currie neighbourhood is located in southwest Calgary within the CFB West Master Plan area. The Master Plan outlines the vision and policy framework of the land uses and public systems for the area in a comprehensive manner. The Master Plan was originally approved in May 2015 through LOC2014-0109 with the subject parcels approved in the Outline Plan as DC districts (163D2016 and 162D2016).

163D2016 currently requires that the minimum building setback area is 5.0 meters on parcels located on the south side of Bessborough Drive SW and 5.0 meters on parcels located on Quesnay Wood Drive (QWD) SW.

As these are not large parcels, the landowners request a land use amendment to DC by-law 163D2016 to reduce the required setback from 5.0 meters to 3.0 meters (DC1) and 2.25 meters (DC3), in understanding this will likely result in the development new DC by-laws for the parcels. The reduction in setback requirements for these parcels will improve the efficiency of the urban built form. We are proposing two DCs, one west of QWD and one east. The one on the west side includes 203 and 208 Calais Drive, proposed as affordable housing developments - apartment and townhouse developments respectfully.

Additionally, the the Road ROW (0.07 ha/ 0.18ac) for Breskens Street SW, north of Bessborough Drive SW is requested to be added to DC 162D2016, as the road will no longer continue north into the future development of Richmond Green.

We are seeking the support of Administration, Calgary Planning Commission and City Council for the revision to these parcels.

Applicant Outreach Summary

2024 November 28



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Currie Land Use Amendment - Canada Lands Company

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)

A virtual meeting with the Rutland Park Community Association (RPCA) was held on November 27, 2024, to describe the application, discuss their questions and record input. A total of five people attended on behalf of the RPCA.

A follow up virtual session will be coordinated for the general public if deemed appropriate and necessary.

Stakeholders

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

- Rutland Park Community Association

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.

RPCA representatives noted their extensive involvement in previous engagement programs related to Currie and their interest in seeing some of those commitments honoured. Members of the RPCA asked for clarification on the road closure connecting to the Richmond Green project. They also noted their interest in maintaining a commitment to create a pedestrian/active transportation connection from Alexandria Park to Richmond Green and noted they were concerned that the reduced setback would impact this. The project team clarified that the connection the RPCA referred to would be maintained within the Road ROW and that the setback changes impacted the privately owned sites only. The RPCA also inquired about ensuring enough parking and asked for clarity on condo heights, both of which were answered by the project team to satisfaction.

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 project team was able to address all questions and comments within the virtual meeting with the RPCA, therefore feedback will not influence the current application.

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)

Resident recipients will receive updates through the newsletter regarding the application as applicable.

A summary of the discussion with RPCA will be provided as well as any information the project team committed to following up on.



calgary.ca/planningoutreach

Community Association Comments

2024 September 7

LOC2024-0184 - 4225 CROWCHILD TR SW

Thank-you for the opportunity to respond to this application. You will note that we are neither supportive or opposed, but this does not clearly represent our position, as 2 different items are being considered under this one application.

We are supportive of adding the undesignated Breskens Street ROW to the DC site as this section of the roadway is no longer required.

With regards to reducing the setbacks on the proposed designated DC Site 1, our concern is that doing so sets a precedent for other similar sites in the current DC site. While these 5 m setbacks do not appear to be part of the Municipal Reserve land designated for Currie Barracks, they were intended to provide landscaped, walkable, pedestrian scale boulevards that connect people to larger green spaces. Accordingly, we would prefer that the 5 m setbacks remain as currently designated.

There is also the risk of other changes to DC site 1 as the bylaw rules have changed since the current DC site was approved. We worked very closely with Canada Lands to establish the rules and expectations for these DC sites when the CFB West Master Plan was revised. We want to make sure that what is developed in Currie Barracks remains true to the vision we supported.

Thank-you for your time.

The Rutland Park Community Association Development Committee

2024 November 7

*Name	<input type="text" value="Rutland Park Community Association"/>	Phone	<input type="text"/>
*Email	<input type="text" value="development@rutlandparkcommunity.com"/>	<input checked="" type="checkbox"/>	Circulation Referee
*Address	<input type="text" value="Circulation Referee No Address"/>		

General Comment

We understand that the intent of this new application is to include 2 additional properties when configuring the new DC sites. We also understand that the intent is to reduce the setbacks to allow for better built forms and interfaces, and that no changes are being made to parking requirements. We note that there is actually a reduction in the height of one of the DC sites per the explanation on DMAP. Our concern focuses on reducing the green belt that was proposed between Alexandria Park and Richmond Green-- we had envisioned benches, garden boxes and trees along Quesnay Wood Drive as an interconnected park space between these 2 larger park spaces. We feel that more green space (not less) is essential in areas of higher density. We are very disappointed by this proposed change and would ask that higher landscaping requirements be expected in these bordering developments.

Policy Amendment, Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 45 New Street SE, LOC2024-0194

RECOMMENDATIONS:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1154) to the 2025 January 14 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendments to the Inglewood Area Redevelopment Plan (Attachment 2);
3. Give three readings to the proposed closure of 0.02 hectares \pm (0.04 acres \pm) of road (all that portion of St. Mary Avenue on Plan A3 (municipally known as St. Monica Avenue S.E. lying within Area A on Plan 241____) adjacent to 45 New Street SE, with conditions (Attachment 4); and
4. Give three readings to the proposed bylaw for the redesignation of 0.11 hectares \pm (0.25 acres \pm) located at 45 New Street SE and the closed road (Plan A3, Block 17, Lot 30; municipally known as St. Monica Avenue S.E. lying within Area A on Plan 241____) Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Housing – Grade Oriented (H-GO) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
NOVEMBER 28:**

That Council:

1. Give three readings to **Proposed Bylaw 5P2025** for the amendments to the Inglewood Area Redevelopment Plan (Attachment 2);
2. Give three readings to **Proposed Bylaw 1C2025** closure of 0.02 hectares \pm (0.04 acres \pm) of road (all that portion of St. Mary Avenue on Plan A3 (municipally known as St. Monica Avenue S.E. lying within Area A on Plan 241____) adjacent to 45 New Street SE, with conditions (Attachment 4); and
3. Give three readings to **Proposed Bylaw 13D2025** for the redesignation of 0.11 hectares \pm (0.25 acres \pm) located at 45 New Street SE and the closed road (Plan A3, Block 17, Lot 30; municipally known as St. Monica Avenue S.E. lying within Area A on Plan 241____) Residential – Grade-Oriented Infill (R-CG) District and Undesignated Road Right-of-Way to Housing – Grade Oriented (H-GO) District.

Policy Amendment, Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 45 New Street SE, LOC2024-0194

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for dwelling units that primarily take the form of a rowhouse, townhouse or stacked townhouse and may include secondary suites.
- This application also seeks to close an adjacent portion of the City's right-of-way and designate that closure area to Housing – Grade Oriented (H-GO) District to allow for consolidation with the adjacent parcel (45 New Street SE) to the north.
- The proposal would allow for development that is compatible with the character of the existing neighbourhood and aligns with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application 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 H-GO District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- An amendment to the *Inglewood Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use.
- A development permit for a 16-unit development has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southeast community of Inglewood, was submitted by BOLD Workshop Architecture on behalf of the landowners, Kayla Browne (with BOLD Workshop Architecture) and Nicholas Tumu on 2024 July 25. The City of Calgary owns the right-of-way area proposed for closure.

The 0.09 hectare \pm (0.21 acre \pm) midblock parcel is located in the southeast community of Inglewood, fronting onto New Street SE. The site is currently developed with a single detached dwelling and detached garage at the rear of the property. The surrounding context is comprised primarily of other single-detached dwellings. The proposed ARP amendment would revise the applicable residential policies to allow for increased density beyond the current provisions outlined in Section 2.3, and set a maximum density based on floor area ratio (FAR). This policy amendment is required to accommodate the proposed H-GO District within the ARP. The proposed H-GO district accommodates a range of building forms considered compatible with low density residential development and is therefore aligned with the Residential policies of the ARP. A development permit (DP2024-05493) was submitted on 2024 July 25 for a 16-unit residential development, which is currently under review.

Attachment 3 outlines the 0.02 hectare \pm (0.04 acre \pm) portion of road right-of-way to be redesignated and closed through the Tentative Road Closure Plan with accompanying conditions (Attachment 4). The Applicant Submission (Attachment 5) indicates that the closed road right-of-way would be consolidated with the adjacent parcel to facilitate the proposed 16-unit residential development.

Policy Amendment, Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 45 New Street SE, LOC2024-0194

The approximately 0.02 hectare ± (0.04 acre ±) closure area is located northwest of the intersection of 14 Street SE and St. Monica Avenue SE and shares a northern boundary with the subject site. The subject closure area is currently undeveloped green space and a sidewalk. A sidewalk and public pathway run along the southern edge of the proposed road closure area and is designated Special Purpose – Community Service (S-CS) District. It connects to the adjacent public park spaces along this path including the nearby Nellie Breen Park south of the subject site. The site is served by transit via the Route 1 (Bowness/Forest Lawn) and Route 101 (Inglewood) buses.

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 respective community association was appropriate. In response, the applicant reached out to and spoke directly with adjacent neighbours. The Applicant Outreach Summary can be found in Attachment 6.

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.

Administration received 27 letters of opposition and 15 letters of support from the public. The letters of opposition included the following areas of concern:

- increase in density and height relative to adjacent development;
- further impacts to the lack of street parking;
- impact on traffic safety in the surrounding area including the bike lane and Nellie Breen park;
- potential shadowing impacts and privacy considerations;
- considerations of the character along the street and within the neighbourhood;
- loss of existing on-site trees;
- impact on existing public infrastructure and servicing capacities;
- misalignment with the current Inglewood ARP; and
- limited engagement conducted by the applicant with the community.

The letters of support include the following reasons:

Policy Amendment, Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 45 New Street SE, LOC2024-0194

- Inglewood in particular as a opportune location for density, and this property's proximity to the public park network and nearby commercial to support the use;
- general support of the H-GO District for this property and how it can be thoughtfully integrated into the surrounding context;
- proposal addresses the need for additional housing supply and 'mid'-sized housing options throughout the community and city; and
- opportunities to increase the affordable housing supply through this development.

The Inglewood Community Association (CA) submitted comments in opposition to the proposed land use amendment on 2024 September 11 (Attachment 7). Their comments suggested that the site did not appear to be eligible for the H-GO designation as per the Land Use Bylaw site criteria, and that the density proposed is incompatible with surrounding context. The CA also expressed concerns with impacts to the neighbour from the potential relocation required of the power lines and fire hydrant adjacent to the site through a redevelopment.

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 through the ongoing development permit review. The site itself was also confirmed eligible as per Section 1386(d) of the Land Use Bylaw 1P2007, which supports H-GO Districts on Inner City sites within 200 metres of an Urban Main Street area, as identified within the Urban Structure Map of the MDP.

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

IMPLICATIONS

Social

The proposed policy amendment, road closure and land use amendment would allow for the expansion of the developable area and the proposed change 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 policy amendment, road closure and land use amendment would allow for more efficient use of land, existing infrastructure and services, and provide more housing choices in the community.

Planning and Development Services Report to
Calgary Planning Commission
2024 November 28

ISC: UNRESTRICTED
CPC2024-1154
Page 5 of 5

Policy Amendment, Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 45 New Street SE, LOC2024-0194

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 5P2025**
3. Tentative Road Closure Plan
4. Proposed Road Closure Conditions
5. Applicant Submission
6. Applicant Outreach Summary
7. Community Association Response
8. **Proposed Bylaw 1C2025**
9. **Proposed Bylaw 13D2025**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site, located in the southeast community of Inglewood, is a midblock parcel fronting onto New Street SE. The area of the existing site is approximately 0.09 hectares (0.21 acres) and is approximately 20 metres wide and 55 metres long. The site is currently developed with a single detached dwelling and a detached garage at the rear of the property. The proposed road closure area directly south of 45 New Street SE is an undeveloped road right-of-way adjacent to the intersection of 14 Street SE and St. Monica Avenue SE. Part of this area provides rear lane access to the parcel. The proposed road closure portion is approximately 0.02 hectares (0.04 acres) in size.

The surrounding context consists primarily of parcels designated as Residential – Grade-Oriented Infill (R-CG) District directly north, west and east of the site, as well as a Special Purpose – Community Service (S-CS) District that accommodates greenspace running along the southern edge of the closure area. The S-CS District area is part of a broader public park and multi-use pathway system running east and west.

The area is well-serviced by parks and commercial uses. In addition to the public park and pathways noted above, which includes Nellie Breen Park to the south of the site and park space along the Bow River to the northwest, the site is located within close proximity and less than 200 metres from the 9 Avenue SE Neighbourhood Mainstreet area which has a wide range of commercial uses. As per the *Municipal Development Plan* (MDP), 9 Avenue SE is a Neighbourhood Main Street.

Community Peak Population Table

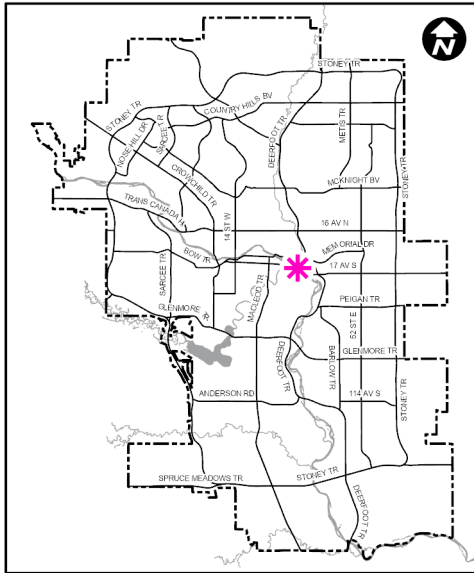
As identified below, the community of Inglewood reached its peak population in 2018.

Inglewood	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	-48
Difference in Population (Percent)	-1.18%

Source: *The City of Calgary 2019 Civic Census*

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

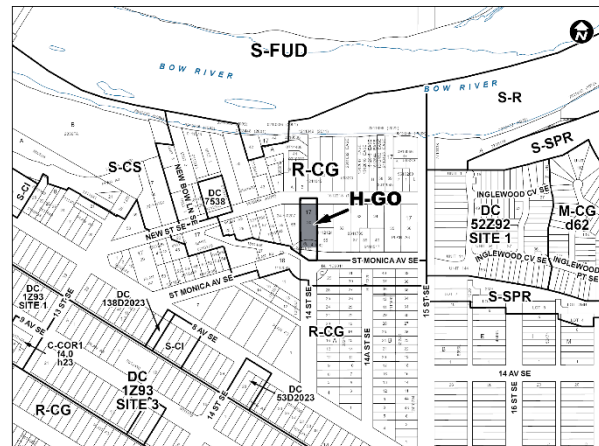
Location Maps

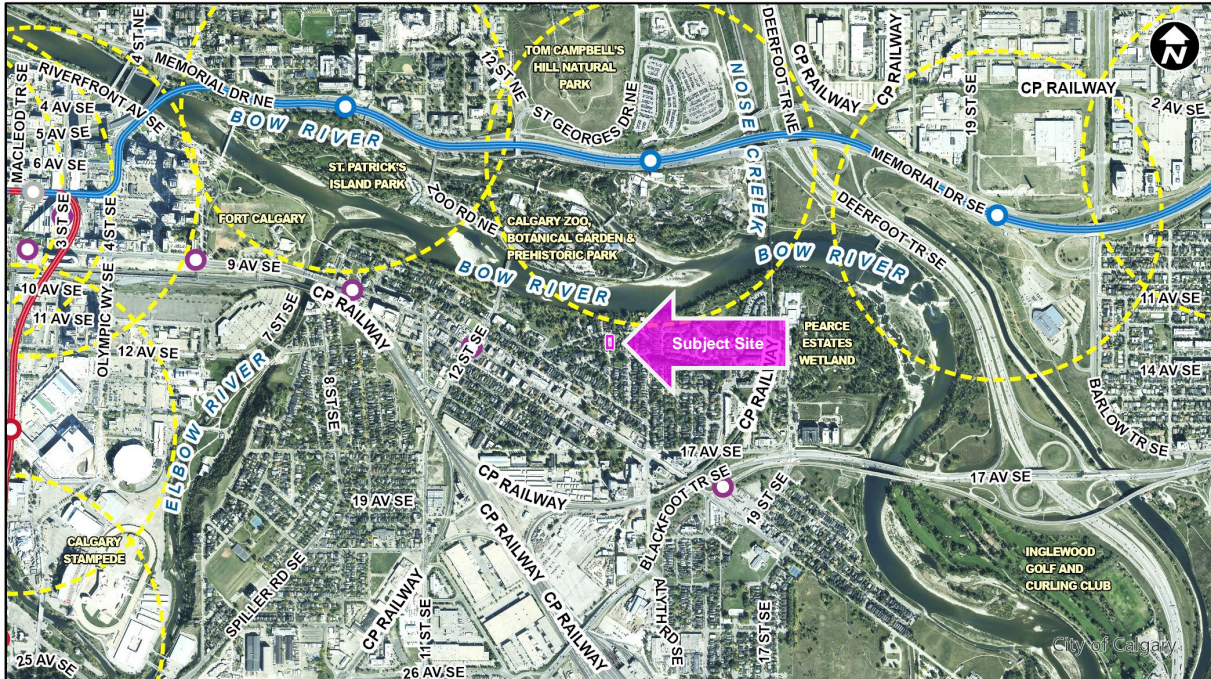


Road Closure Map



Land Use Amendment Map





Previous Council Direction

None.

Planning Evaluation

Road Closure

In addition to the land use amendment, this application proposes the closure of approximately 0.02 hectares (0.04 acres) of right-of-way adjacent to the intersection of 14 Street SE and St. Monica Avenue SE. The proposed closure area is currently undeveloped and vacant. The closed portion of the road would be consolidated with the adjacent site to the north at 45 New Street SE subject to the proposed Road Closure Conditions of Approval.

The proposed closure area would not affect the existing pathway networks or lane access to parcels to the east.

Land Use

The proposed H-GO District accommodates grade-oriented developments in a range of housing forms where dwelling units and secondary suites may be attached or stacked within a shared building or cluster of buildings.

The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres where there is more than one residential building on a laned parcel (between the residential building at the front and the residential building at the rear) to ensure functional courtyard amenity space;
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and secondary suite;
- a maximum floor area ratio (FAR) of 1.5;
- a maximum building height of 12 metres; and
- building chamfer rules where sites are adjacent to low density residential, H-GO and Multi-Residential – Contextual Grade-Oriented (M-CG) Districts.

Section 1386(d) of the Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District may be considered appropriate. This Section indicates that all parcels located within Inner City areas as identified within the Urban Structure Map of the MDP within 200 metres of a Main Street area are eligible for the H-GO designation. This site meets the above noted criteria as it is within 200 metres of the 9 Avenue SE Neighbourhood Main Street area.

Development and Site Design

The rules of the proposed H-GO District would provide guidance for redevelopment of the site, including appropriate uses, floor area, building height and massing, landscaping and parking. Through the development permit review process, Administration will continue to work with the applicant and external groups to ensure there are appropriate measures to protect existing infrastructure.

Transportation

Pedestrian access to 45 New Street SE is available from the existing sidewalk along New Street SE and can also be accessed via a public sidewalk from south of the site which forms part of the Always Available for All Ages and Abilities (5A) Network. There are currently no parking restrictions along this portion of New Street SE.

The nearest available transit stops are Route 1 (Bowness/Forest Lawn) and Route 101 (Inglewood) along 9 Avenue SE which are approximately 400 metres (a seven-minute walk) away. Stops for Route 307 (MAX Purple City Centre/East Hills) and Route 302 (BRT Southeast/City Centre) are approximately 600 metres (a 10-minute walk) from the site, which offers higher-frequency bus services.

Vehicle access is proposed off both New Street SE and the rear lane via the road closure area.

A Transportation Impact Assessment (TIA) or parking study was not required for the proposed land use amendment.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

The site is located within the flood fringe as per Council-approved flood maps. All future buildings will be required to comply with Land Use Bylaw regulations for development within the flood fringe.

Utilities and Servicing

Public water, sanitary and storm utilities are available at/within New Street SE. Servicing requirements will be determined through the development permit review 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.

Growth Plan (2022)

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

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25–30 Noise Exposure Forecast (NEF) contour of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within NEF contour areas. The uses within the H-GO District are generally allowable within this NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

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 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, as the application complies with 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. This application proposes the closure of a road right-of-way to facilitate a housing type which aligns with the intent of the MDP.

Calgary Climate Strategy (2022)

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

Inglewood Area Redevelopment Plan (Statutory – 1993)

The subject site is identified as 'Residential' area on Map 6: Generalized Land Use – Future in the [Inglewood Area Redevelopment Plan](#) (ARP). This proposal generally aligns with the applicable Section 2.3 policies of the ARP, which indicate that opportunities for new residential development should be identified and pursued, while also respecting the surrounding housing. The H-GO District provides for residential uses in a form and at a scale that is consistent with low density residential districts and is therefore considered appropriate and aligned with these policies.

Although the 'Residential' areas allow for general redevelopment with provisions for multi-unit housing, an amendment to Section 2.3, Policy 2.3.6 is required to allow for additional density at this particular site beyond the standard 40 units per acre allowed. The ARP amendment identifies this site for multi-residential development but expresses development intensity in terms of a maximum floor area ratio (FAR) rather than a maximum number of units.

PROPOSED

CPC2024-1154
ATTACHMENT 2

BYLAW NUMBER 5P2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE INGLEWOOD AREA
REDEVELOPMENT PLAN BYLAW 4P92
(LOC2024-0194 /CPC2024-1154)**

WHEREAS it is desirable to amend the Inglewood Area Redevelopment Plan Bylaw 4P92, 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 Inglewood Area Redevelopment Plan attached to and forming part of Bylaw 4P92, as amended, is hereby further amended as follows:
 - (a) In Section 2.3 Policies, Policy 2.3.6, under the heading 'Multi-unit Housing', after the second paragraph add the following:

“The site at 45 New Street SE is considered appropriate for medium density residential development with a maximum floor area ratio (FAR) of 1.5 and no maximum unit density.”
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

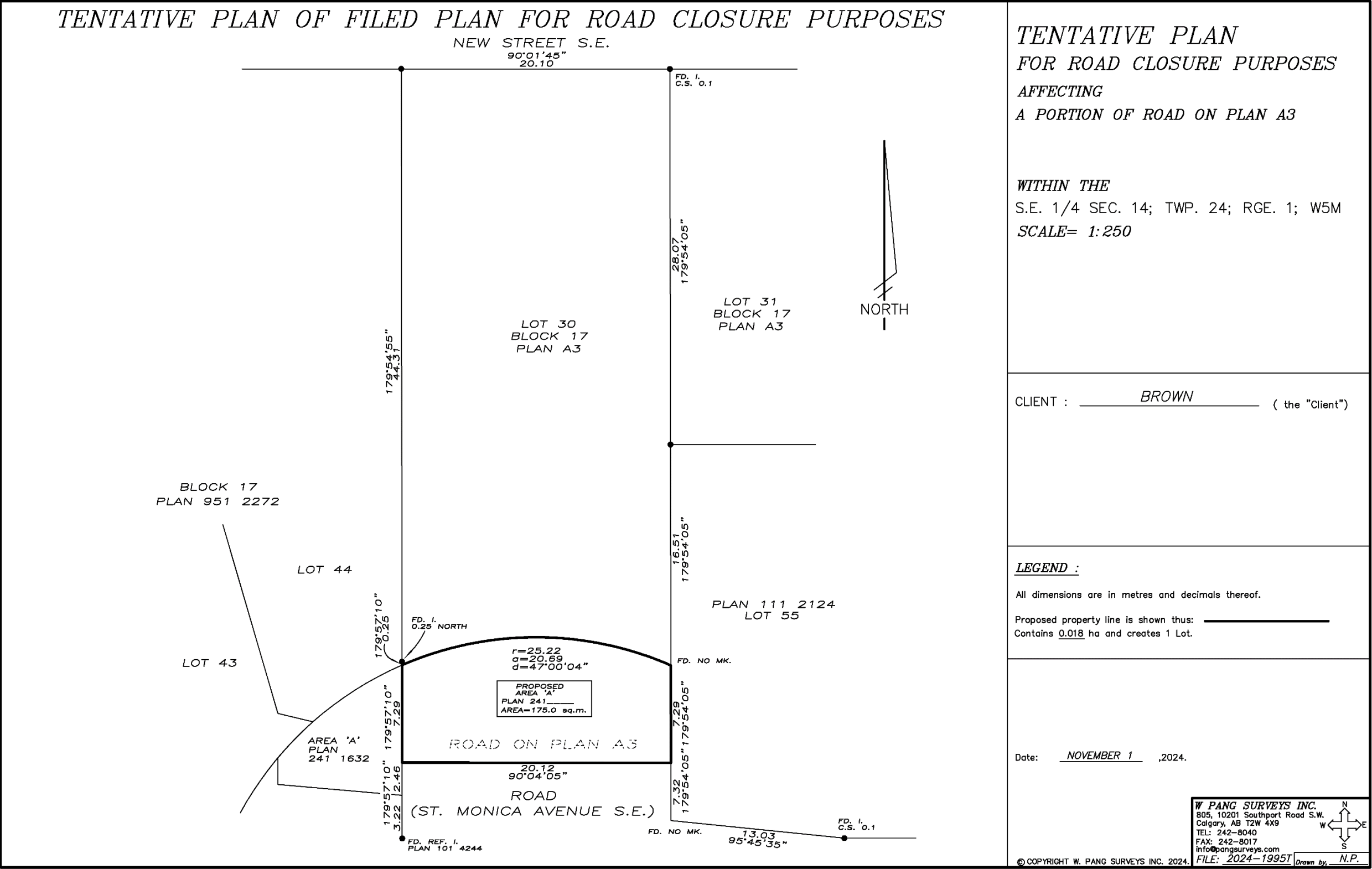
SIGNED ON _____

CITY CLERK

SIGNED ON _____

Tentative Road Closure Plan

2024 November 1



Proposed Road Closure Conditions

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The applicant 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, through Alberta Land Titles.

Applicant Submission



July 22, 2024

45 New Street SE
Calgary AB T2G 3X8

Attn: **Abigail Mason-Thompson**, BA (Hons), MA | abigail.mason-thompson@calgary.ca
Planner 1, South Team Community Planning, Planning & Development
Municipal Building, 800 Macleod Trail S.E.
P.O Box 2100 Station M, Calgary, AB, Canada T2P 2M5
403 312 2557

Re: H-GO Land Use Redesignation Application - Applicant Submission

Kayla Browne of BOLD Workshop Architecture is the applicant for 45 New Street SE DP Application, and is also the owner of the property along with Nick Tumu. Either myself, Kayla Browne, or my colleague, Darren Polanski, will be your contact for the duration of this application. We look forward to working collaboratively with you to obtain permit approval.

This is a concurrent Land Use Redesignation Application, being submitted along with a DP Application and Parcel Consolidation Application. We are obtaining the *Portion of Road Right of Way Adjacent to Municipal Address: 45 NEW STREET SE; Short Legal Description: A3, 17, 30*, from the Real Estate & Development Services (RE&DS) and consolidating this remnant parcel with our lot at 45 New Street SE. If you have any questions with regards to this transaction please contact Chloe.Bunyan@calgary.ca from RE&DS.

H-GO Planning Rationale

While the parcel has been subject to the City's blanket upzoning and is now R-CG, we have determined through extensive bylaw review, professional consultation with Civic Works, community research, as well as discussions with City administrators, that H-GO is most suited for our project. Our site meets the City's requirements for H-GO, as it is located within an Inner City area and 200 m from MDP identified 9 Avenue SE Main Street Polygon. With this comes close proximity to the BRT, the future LRT Green Line, extensive river commuting pathways, shops and amenities, making it a perfect location for gently increasing density. H-GO offers long term flexibility as the community of Inglewood heads into its 3rd planning life cycle and the zoning allows for more change over time in an easier way.

The most common maximum density R-CG configuration for a typical 50' x 120' laned parcel places two units facing the street and two units set 6.5 meters back, creating a courtyard between the housing blocks. Each primary unit includes a secondary basement suite. However, our lot, measuring 66' x 181', with laneway access and a secondary street frontage on St Monica Avenue SE, is unique in our city. To accommodate a variety of unit types and alternative site layouts, our lot needs appropriate zoning.

Applying the standard R-CG configuration to our parcel would significantly underutilize our lot and misrepresent the R-CG standard to the community and general public. Our proposed design deviates from typical R-CG developments, and we do not want to mislead the public into thinking our proposal represents a standard R-CG response. We aim to be open and transparent with the community, and applying under the R-CG designation would conflate the nature of an R-CG development.

Our proposed site layout places four units facing New Street SE, two units facing St Monica Avenue, and the remaining units around an interior courtyard. We are committed to including an affordable housing component in our complex. Utilizing CMHC's

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www.boldworkshop.ca

Kayla Browne Architect AAA
kayla@boldworkshop.ca 403 478 4967

Darren Polanski Architect AAA, LEED AP
darren@boldworkshop.ca 587 896 6434



MLI Select program to finance the project, 40% of our units will meet CMHC's definition of affordable rent, meaning housing that costs no more than 30% of a household's annual pre-tax income.

H-GO zoning offers the flexibility in unit type and configuration necessary to meet both the site's requirements and the affordable housing program's needs. For instance, the two units above the garage facing St Monica Avenue do not comply with R-CG's secondary or backyard suite requirements. However, these units meet the H-GO zoning requirements for a 'dwelling unit' and are crucial for the feasibility of our proposed development. There is no difference in construction costs between market rate units and market-driven affordable units; both cost the same to build. The rental income from the market units offsets the lower rent collected from the affordable units. Simply put, the market units enable us to offer affordable rents for 40% of the units. Therefore, all the market rate units as proposed are essential to making the affordable units possible.

The flexibility in unit types allowed by H-GO zoning enables us to optimize the site layout for the highest and best use. This has allowed us to propose larger side yard building setbacks, expansive outdoor green spaces, and increased building separation, enhancing privacy for residents and adjacent neighbors. These design choices significantly improve the quality of the units. As a result, each dwelling is a through-unit, ensuring ample natural light and a separate private entrance, giving every resident their own front porch. All units either face a street or the beautiful courtyard, so there are no less desirable views or orientations. The design is further detailed in the *DP Applicant Submission Planning Analysis*.

Finally, H-GO zoning allows for all units to be considered dwelling units rather than classifying half as secondary suites. This avoids any potential firewall concerns during the building permit process, as there are no secondary suites. Firewalls severely impact construction costs and timeline, two things that would make it impossible to create any affordable units in this project.

Thank you for your consideration on this land use redesignation, we look forward to working collaboratively with you through this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Kayla Browne". The signature is fluid and cursive, with a horizontal line underneath it.

Kayla Browne
Architect AAA

BOLD Workshop Architecture
www.boldworkshop.ca

Kayla Browne Architect AAA
kayla@boldworkshop.ca 403 478 4967

Darren Polanski Architect AAA, LEED AP
darren@boldworkshop.ca 587 896 6434

Applicant Outreach Summary



October 7, 2024

45 New Street SE

Calgary AB T2G 3X8

Attn: Huy Dang | Huy.Dang@calgary.ca
Community Planning | Planning & Development Services
The City of Calgary | C 587.572.2076

Re: Applicant Outreach Summary for LOC2024-0194

Outreach Strategy:

Based on our completed Community Outreach Assessment Tool our project scored 1B, which recommends a direct approach with the community. We decided on a postcard mailer drop (print materials) with information about our LOC, we met and discussed our plans with our direct neighbours on New Street SE (one-on-one conversations), we discussed our plans with our ward Councillor and met with the Inglewood Community Association (ICA) (invite meetings). More detail on the outreach below with associated dates.

Summary, affected parties and what we heard:

- Councillor Carra has been instrumental and very supportive throughout the duration of our design, planning and application process since we acquired the property in 2022.
- Ongoing conversations with the owners of 49 New Street SE (direct neighbours to the west) since property purchase in 2022 about our intention to redevelop the property at some point. We kept in contact with them about our plans for our proposed project every step of the way. The owners of 49 New Street SE own 11 lower income rental properties in Inglewood and Ramsay, they support our concurrent DP and LOC application and have communicated several times they appreciate the architectural approach, massing, density and scale of the proposal.
- August 9: Reached out to the Inglewood Community Association (ICA) president to ask to meet the week of Aug 19th to share our development plans and LOC.
 - Got an email August 21st asking to meet the following night, August 22, with the development team to share our plans. Neither myself nor my husband could make the meeting on such short notice due to prior engagements. We asked for a future date to meet with more notice.
- August 15: Met with Talia Bell, Chief Programs & People Officer from the YW Hub in Inglewood, to share our plans for the project and ask if they wanted to place the tenants in our affordable units with residents transitioning out of the YW Calgary Domestic Violence Shelter in Inglewood. She said they would be delighted to place the tenants in the affordable units.
- August 18: Met with the residents at 50 New Street SE to share our plans for the project and ask for their support.
- August 19: Delivered our postcards with information about our Land Use redesignation to the neighbourhood. Postcard mailer attached and houses delivered attached.
- Received 2 emails from neighbours after the postcards were delivered and answered their questions. We directed people to the development map where they could leave their comments about the LOC and concurrent DP.
- September 7: The homeowner Nick Tumu (and previous ICA Board member) met with Bruce MacDonnell, Inner-City Planning and Heritage Director, from the ICA and discussed our plans for the property. Bruce's role within the ICA is to present projects at the community meetings. We felt it was a good idea to meet with him prior to meeting with the ICA so we could provide any clarification to the project that he might have.
- September 9: Met with the ICA and presented our proposal for our project. Please see attached meeting minutes for what we heard from the community members who attended the meeting.

BOLD Workshop Architecture
www.boldworkshop.ca

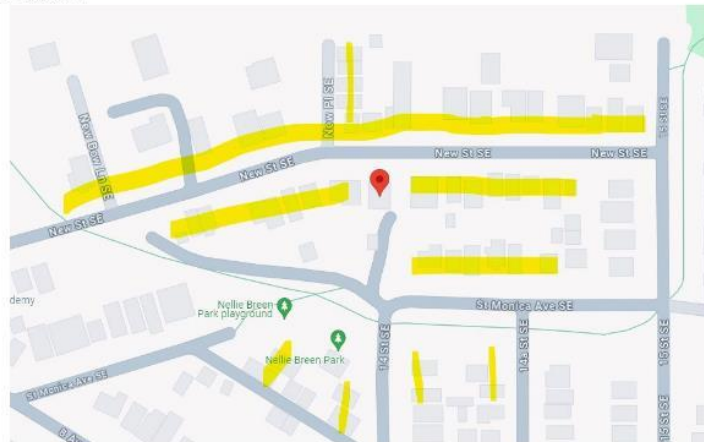
Kayla Browne Architect AAA
kayla@boldworkshop.ca 403 478 4967

Darren Polanski Architect AAA, LEED AP
darren@boldworkshop.ca 587 896 6434



- Ongoing conversations with the neighbours on 43 New Street SE to share our plans for the project and ask for their support. They are in support of our concurrent DP and LOC application and are interested in increasing density on their property, therefore have been curious as to the process, progress and our approach to the site.

Postcard mailer drop location



Postcard mailer

45 NEW STREET SE | LOC2024-0194

This application is being reviewed against applicable policies of the Inglewood Area Redevelopment Plan and the Municipal Development Plan.

Submit comments to The City by Sept 9, 2024 at: calgary.ca/developmentmap and refer to LOC2024-0194.

Proposed Land Use Amendment
Proposed Road Closure



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www.boldworkshop.ca

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kayla@boldworkshop.ca 403 478 4967

Darren Polanski Architect AAA, LEED AP
darren@boldworkshop.ca 587 896 6434



**HI NEIGHBOUR, BOLD WORKSHOP
ARCHITECTURE IS PROPOSING
A LAND USE CHANGE AT 45 NEW
STREET SE**

You can submit your comments to
The City by September 9, 2024 at:
calgary.ca/developmentmap
and refer to LOC2024-0194.



If you have any questions about the
proposal please contact:
Kayla Browne at kayla@boldworkshop.ca

To learn more about the city land use
amendment process please visit:
[calgary.ca/planning/land-use/
redesignation.html](https://calgary.ca/planning/land-use/redesignation.html)

**THE PROPOSED LAND USE CHANGE
IS FROM R-CG TO H-GO ZONING**

R-CG (Residential - Grade-Oriented Infill District) supports developments such as rowhouses, townhouses, backyard suites and secondary suites. R-CG and H-GO (Housing - Grade-Oriented District) are both a form of gentle density created by the City of Calgary to provide more housing options for Calgarians while being sensitive to the existing community's scale and character. An H-GO zoning will allow for a project with these characteristics:

- Maximum height: 12 m.
- Maximum FAR: 1.5 floor area ratio.
- Maximum parcel coverage: 60%.
- Minimum parking requirement: 0.5 stalls per unit and suite.
- Storage units are required for all dwelling units that do not have access to a garage or parking stall, and can be used for things like bikes and scooters.
- If there is more than one residential building, there must be a minimum of 6.5 m between the buildings, ensuring sufficient open space for activities and landscaping.
- All grade oriented units.

45 NEW STREET SE | LOC2024-0194

This combined H-GO redesignation and road closure application at 45 New Street SE will allow for:

- Dwelling units that primarily take the form of rowhouse, townhouse, or stacked townhouse and may include secondary suites.
- Redesignation of the proposed road area to the district of its adjacent parcel (H-GO).
- Approximately 0.20 HA of closed road right-of-way at the intersection of St. Monica Av SE and 14 St SE to be consolidated with 45 New St SE.
- Maximum building height of 12 m.
- Maximum building area of 1652 sm (floor to parcel area ratio of 1.5).



How did input influence decisions:

- We have incorporated feedback from Councillor Carra's request of not wanting garages facing New Street.
- We have incorporated feedback from Councillor Carra to locate units above the garages on St Monica Avenue to address the street frontage.
- We have incorporated feedback from direct neighbors on New Street SE suggesting 2-storey's in overall height.
- We have mirrored the building facing St Monica Avenue from the initial DP application to retain the largest mature trees on site.

How did we close the loop:

- Nick Tumu, the homeowner and former ICA board member, attended the ICA meeting on September 9, 2024, to hear the concerns raised by attendees (meeting minutes attached). During the meeting, he outlined how our application complies with the Land Use Bylaw and satisfies the eligibility criteria for H-GO zoning. Prior to the meeting, Nick had also met with Bruce MacDonnell, ICA's Inner-City Planning and Heritage Director, to discuss and explain these points in preparation for the ICA meeting. He had an open and honest discussion about our values, goals for the project, and our vision for the future of our neighborhood. We remain committed to these intentions. Our aim is to contribute to a more prosperous and equitable future for all Calgarians, and we believe our mixed-market affordable housing complex can play a small but meaningful role in making that difference.

Sincerely,

Kayla Browne
Architect AAA

BOLD Workshop Architecture
www.boldworkshop.ca

Kayla Browne Architect AAA
kayla@boldworkshop.ca 403 478 4967

Darren Polanski Architect AAA, LEED AP
darren@boldworkshop.ca 587 896 6434

Community Association Response

Date: 2024 September 11

Inglewood Community Association (idi@icacalgary.com)

Submitted via Development Map (LOC2024-0194)

Overall: *In opposition of this application*

Areas of Concern:

- *Land Uses*
- *Community character (heritage, building form, etc.)*
- *Traffic Impacts*

General Comments:

-The HGO designation does not align with the intent of our draft LAP whereby HGO is to be restricted to Neighbourhood Flex or Connector while New St is designated a Neighbourhood local.

-As our LAP is in draft form the use is determined by the bylaws whereby the parcel must be less than:

-600 m from and LRT station

-200 m from a Main Street or Primary Transit service

-400 m from a BRT station

And 45 New St is outside of all these.

-The MDP defines the densification process as to be compatible and sensitive. This rezoning takes the parcel from 9 units/hectares to 144 units/hectare.

-it appears that both power lines and a fire hydrant may have to relocated with this development, the affect on the surrounding community needs to be explored.

PROPOSED

CPC2024-1154
ATTACHMENT 8

BYLAW NUMBER 1C2025

**BEING A BYLAW OF THE CITY OF CALGARY
FOR A CLOSURE OF A ROAD
(PLAN 2412383, AREA A)
(CLOSURE LOC2024-0194/CPC2024-1154)**

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 2412382
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

CPC2024-1154
ATTACHMENT 9

BYLAW NUMBER 13D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0194/CPC2024-1154)**

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 _____

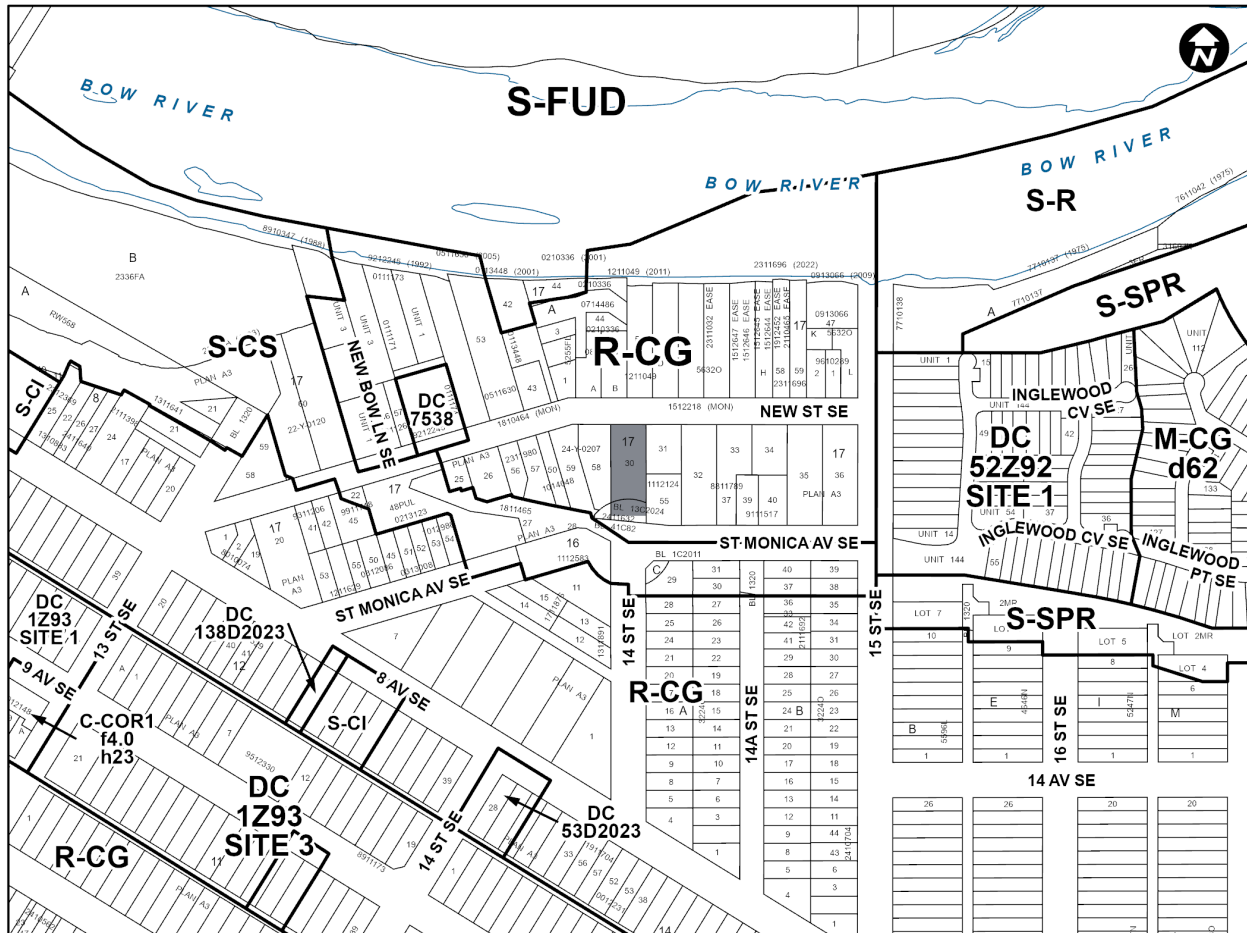
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0194/CPC2024-1154
BYLAW NUMBER 13D2025

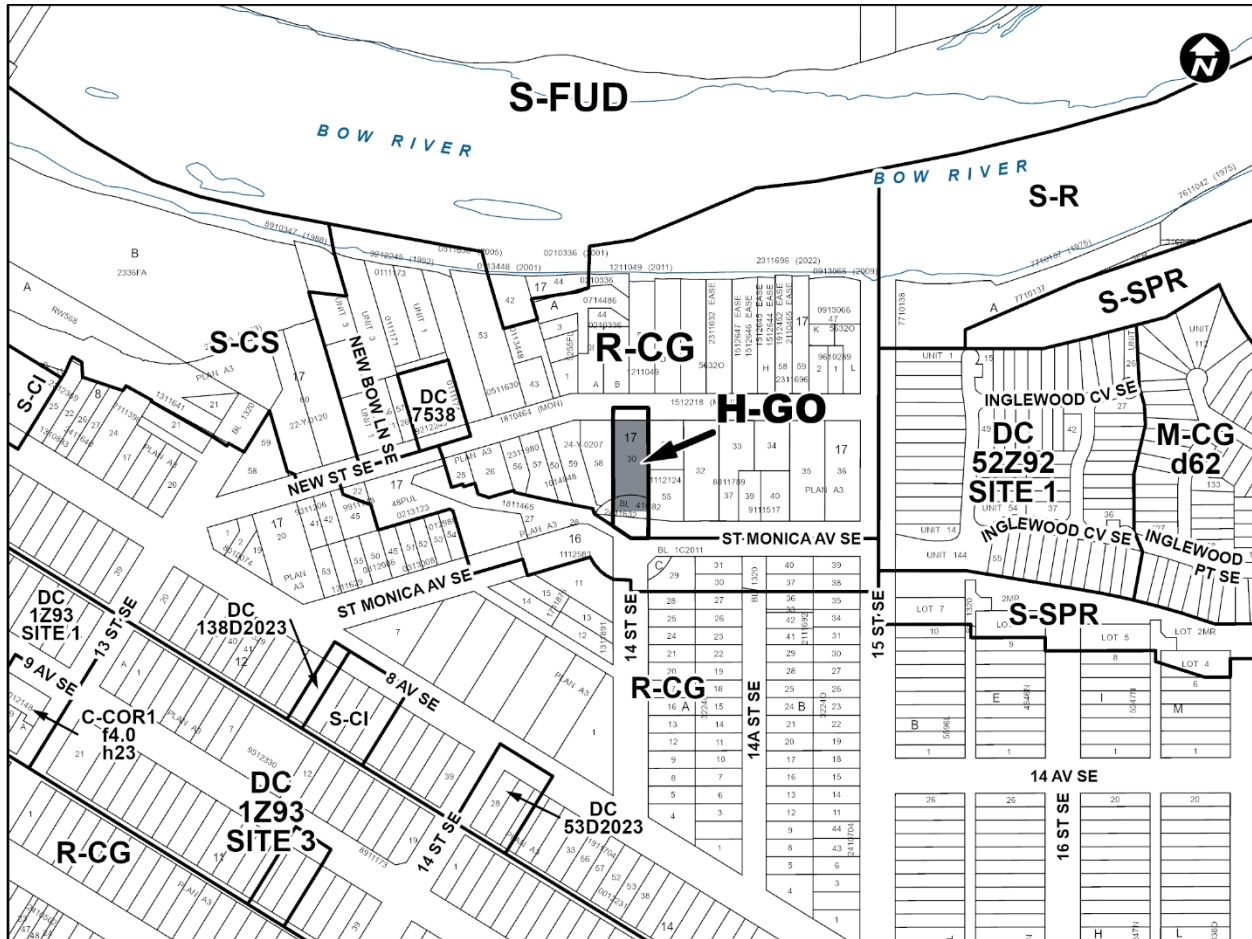
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0194/CPC2024-1154
BYLAW NUMBER 13D2025

SCHEDULE B



Land Use Amendment in Red Carpet (Ward 9) at 901 – 68 Street SE, LOC2024-0148

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.77 hectares \pm (4.37 acres \pm) located at 901 – 68 Street SE (Condominium Plan 2010033, a portion of Unit B) from Multi-Residential – Contextual Grade-Oriented (M-CGd60) District to Multi-Residential – Contextual Grade-Oriented (M-CGd70) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024 NOVEMBER 14:

That Council give three readings to **Proposed Bylaw 12D2025** for the redesignation of 1.77 hectares \pm (4.37 acres \pm) located at 901 – 68 Street SE (Condominium Plan 2010033, a portion of Unit B) from Multi-Residential – Contextual Grade-Oriented (M-CGd60) District to Multi-Residential – Contextual Grade-Oriented (M-CGd70) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to increase the allowable density for multi-residential development.
- The proposal represents an appropriate density increase of a multi-residential site, allows for development that is compatible with the surrounding area and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would enable additional housing and a more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposal would allow for more housing options and may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit has been submitted for an 11-unit multi-residential development and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application, in the southeast community of Red Carpet, was submitted by FAAS on behalf of the landowner, Lansdowne Equity Ventures Ltd., on 2024 May 30. The subject site is located on the west side of 68 Street SE, approximately 350 metres (a six-minute walk) north of 17 Avenue SE, which is part of the Primary Transit Network.

The subject site was redesignated to the M-CGd60 District in 2018 as part of a land use amendment and outline plan that included multiple land use districts and approximately 11.37 hectares of land. This application includes the area intended for development under the third phase of the overall plan, which is proposed to be completed over six phases.

Land Use Amendment in Red Carpet (Ward 9) at 901 – 68 Street SE, LOC2024-0148

On 2024 January 04, a development permit application (DP2024-00064) was submitted for a multi-residential development containing 77 dwelling units within the proposed boundary of the third phase. Based on the approximate phase area of 1.10 hectares, the development permit proposed a density of 70 units per hectare, exceeding the current maximum of 60 units per hectare. In response to Administration's review, the applicant removed 11 dwelling units from the scope of the initial development permit application to comply with the maximum density. On 2024 May 30, a separate development permit application (DP2024-03839) was submitted for the remaining 11 dwelling units and is under review. As indicated in the Applicant Submission (Attachment 2), this land use amendment is required to facilitate the development of these remaining units.

A detailed planning evaluation, 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 provided information online, delivered postcards and contacted the Applewood Park and Penbrooke Meadows Community Associations. The applicant also notes that a virtual information session was planned for 2024 August 08 but was cancelled due to low registration. 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.

There is no community association for the subject area. The application was circulated to the neighbouring Applewood Park and Penbrooke Meadows Community Associations and no response was received.

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.

Land Use Amendment in Red Carpet (Ward 9) at 901 – 68 Street SE, LOC2024-0148

IMPLICATIONS

Social

The proposed M-CGd70 District would allow for more housing than the existing M-CGd60 District and may better accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

The applicant has indicated that they plan to pursue specific measures as part of the proposed development permit which will align with the *Calgary Climate Strategy – Pathways to 2050* (Programs D and F).

Economic

The proposed land use would provide increased housing choice and diversity in the community and 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. **Proposed Bylaw 12D2025**

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 Red Carpet on the west side of 68 Street SE near the intersection of Applewood Drive SE. The area included in this application is approximately 1.77 hectares (4.37 acres) in size and is a portion of a parcel approximately 10.48 hectares (25.89 acres) in size. The site has been partially developed through phased multi-residential development occurring since 2020.

Surrounding development consists of predominantly low-density residential development in the form of single detached dwellings and manufactured homes, and some low-rise multi-residential development along 17 Avenue SE. Local commercial uses are available across 68 Street SE directly east, and to the west the site is adjacent to Mountview Park, which includes a playground, baseball diamonds and a cricket pitch. The subject site is approximately 350 metres north (a six-minute walk) of 17 Avenue SE, which includes a MAX Purple station located within approximately 650 metres (an 11-minute walk) of the site. 17 Avenue SE west of 60 Street SE is an identified Urban Main Street, also known as International Avenue.

The existing land use for the subject site was established through a land use amendment and outline plan in 2018 to accommodate a comprehensively planned mixed-use development called Elliston Village. The outline plan area included the Multi-Residential – Contextual Grade-Oriented (M-CGd60) District, Multi-Residential – High Density Low Rise (M-H1h18d155) District and Commercial – Corridor 1 f3.0h16 (C-COR1f3.0h16) District. Currently, 97 dwelling units have been completed through the first two phases in the form of grade-oriented multi-residential development, with another 77 units proposed for the third phase.

Community Peak Population Table

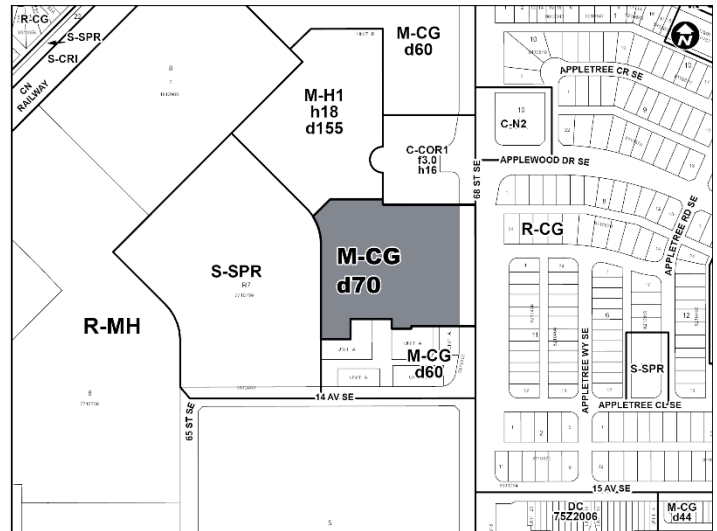
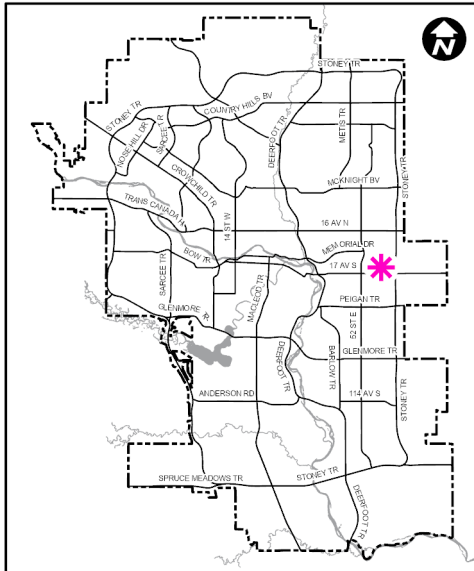
As identified below, the community of Red Carpet reached its peak population in 2006.

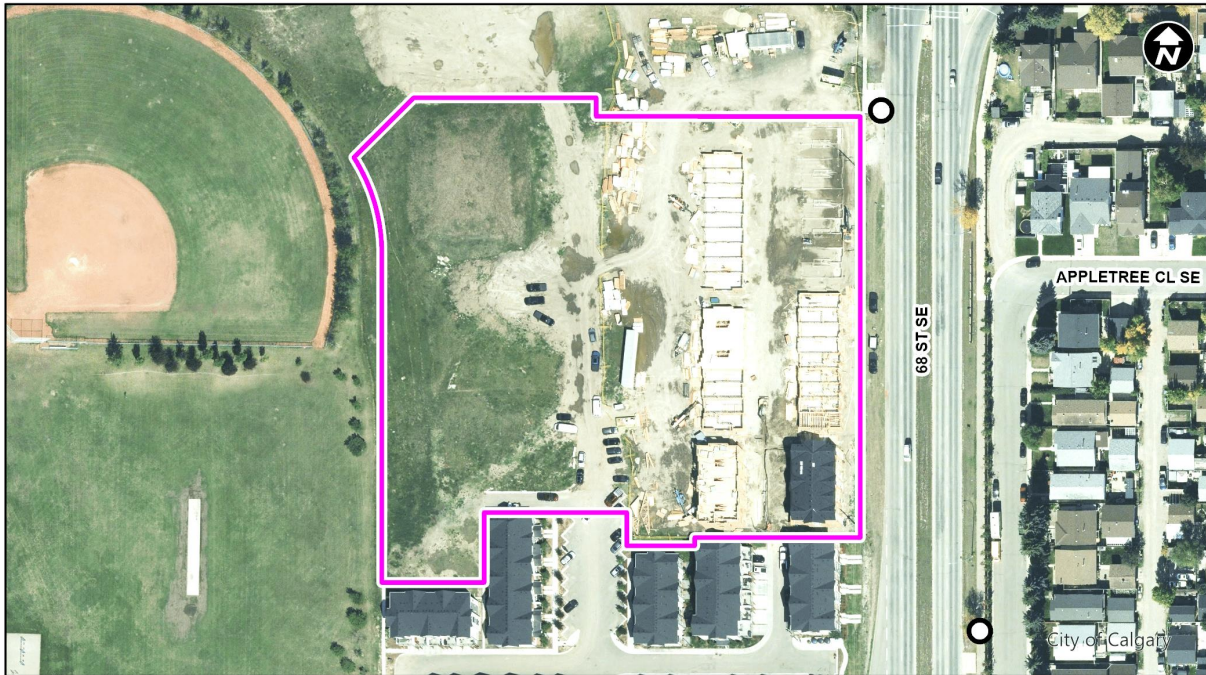
Red Carpet	
Peak Population Year	2006
Peak Population	1,777
2019 Current Population	1,594
Difference in Population (Number)	-183
Difference in Population (Percent)	-10.3%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-CGd60 District is a multi-residential designation that accommodates multi-residential development in a variety of forms, with higher numbers of dwelling units and higher traffic generation than low density residential districts. The district currently allows for a maximum building height of 12.0 metres and a maximum density of 60 units per hectare, which would enable 66 dwelling units for the undeveloped portion of the site.

The proposed M-CGd70 District would increase the maximum density to 70 units per hectare, which would enable 77 dwelling units for the undeveloped portion of the site.

The outline plan provided for approximately 8.77 hectares of M-CGd60, which was intended to accommodate up to 526 dwelling units. The M-CGd60 was split between a south and north portion of the unsubdivided parcel; approximately 2.54 hectares and 6.23 hectares in size respectively. It was expected that density would be distributed unevenly over these two areas; however, the plan did not account for subsequent subdivisions and the requirement for individual development permit applications to comply with the maximum density. The proposed density adjustment necessitates a land use amendment due to Section 40 of Land Use Bylaw 1P2007, which states the Development Authority must refuse a development permit when the proposed development exceeds the maximum units per hectare specified on the Land Use District Map.

Development and Site Design

The rules of the proposed M-CGd70 District would provide guidance for the future development of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of the site, additional items that are being considered through the development permit process include the distribution of buildings and how the private road network and pedestrian connections are integrated with previously constructed phases.

Transportation

Pedestrian access is available from existing sidewalks adjacent to the site on 68 Street SE and 14 Avenue SE. Existing pathways along 68 Street SE provide a connection from the site to 17 Avenue SE and primary transit service as part of the current Always Available for All Ages and Abilities (5A) Network.

The nearest transit service is available adjacent to the site on 68 Street SE, with southbound service for Routes 68 (68 St E) and 87 (Applewood/17 Av SE), and corresponding northbound service across 68 Street SE within 100 metres (a two-minute walk) of the site. The MAX Purple BRT is located to the south on 17 Avenue SE, with the nearest station approximately 650 metres from the subject site (an 11-minute walk).

Vehicular access to the site is currently available via the internal road network accessed from 14 Avenue SE; however, a second access from 68 Street SE will be required for the proposed 77 dwelling units.

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 and storm services are available to the site. Details of site servicing, as well as appropriate stormwater management are being considered and reviewed as part of the 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential – Developed – Established 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 proposed M-CGd70 District provides for a modest increase in density in a form that is consistent and compatible with previously constructed phases and planned future phases of the comprehensive development.

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 (LRT or BRT) station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas 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 transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

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. The applicant has committed to include conduits to accommodate the future installation of solar photovoltaic panels for electricity generation and electric vehicle-capable stalls to accommodate the future installation of electric vehicle chargers. These support Programs D: Renewable energy – Implement neighbourhood-scale renewable energy projects and F: Zero emissions vehicles – Accelerate the transition to zero emissions vehicles of the *Climate Strategy*.

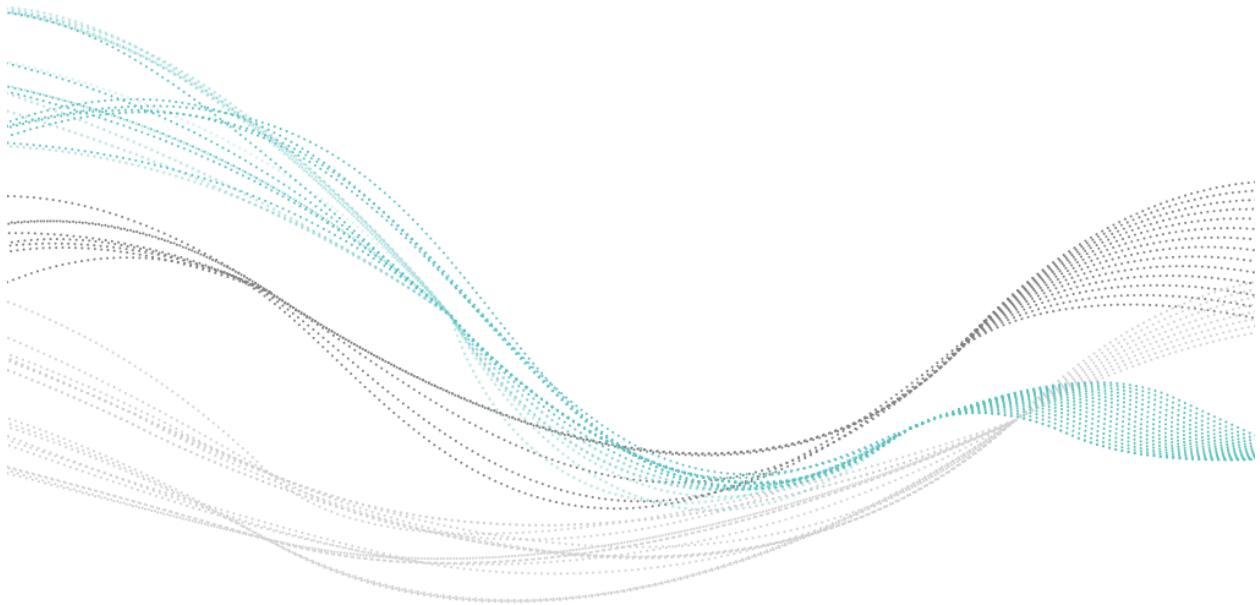
East Calgary International Avenue Communities Local Area Plan (Proposed)

On 2024 September 10, Council gave first reading to the [East Calgary International Avenue Communities Local Area Plan](#) (LAP) which includes Red Carpet and surrounding communities. The LAP was referred to the Calgary Metropolitan Region Board (CMRB) to be reviewed. If the LAP is approved by the CMRB, it will then return to Council for second and third readings. The proposed land use is in alignment with the applicable urban form category and building scale modifier for the subject site in the proposed LAP. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only.

Applicant Submission

Elliston Village Phase 3 Land Use Application Package

2024.05.15



ELLISTON VILLAGE- PHASE 3

Land Use Application Package

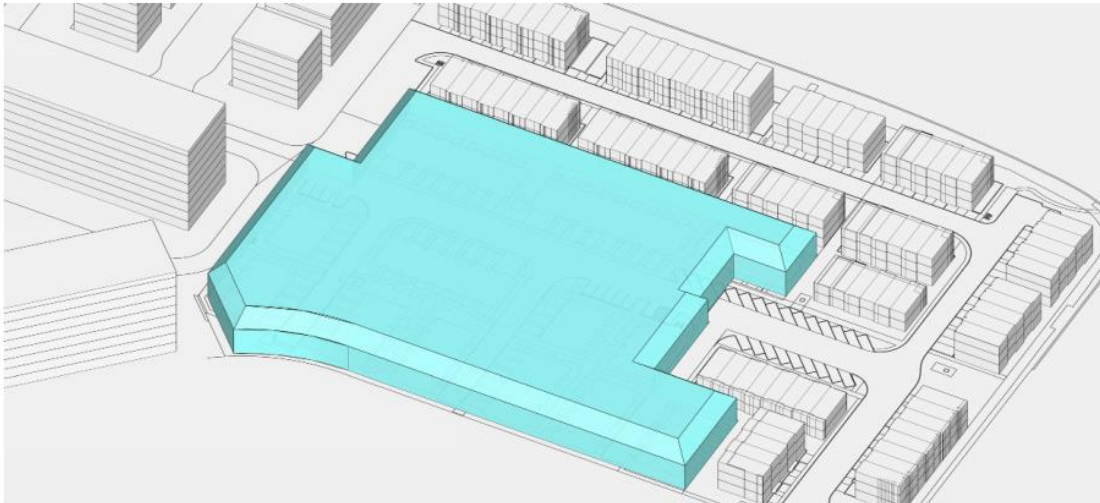
FAAS

1 OF 5

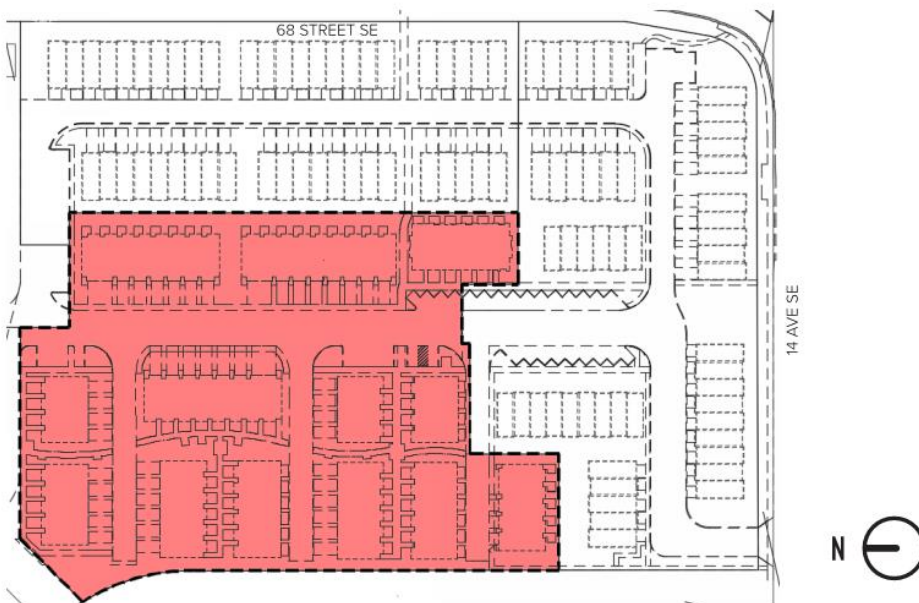
CONTENTS

1.0 APPLICANT BRIEF

3-5



BYLAW ENVELOPE DIAGRAM



SITE PLAN - N.T.S

FAAS

2 OF 5

1.0 APPLICANT BRIEF

ELLISTON VILLAGE - PHASE 3 - 901 68 ST SE CALGARY AB

PROPOSED LAND USE CHANGE – M-CGD60 TO M-CGD70

Project Location: 901 68 ST SE, CALGARY AB ("Elliston Village")

Legal Description: Condominium Plan 2010033, Unit B

Existing Land Use: Residential – Multi-Residential - Contextual Grade-Oriented District, (M-CG) D-60.

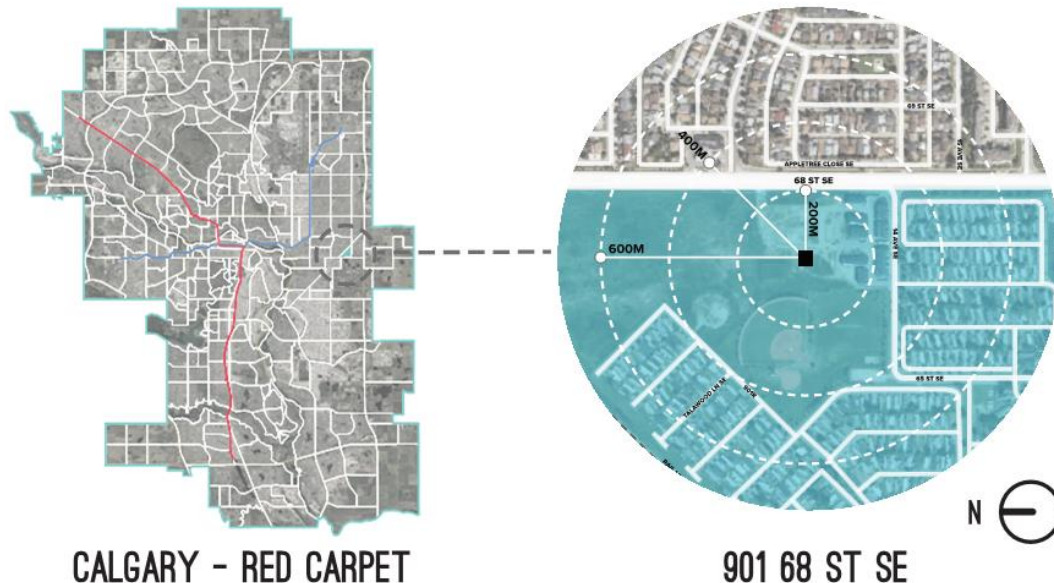
Proposed Land Use: Residential – Multi-Residential - Contextual Grade-Oriented District, (M-CG) D-70.

APPLICATION SUMMARY

On behalf of the landowners, FAAS is applying for a land use amendment (rezoning) to transition the property at 901 68 Street SE from the existing M-CG d60 land use to an M-CG d70 land use. The proposed zoning is necessary to achieve the vision of the Elliston Village Master Plan that was previously approved by Calgary Planning Commission. Densities determined through the master planning process for all M-CG parcels were intended to be split overall however interpretation from planning is that a land use is required to achieve the preferred 77 units for Phase 3 as this land use area is not contiguous with future M-CG parcels. As advised by planning, this application is being submitted with a concurrent DP titled Elliston Village Phase 3b which encompasses the remaining 11 units of 77 total for the Phase 3 area. Elliston Village proposes a complete community of affordable purpose-built rentals and commercial amenities that provides much needed housing for the City of Calgary in close proximity to transit routes and near the International Ave Purple Rapid Transit Route.

KEY PROJECT DETAILS

- **Building Height:** 3 Storeys (12m max. under M-CG with chamfer)
- **Unit Typologies:** Townhouse
- **Access and Vehicle Parking:** Vehicular and pedestrian access is provided as per approved Elliston Village Master Plan
- **Parcel Sizing:** 1.10ha
- **Parcel Coverage:** The proposed parcel coverage for Phase 3 is 36.5%
- **Density:** The proposed density is 70, enabling the planned 77 units as per the concurrent Phase 3b DP submission



FAAS

3 OF 5

URBAN DESIGN ELEMENTS

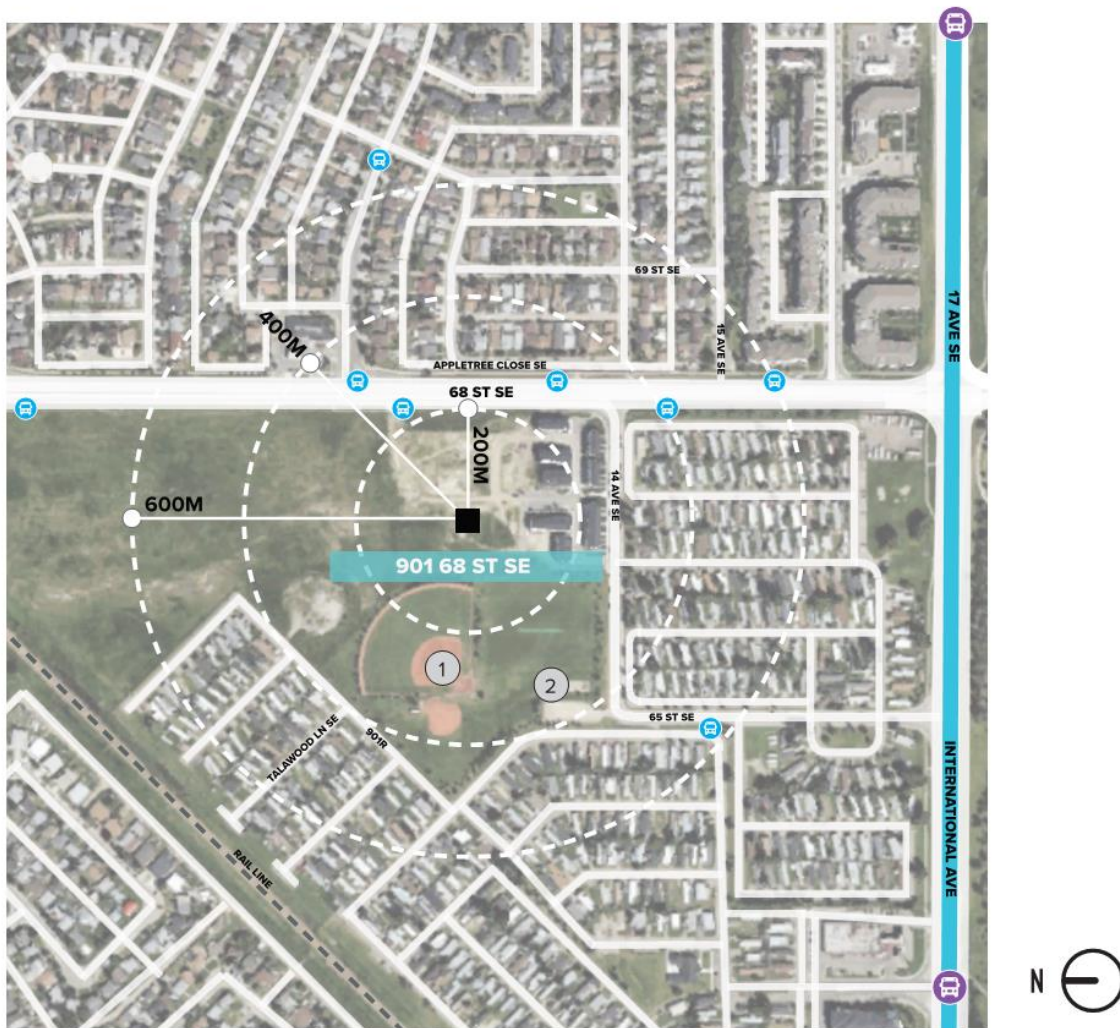
- **Place:** Phase 3 is a key residential component of the Elliston Village Master Plan, which will be a +/-835 unit development with commercial amenities, a main street, with proximity to the primary transit network and a City of Calgary park.
- **Scale:** The proposed buildings are 3 storeys townhouses designed to fit in contextually with the previously completed townhouse phases, provides private amenity space for the residents, and has enhanced articulation along the City park.
- **Amenity:** In addition to the patios designed in to provide private amenity space, a central linear outdoor amenity is provided for residents with lighting, pergolas and seating area. The site is directly adjacent to a city park with recreational amenities.
- **Vibrancy:** Increased density provided through this project will increase the diversity of residents that animate a community. Through front entry articulation and landscaping, the street interface and park interface will add to the vibrancy of the area.
- **Legibility:** Units will be clearly articulated with front doors and front yards. Permeability into the site is provided from 14 Avenue SE and 68 Street SE, as well multiple pedestrian connections are provided through the site and the linear park space.
- **Resilience:** This project proposed increases density at a location near a primary transit route, near a future neighbourhood commercial hub, helping to attain compact development in an appropriate location. Buildings are proposed to be PV ready.

POLICY ALIGNMENT

- **Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP):** This site is located near a primary transit corridor. The MDP and CTP encourages intensification of land along these key infrastructure corridors.
- **Greater Forest Lawn Local Area Plan (LAP):** The City is currently developing a local area plan for the community. The plan is in Phase 4 'Realize'. It is expected that these parcels will be identified for higher intensity housing forms

APPLICANT OUTREACH

In addition to the City required notice posting, the applicant plans to reach out to adjacent landowners to provide information on the project and provide contact information to establish an open line of communication. .



TRANSIT PROXIMITY KEY

- | | | | |
|--|--|--|----------------------------|
| | MAX City Centre/East Hills | | Mountview Park |
| | Transit Routes
<i>no. 68 & 87 shown</i> | | Forest Lawn Cricket Ground |
| | Primary Transit Network | | |

Applicant Outreach Summary

FAAS

FORMED ALLIANCE ARCHITECTURE STUDIO
#601 -1812 4th Street SW
www.faasarch.com

2024-09-13

APPLICANT OUTREACH SUMMARY

Elliston Village Phase 3 and 4 Land Use Amendments

This Applicant Outreach Summary provides an overview of key engagement that took place regarding the Land Use Amendments and concurrent Development Permits under review by the City of Calgary for Phases 3 and 4 of Elliston Village at 901 68 Street SE.

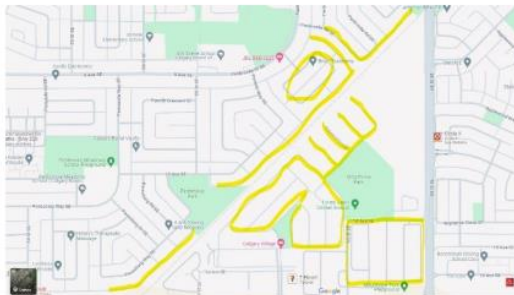
Virtual Open House (cancelled)

The project developer, Lansdowne, had previously completed mail drops in July 2024 to adjacent properties and advertised a virtual open house schedule for August 8, 2024 to discuss the future phases and future build out of Elliston Village and those land use amendments underway. This open house had to be cancelled due to lack of RSVPs.

Postcard Mail Drops

A postcard was created for information sharing that will be mailed to adjacent properties the week of September 16, 2024. This postcard can be found in *Attachment 1*. Distribution will be completed to the following properties:

- Bordering Penbrooke Crescent SE and bordering Penbrooke Rd SE (see highlighted map below)
- Penbrooke Close SE
- Talawood Ln SE
- 14 Ave SE (Mountain View Park)



Community Association Outreach

Email communications were sent to Penbrooke Meadows and Applewood Park Community Associations to provide project information, offer a meeting if desired, to share the postcard, as well as provide a contact for questions or feedback.

Ward 9 / Councillor Gian Carlo-Carra Outreach

No engagement with Ward 9/ Councillor Carra has been completed at this time. Information will be shared in advance of council if determined appropriate.



Social Media and Online Communication and Outreach

The postcard was shared with the Penbrooke Meadows and Applewood Park community associations and Lansdowne to post on their social media and website platforms the week of September 16, 2024 for further information sharing and reach.

Closing

In summary, the applicant has completed engagement outreach to the adjacent properties and community regarding the development of this site. No responses or feedback have been received to date and this applicant outreach summary will be updated prior to CPC with updated information received, if any.

Attachments

Attachment 1 – Postcard

Attachment 2 - Emails to Community Associations

Julie Brache

SENIOR PROJECT MANAGER / DESIGNER

Intern Architect AAA, M.Arch

Registered Urban Planner, RPP, MCIP

A. 601 – 1812 4th Street SW - Calgary AB T2S

1W1

E. julie@faasarch.com

Cell: 403.650.1622

www.faasarch.com

FAAS

Attachment 1 – Postcard

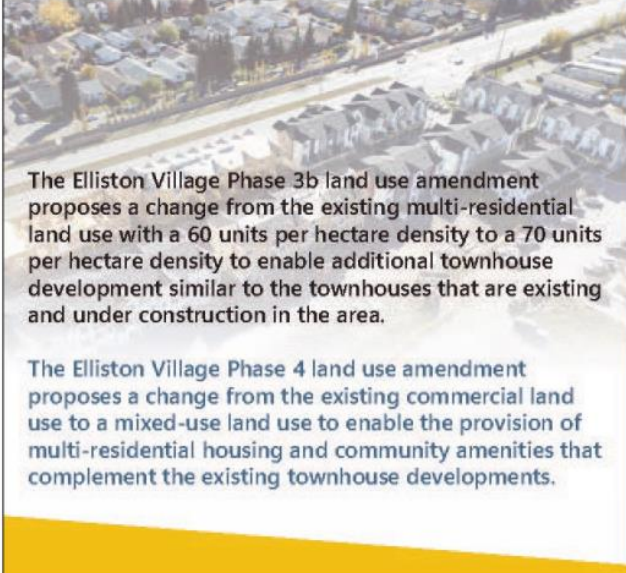


Elliston Village is proposing land use amendments for Phases 3b and 4. This includes changes to existing land uses, allowable building height, and density to facilitate the development of residential townhouses, mixed-use and multi-residential development.

For more information or to provide your feedback please reach out to julie@faasarch.com



LANSDOWNE



The Elliston Village Phase 3b land use amendment proposes a change from the existing multi-residential land use with a 60 units per hectare density to a 70 units per hectare density to enable additional townhouse development similar to the townhouses that are existing and under construction in the area.

The Elliston Village Phase 4 land use amendment proposes a change from the existing commercial land use to a mixed-use land use to enable the provision of multi-residential housing and community amenities that complement the existing townhouse developments.

The proposed land uses are being reviewed by the City of Calgary concurrently with their respective proposed Development Permits. The approval of these land use amendments will enable the development of a more complete community by adding more housing, commercial / retail opportunities and community amenities.



LANSDOWNE

PROPOSED

CPC2024-1205
ATTACHMENT 4

BYLAW NUMBER 12D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0148/CPC2024-1205)**

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 _____

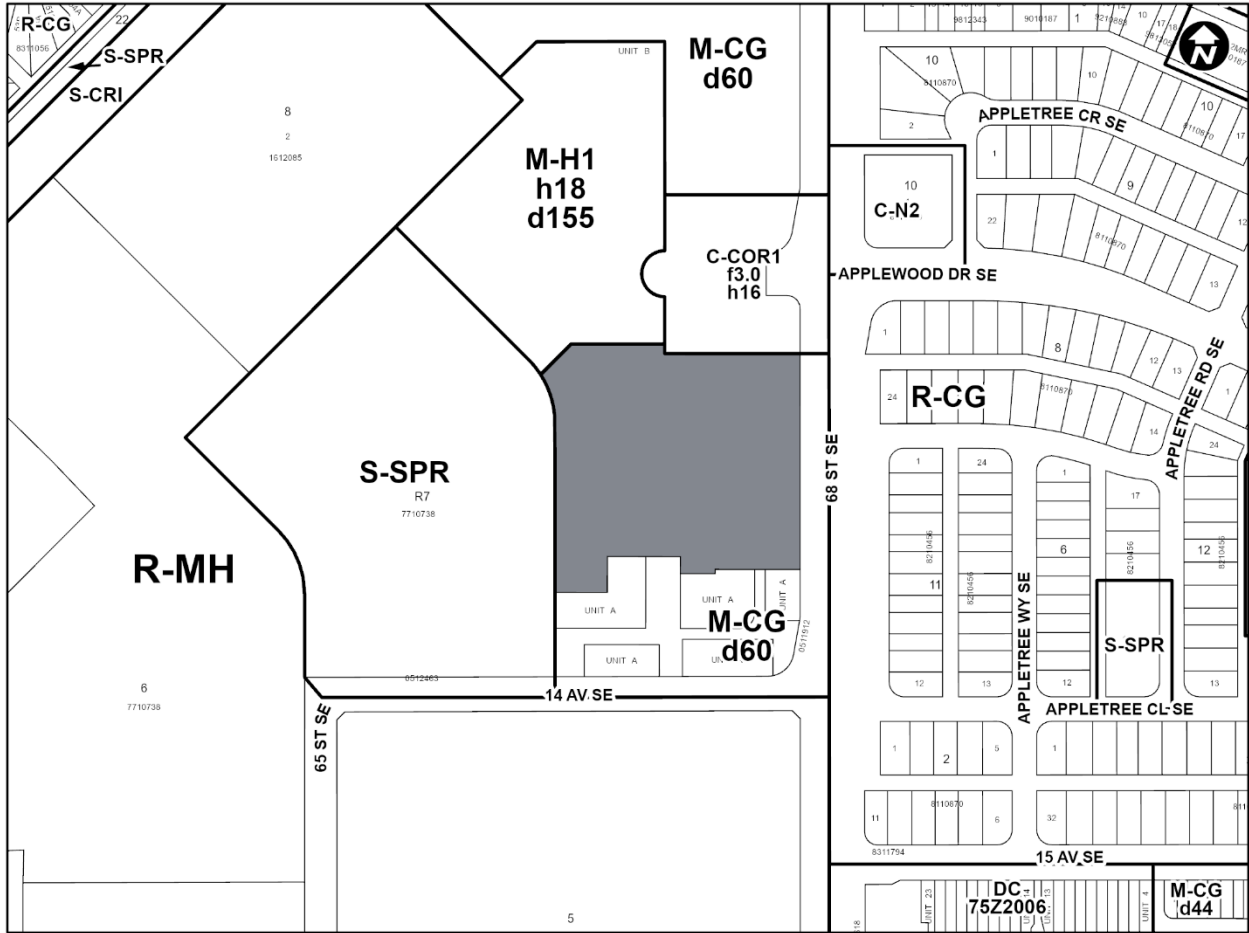
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0148/CPC2024-1205
BYLAW NUMBER 12D2025

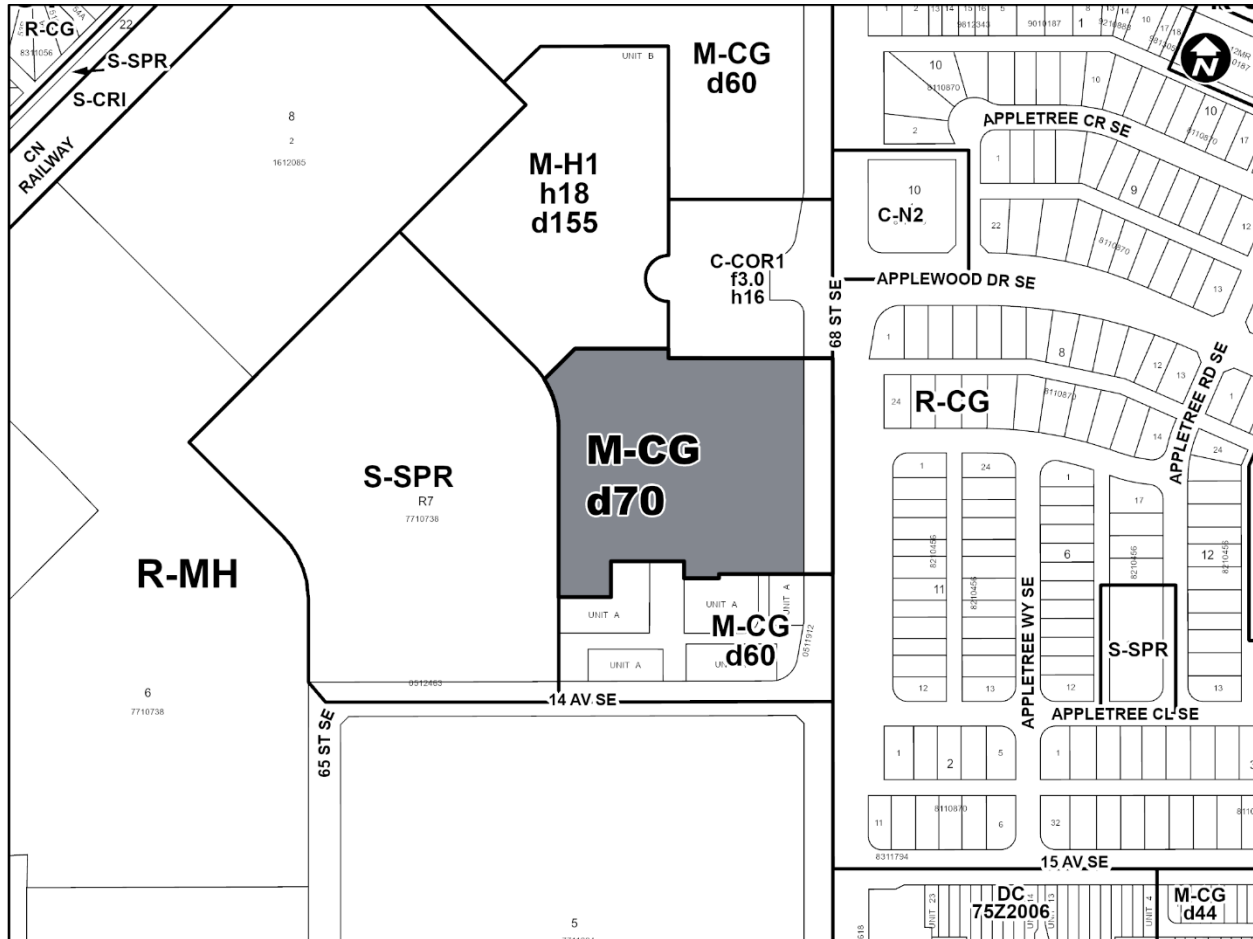
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0148/CPC2024-1205
BYLAW NUMBER 12D2025

SCHEDULE B



**Land Use Amendment in Manchester Industrial (Ward 9) at 423 – 58 Avenue SE,
LOC2024-0105**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.57 hectares \pm (1.41 acres \pm) located at 423 – 58 Avenue SE (Plan 4494HB, a portion of Block 2) from Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District to Direct Control (DC) District to accommodate a Self Storage Facility, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
OCTOBER 31:**

That Council give three readings to **Proposed Bylaw 5D2025** for the redesignation of 0.57 hectares \pm (1.41 acres \pm) located at 423 – 58 Avenue SE (Plan 4494HB, a portion of Block 2) from Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District to Direct Control (DC) District to accommodate a Self Storage Facility, with guidelines (Attachment 2).

HIGHLIGHTS

- The proposed application seeks to redesignate the subject site to a Direct Control (DC) District based on the Industrial – Commercial (I-C) District to allow for development of a Self Storage Facility with at-grade commercial opportunities.
- The proposed land use district is compatible with adjacent land uses in the area and aligns with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The additional use of Self Storage Facility with at-grade commercial opportunities would provide storage options for businesses and residential developments in the area to free up living and business space for more desirable uses.
- Why does it matter? Providing self storage and at-grade commercial opportunities close to an activity node may help respond to evolving household and business needs and support compact development of complete communities.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application, located in the southeast community of Manchester Industrial, was submitted on 2024 April 4 by CivicWorks on behalf of the landowner, Hampton Development LTD.

The approximately 0.57 hectares (1.41 acres) site is a mid-block parcel located on the south side of 58 Avenue SE between 3 Street SE and 4 Street SE. The surrounding context is primarily industrial with commercial uses such as shops, services, and amenities mainly located along 58 Avenue SE. A variety of residential, employment and retail uses are located in close

**Land Use Amendment in Manchester Industrial (Ward 9) at 423 – 58 Avenue SE,
LOC2024-0105**

proximity to CF Chinook Centre, southwest of the subject site. The subject site currently contains a two storey building with retail and consumer service.

As per the Applicant Submission Form (Attachment 3), the application seeks to develop a Self Storage Facility with commercial uses at grade level on the subject site. A DC District is proposed to modify the rules of the base I-C District and increase the maximum height to 18 metres and maximum floor area ratio (FAR) to 2.0.

During the review process, Administration explored other alternative land use districts including a DC District based on a C-COR3 District to accommodate the intended uses. Through the review process, it was determined that a DC District based on I-C District would be more appropriate and consistent with the applicable planning policies as the nature of the surrounding context is primarily industrial with commercial as supportive uses. Industrial – Business (I-B) District was also considered, however, the proposed Self Storage Facility did not fully meet the purpose statement of I-B District which is to create prestige and high quality office developments.

To ensure the development continues to support the business needs in the area while maintaining a high level of urban design standards, Administration worked with the applicant to ensure the DC District includes additional rules for the at-grade commercial use and street facing façade design treatment.

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 contacted the Ward 9 Office to inform the Councillor about the application. Application summary brochures were delivered to surrounding businesses within a 200-metre radius. The applicant also created a feedback portal to collect feedback or comments about the application. 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.

No public comments were received at the time of writing this report and there is no community association for the subject area.

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 31**

**ISC: UNRESTRICTED
CPC2024-1143
Page 3 of 3**

**Land Use Amendment in Manchester Industrial (Ward 9) at 423 – 58 Avenue SE,
LOC2024-0105**

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 district will allow for a greater diversity of businesses in the area that respond to evolving household needs and support compact development of complete communities.

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 ability to operate a Self Storage Facility with at-grade commercial opportunities close to a Major Activity Centre provides a business opportunity within the community. It may also support compact urban development that makes more efficient use of existing infrastructure and services.

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 5D2025**
3. Applicant Submission Form
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 Manchester Industrial, a mid-block parcel on the south side of 58 Avenue SE between 3 Street SE and 4 Street SE. The site is approximately 0.57 hectares (1.41 acres) in size and is currently operating a retail and consumer service use in a two storey building.

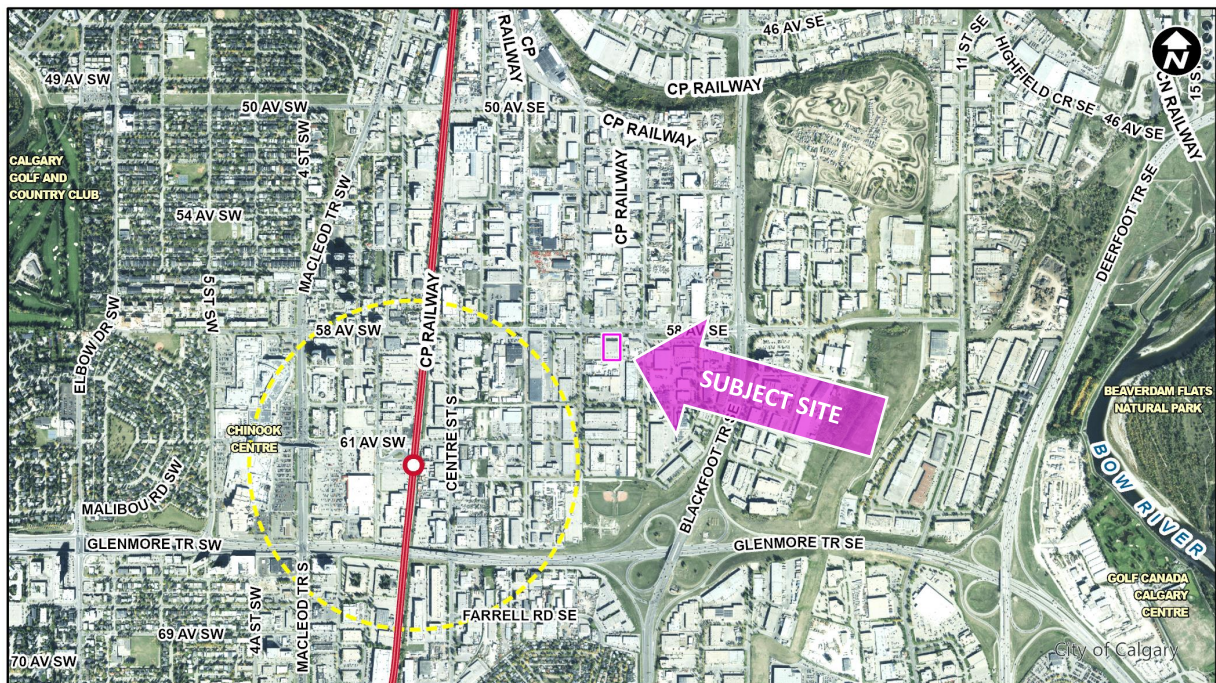
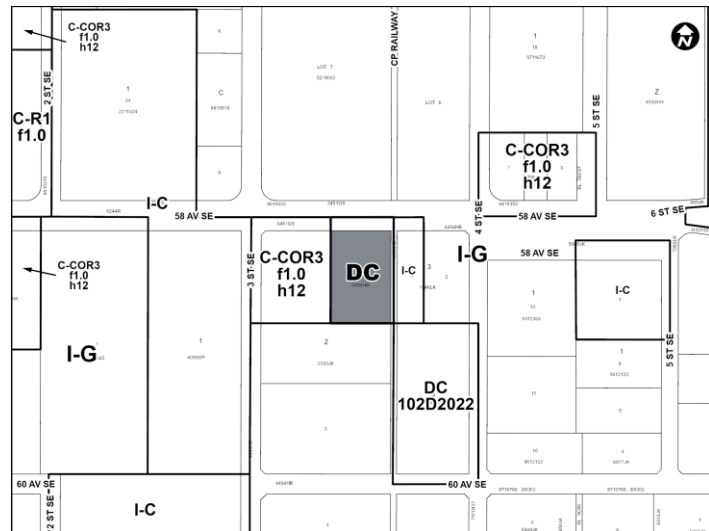
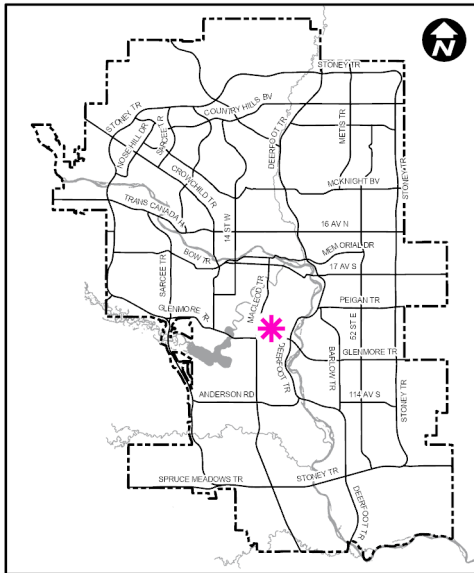
The surrounding development is primarily industrial with some commercial uses such as shops, services, and amenities mainly located along 58 Avenue SE. The subject site has an existing sidewalk connecting to a bus stop that serves Route 43 (Westwinds Station/Chinook Station). The site is also easily accessible to Blackfoot Trail SE which is part of the Primary Transit Network.

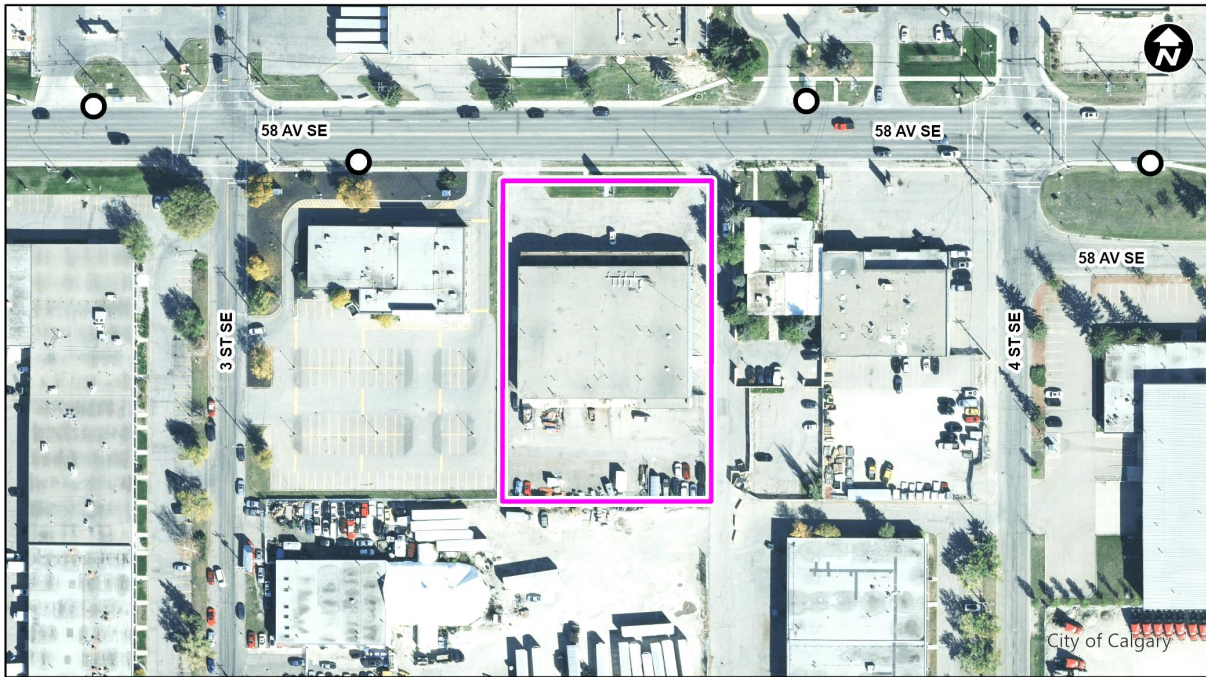
There is a concentration of residential, employment and retail uses in close proximity to CF Chinook Centre, located approximately 1.0 kilometre (a 17-minute walk) to the southwest.

Community Peak Population Table

Not available because the subject area is in an industrial area with no population statistics.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District is intended to accommodate limited large retail uses on sites of various sizes that are located along major roads. The C-COR3 District allows for a maximum building height of 12 metres and a maximum floor area ratio (FAR) of 1.0.

The proposed DC District is based on the Industrial – Commercial (I-C) District with an increase in the maximum allowable building height (up to 18 metres) and floor area ratio (up to 2.0). The I-C District was selected because the nature of the surrounding context is primarily industrial with commercial as supportive uses. To ensure the subject site will continue to support the business needs in the area while maintaining a high level of urban design standards, additional rules have been included to ensure the Self-Storage Facility use integrates well into its surrounding context. The rules have been designed to ensure that active uses remain at-grade and future building will be designed with high quality visual appearance. The specific rules include:

- a Self Storage Facility must not exceed 95.0 percent of the ground floor gross floor area (GFA) of a building; and
- street facing building façade require a minimum of 15 percent of unobscured windows for the upper floors and a minimum of 50 percent of unobscured windows for façade between a height of 0.6 metres and 2.4 metres.

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 innovative ideas. The proposal represents an innovative idea because it provides higher building height and more FAR for the additional use of Self Storage Facility that could support the needs of both households and retailers in the area. This makes higher density living and business operations more appealing and manageable. The proposal also includes additional rules for street facing façade design to ensure the future development has high quality building design. 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. Sections 7 through 11 include provisions for FAR, building height, use area, and building façade rules.

Development and Site Design

If this application is approved by Council, the rules of the proposed DC District and I-C District would provide guidance for the future redevelopment. Given the location and policy context of the site, additional consideration will be given to elements including the appropriateness of proposed uses, building height, building frontage and orientation, landscaping, parking, and site access at the development permit stage.

Transportation

The subject site fronts onto 58 Avenue SE and is in close proximity to Blackfoot Trail SE, which are both classified as Arterial Roads. Pedestrian connectivity is provided through the existing sidewalks on 58 Avenue SE. At present, the site is adjacent to the recommended cycling routes of the Always Available for All Ages and Abilities (5A) Network, with future pathways planned along 58 Avenue SE and Blackfoot Trail SE, as well as future bikeways along 3 and 4 Street SE.

A bus stop serves Route 43 (Westwinds Station/Chinook Station) is approximately 75 metres (a two-minute walk) from the site along 58 Avenue SE. The Chinook LRT Station is located within approximately 1.0 kilometres (a 17-minute walk) from the site.

Vehicular access to the subject site is anticipated to be provided as currently configured and will be subject to review and Development Engineering approval at the time of redevelopment.

No Transportation Impact Assessment was required at the land use amendment stage but may be required at the time of redevelopment.

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 (58 Avenue SE). However, the public storm main does not fully span the entire frontage of the site and terminates at an existing manhole. Future development servicing shall either accommodate accordingly OR a public storm sewer main extension may be required, as to adequately service the intended development. If required, this work will be at the developer's expense, and subject to the terms and conditions of a long form Indemnification Agreement.

That said, servicing requirements will be further 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the 'Standard Industrial' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The Standard Industrial area encourages a mix of industrial uses at varying intensities. It allows a broad range of industrial and other supportive uses to fulfill the daily needs of business operations in the area and their employees. The proposal is consistent with the applicable policies in the MDP.

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 Planning Project

This site is located in Area 8 (Chinook Communities), which includes the portion of Manchester Industrial and surrounding communities. Administration is currently developing the [Chinook Communities Local Area Plan project](#). Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only.

PROPOSED

CPC2024-1143
ATTACHMENT 2

BYLAW NUMBER 5D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0105/CPC2024-1143)**

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 _____

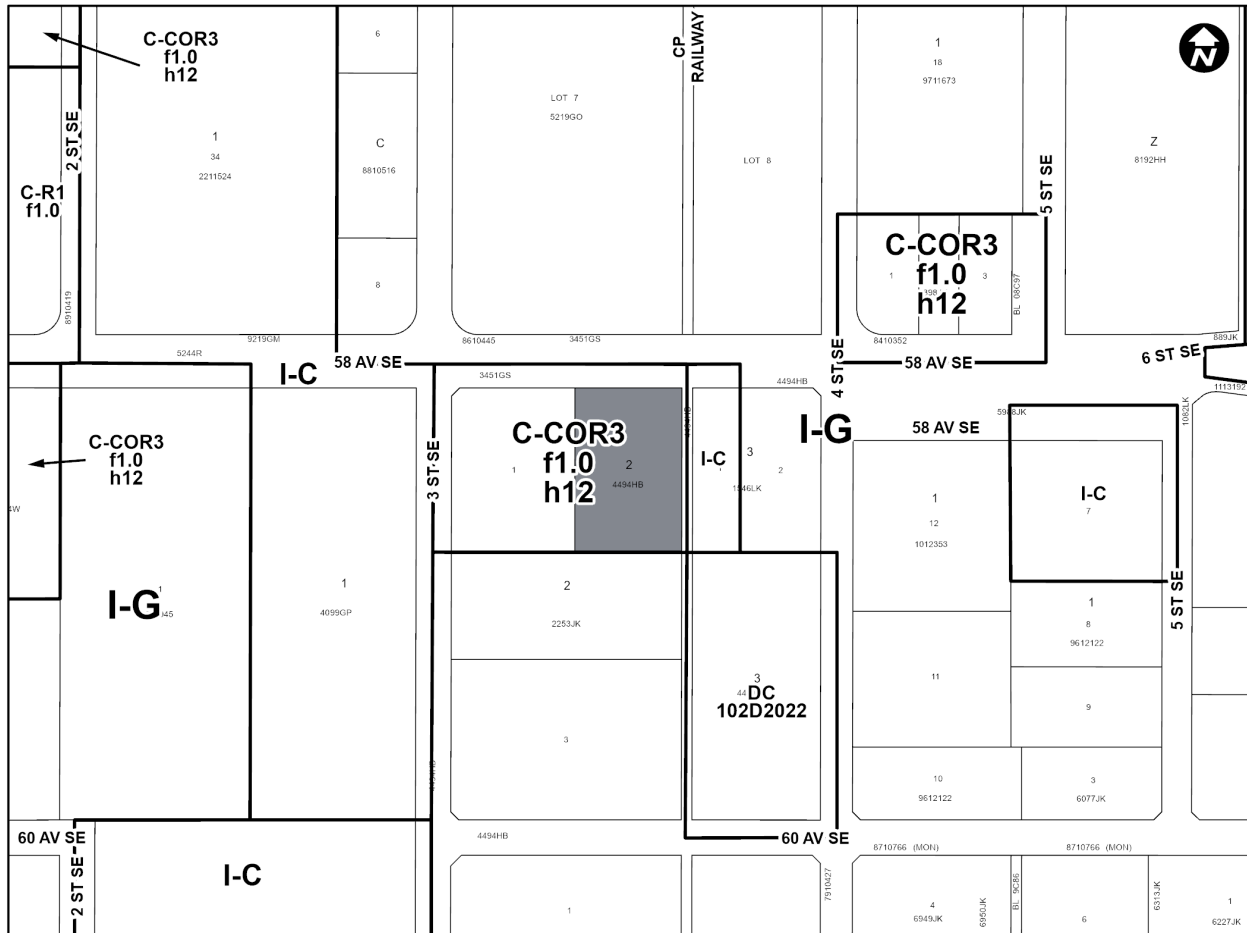
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0105/CPC2024-1143
BYLAW NUMBER 5D2025

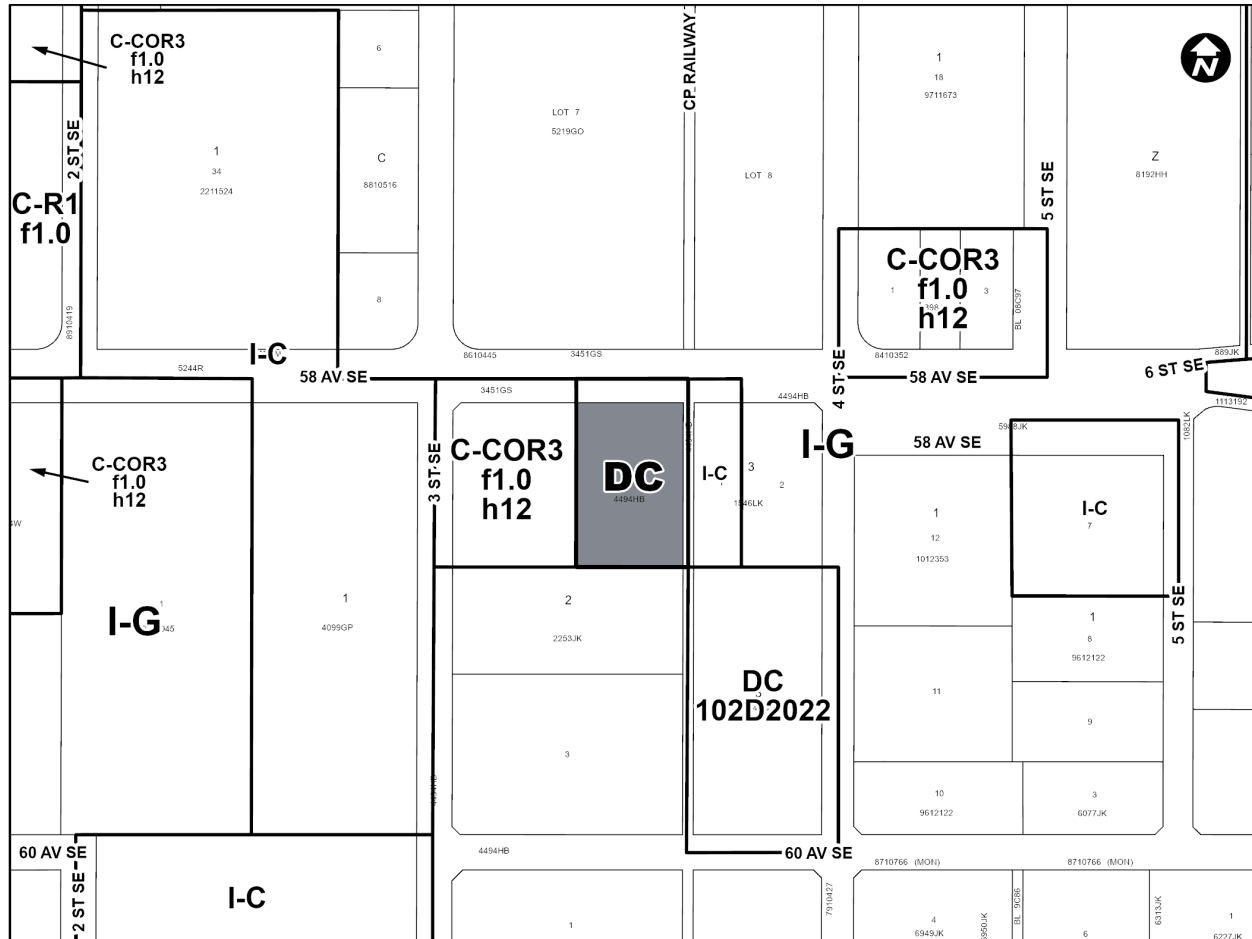
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0105/CPC2024-1143
BYLAW NUMBER 5D2025

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) increase the maximum allowable floor area ratio and building height; and
- (b) ensure a permeable building facade.

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 LOC2024-0105/CPC2024-1143
BYLAW NUMBER 5D2025

Permitted Uses

- 4 The **permitted uses** of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Industrial – Commercial (I-C) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 The maximum **floor area ratio** is 2.0.

Building Height

- 8 The maximum **building height** is 18.0 metres.

Use Area

- 9 (1) Unless otherwise provided in subsections (2), (3) or (4), there is no **use area** requirement in the Industrial – Commercial (I-C) District.
- (2) The maximum **use area** for a **Retail and Consumer Service** is 930.0 square metres.
- (3) The maximum **public area** for a **Restaurant: Food Service Only** or **Restaurant: Licensed** is 300.0 square metres.
- (4) A **Self Storage Facility** must not occupy more than 95.0 per cent of the ground floor **gross floor area** of a **building**.

Rules for Self Storage Facility

- 10 The individual access to each self storage unit must be entirely internal to a **building**.

Rules for Façades Facing a Street

- 11 (1) The façade of a **building** located on the ground floor and facing a **street** must provide windows with unobscured glass that occupy a minimum of 50.0 per cent of the façade between a height of 0.6 metres and 2.4 metres.
- (2) The façade of a **building** located above the ground floor and facing a **street** must provide windows with unobscured glass that occupy a minimum of 15.0 per cent of the façade.

Relaxations

- 12 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.

Applicant Submission

2024 July 2

Project Location: 423 58 AV SE

Existing Land Use: Commercial - Corridor 3 (C-COR3f1.0h12) District

Proposed Land Use: Direct Control (DC) District based on I-C District rules

APPLICATION SUMMARY

On behalf of Hampton Development Ltd. (Ronmor Developers Inc.), CivicWorks has made a Land Use Redesignation (rezoning) application to transition the property at 423 58 AV SE from the existing Commercial - Corridor 3 (C-COR3f1.0h12) District to a Direct Control (DC) District based on Industrial - Commercial (I-C) District rules. The application seeks to realize the vision for a new Self Storage Facility with at-grade commercial use in the Manchester Industrial area.

WHAT IS PROPOSED?

A land use change is needed to support the proposal for a four-storey light industrial - commercial development, featuring a Self Storage Facility and at-grade commercial use. A brief summary of key project details is shown below:

Building Height: 4 storeys (Maximum 18.0 metre building height proposed)

Floor Area Ratio: Maximum 2.0 Floor Area Ratio proposed

Commercial Units: 1 Commercial Retail Unit (CRU) at grade

Vehicle Parking Stalls: 23 (incl. 4 Barrier-Free Parking Stalls)

Overhead Loading Doors: 3

A future Development Permit (DP) application will be submitted by the project team to support the development vision. The DP application will be reviewed for completeness by The City of Calgary and available to surrounding area residents and businesses, as well as 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:

Higher Activity Street: The project site is located along 58 AV SE, a higher order Arterial Street that connects surrounding area communities and generally sees higher levels of vehicle activity.

Nearby Transit Service: The project site is within $\pm 75\text{m}$ (~1 min. walk) of Route 43 frequent bus service along 58 AV SE, $\pm 175\text{m}$ (~2 min. walk) of Route 81 local bus service, and $\pm 800\text{m}$ (~10 min. walk) to the Chinook Red Line LRT Station. The availability of various transit route options within walking distance to the site provides easy access and encourages alternative modes of transportation for future employees and users.

Nearby Activity Centre: The project site is within $\pm 200\text{m}$ of the "Chinook Centre Major Activity Centre", as identified in Calgary's *Municipal Development Plan (MDP)*. Major Activity Centres represent municipally-identified locations for future growth to accommodate a broad mix of residential, commercial and light industrial uses.

Nearby Commercial / Employment Activity: The project site is located along 58 AV SE, a major commercial corridor and employment node in the Manchester Industrial Area. The site is also within $\pm 200\text{m}$ of the "Chinook Centre Major Activity Centre", featuring a range of commercial and light industrial uses that are easily accessible by car, transit or alternative modes.

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 city-wide goals and policies. The MDP designates the site under the "Standard Industrial" policy area which encourages: the contribution of industrial and commercial uses to a strong and prosperous economy (Policy 2.1.2 [a]); efficient use of infrastructure with more compact built forms (Policy 2.2.4 [a]); diverse employment opportunities that are integrated into the community and accessible via a broad range of mobility options (Policy 2.2.4 [b]); and the protection of industrial land supply across Calgary (Policy 3.7.1[a]).

EMERGENT LOCAL AREA PLAN

The City of Calgary is now actively working on a new comprehensive planning document called the *Chinook Communities Local Area Plan (LAP)*. This emergent LAP will establish community planning goals and objectives for Manchester and surrounding communities over the next ± 30 years. The Chinook Communities LAP is still in the refinement/engagement stages and is not expected to be approved until 2025. No other local area policy applies to the subject site.

APPLICANT-LED OUTREACH

Ronmor and the Applicant team 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 businesses, and broader community with opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about proposed land use changes in our city.

Each application is supported by a dedicated phone line and email inbox for public questions and comments, along with custom on-site signage and mailers delivered to businesses within $\pm 200\text{m}$ of the project site. Key application materials are also shared directly with the local area Ward Councillor's Office, with opportunities to share feedback, find out more about the project or meet with the Applicant team as needed.

As our outreach process draws to a close and we approach key decision points, an *Applicant-led Outreach Summary* will be shared with local residents, businesses, the Ward Councillor's Office and The City. The *Applicant-led Outreach Summary* highlights the outreach strategies used throughout the application process, what we heard, and how we responded.

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 will introduce new and innovative commercial / retail options that complement surrounding area development and are well serviced by existing infrastructure and transportation networks.

Should you have any questions, comments, or concerns, please contact us at 587.747.0317 or engage@civicworks.ca, referencing 423 58 AV SE.

Applicant Outreach Summary

2024 July 2

Applicant-Led Outreach Summary

423 58 AV SE

LOC2024-0105



Issued
July 2024

Summary

On behalf of Hampton Development Ltd. (Ronmor Developers Inc.), CivicWorks has made a Land Use Redesignation (rezoning) application to transition the property at 423 58 AV SE from the existing Commercial - Corridor 3 (C-COR3f1.0h12) District to a Direct Control (DC) District based on Industrial - Commercial (I-C) District rules. The application seeks to realize a new Self Storage Facility with at-grade commercial use in the Manchester Industrial area.

CivicWorks has undertaken community outreach in support of the application to inform interested parties about the proposal. The Ward 9 Councillor's office and surrounding area businesses were offered opportunities to learn more and provide feedback to the project team through meetings, a dedicated outreach email address and phone line. No comments or questions have been received to date. Although the project team did not yet receive any comments or inquiries about the proposal, we will continue to monitor outreach channels throughout the application review process.

Outreach Timeline

April 2024 - Application Submission

- April 4, 2024: Land Use Redesignation application submitted to The City of Calgary.
- Initial Review of Land Use Redesignation application;
- Displayed sandwich board on the site, providing proposal details and project team contact information (ongoing);
- Application summary brochures delivered to surrounding area businesses within ±200m of the subject site;
- Activated feedback portals, including the dedicated engagement email and phone line; and
- Shared project overview and contact information with the Ward 9 Councillor's Office, offering a meeting to discuss.

April to July 2024 - Application Facilitation

- On-going correspondence and coordination with City of Calgary Administration; and
- Monitoring of dedicated outreach email address and phone line for any questions, feedback or comments.

July 2024 - Outreach Closure

- Outreach closure brochures delivered to local area businesses within ±200m of the subject site, providing outreach closure notification and project updates;
- Updated on-site signage with notice of outreach closure;
- Shared Applicant-led Outreach Summary with City Administration, and Ward 9 Councillor's Office;
- Continued monitoring of dedicated engagement email, and phone line for any additional feedback or comments.

Interested Party Feedback

The project team has reached out to numerous local businesses throughout the applicant-led outreach process. Community feedback was sought through multiple outreach channels, including a dedicated email address and phone line.

To date, the project team has not received any comments or inquiries from community members on the proposed Land Use Redesignation.

Ward 9 Councillor's Office

An information rich project summary was shared with the Ward 9 Councillor's Office at the outset of the application, along with an offer to discuss the proposed Land Use Redesignation.

The Ward 9 Councillor's Office reviewed the application in detail and did not request a meeting to discuss. Prior to Calgary Planning Commission (CPC), the project team will provide updates to the Ward 9 Councillor's Office with outreach closure messaging and a copy of the Applicant-Led Outreach Summary.

Outreach Methods



Custom On-Site Signage



Application Summary Brochures

03

Outline Plan and Land Use Amendment in Acadia and Fairview Industrial (Ward 11) at multiple addresses, LOC2023-0242

RECOMMENDATIONS:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 8885 and 8995 Deerfoot Trail SE and 8910, 8910R, 9200 and 9890 Blackfoot Trail SE (Plan 3729FW, Block C; Portion of NW1/4 Section 23-23-1-5; Plan 3729FW, Block F; Plan 3729FW, Block G; Plan 2674JK, Parcel H; Portion of SW1/4 Section 23-23-1-5) to subdivide 19.74 hectares \pm (48.77 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 7.11 hectares \pm (17.53 acres \pm) located at 9200 and 9890 Blackfoot Trail SE (Plan 2674JK, Parcel H; Portion of SW1/4 Section 23-23-1-5) from Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District and Special Purpose – Urban Nature (S-UN) District to Multi-Residential – Contextual Medium Profile (M-C2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
NOVEMBER 14:**

That Council give three readings to **Proposed Bylaw 9D2025** for the redesignation of 7.11 hectares \pm (17.53 acres \pm) located at 9200 and 9890 Blackfoot Trail SE (Plan 2674JK, Parcel H; Portion of SW1/4 Section 23-23-1-5) from Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District and Special Purpose – Urban Nature (S-UN) District to Multi-Residential – Contextual Medium Profile (M-C2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2024 November 14:

Moved by Commissioner Small

That with respect to Report CPC2024-1218, the following be approved:

That Attachment 4 be amended to add the proposed location of the bus stops and area requiring a public access easement.

For: (8) Director Fleming, Commissioner Pollen, Councillor Dhaliwal, Commissioner Hawryluk, Commissioner Weber, Commissioner Small, Commissioner Gordon, and Commissioner Campbell-Walters

Outline Plan and Land Use Amendment in Acadia and Fairview Industrial (Ward 11) at multiple addresses, LOC2023-0242

MOTION CARRIED

Moved by Commissioner Campbell-Walters

That with respect to Report CPC2024-1218, the following be approved:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 8885 and 8995 Deerfoot Trail SE and 8910, 8910R, 9200 and 9890 Blackfoot Trail SE (Plan 3729FW, Block C; Portion of NW1/4 Section 23-23-1-5; Plan 3729FW, Block F; Plan 3729FW, Block G; Plan 2674JK, Parcel H; Portion of SW1/4 Section 23-23-1-5) to subdivide 19.74 hectares \pm (48.77 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 7.11 hectares \pm (17.53 acres \pm) located at 9200 and 9890 Blackfoot Trail SE (Plan 2674JK, Parcel H; Portion of SW1/4 Section 23-23-1-5) from Commercial – Corridor 3 f1.0h12 (CCOR3f1.0h12) District and Special Purpose – Urban Nature (S-UN) District to Multi-Residential – Contextual Medium Profile (M-C2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District.

For: (8) Director Fleming, Commissioner Pollen, Councillor Dhaliwal, Commissioner Hawryluk, Commissioner Weber, Commissioner Small, Commissioner Gordon, and Commissioner Campbell-Walters

MOTION CARRIED”

HIGHLIGHTS

- This application seeks to establish a subdivision framework and redesignate the subject site to allow for multi-residential development primarily in the form of apartment buildings and provide for an open space network within the communities of Acadia and Fairview Industrial.
- The proposed application aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *Heritage Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposal will allow for increased housing choice and contribute to the open space network within an established area of the city.
- Why does this matter? Redevelopment of a vacant site in the established area close to services will optimize existing infrastructure and contribute to Calgary’s overall economic health by housing new residents within Calgary’s city limits.

Outline Plan and Land Use Amendment in Acadia and Fairview Industrial (Ward 11) at multiple addresses, LOC2023-0242

- A development permit for stripping and grading of a portion of the subject site was approved on 2024 June 28.
- A development permit for 581 dwelling units was submitted on 2024 July 6 and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment and outline plan application was submitted on 2023 August 23 by QuantumPlace Developments on behalf of the landowner, Cedarglen Living Inc. The site is located in the southeast communities of Acadia and Fairview Industrial and is situated east of Blackfoot Trail SE, west of Deerfoot Trail SE, and north of Southland Drive SE. The site was previously occupied by the Blackfoot Mobile Home Park.

As indicated in the Applicant Submission (Attachment 3), the intent of the application is to facilitate a multi-residential development consisting of apartment buildings up to five storeys. The application required an outline plan given the need for municipal reserve (MR) and environmental reserve (ER) dedication on the subject site. No public roads will be located within the outline plan area; however, a new signalized all-turns intersection will be required on Blackfoot Trail SE to facilitate the development. Approximately 12.98 hectares of land within the outline plan currently has a land use designation of Special Purpose – Urban Nature (S-UN) District and most of this area will remain as S-UN District. The larger outline plan boundary was established in order to provide a comprehensive understanding of the proposed development and identify the existing escarpment and lands adjacent to Deerfoot Trail SE as ER. Currently, lands that are designated S-UN District are not owned by The City and do not have an ER designation.

The proposed outline plan (Attachment 4) meets the overall intent of the *Heritage Communities Local Area Plan* (LAP) for the site by: providing a pathway system that connects the subject site to the surrounding pedestrian network, expanding upon the existing natural areas along the escarpment and proposing a built form that aligns with the urban form and building scale identified in the LAP.

The proposed outline plan anticipates a total of 581 dwelling units. As referenced in the Outline Plan Data Sheet (Attachment 5), the outline plan will achieve an anticipated density of 114.8 units per hectare (46.5 units per acre). The proposed M-C2 District does not have a minimum or maximum density but includes a maximum floor area ratio (FAR) of 2.5.

The Proposed Land Use Plan (Attachment 6) illustrates the portion of the outline plan area that is being redesignated. Approximately 2.21 hectares of the site is being redesignated to S-UN District and will be dedicated as ER due to instability of the slope and required geotechnical Factor of Safety setbacks. Approximately 0.51 hectares of linear park space is proposed under the Special Purpose – School, Park and Community Reserve (S-SPR) District and will be dedicated as MR. The proposed MR area is not impacted by slope instability and would not meet the requirement for ER dedication, therefore it is more appropriate to designate this area as S-SPR District.

Outline Plan and Land Use Amendment in Acadia and Fairview Industrial (Ward 11) at multiple addresses, LOC2023-0242

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 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 undertook the following outreach strategies:

- project webpage with information on the project and updates on the application progress;
- meetings with the Acadia Community Association (CA);
- virtual open house was held on 2023 October 5; and
- a 'What We Heard' report summarized community feedback and was provided to Administration.

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.

At the time of writing this report, Administration received three letters of opposition to the application. The letters identified concerns with removal of mature trees and impacts to the natural area and wildlife. One additional letter requested a pedestrian connection from Blackfoot Trail SE to the commercial development of Deerfoot Meadows.

The CA also provided comments on the application. The CA supports the proposed residential development and pedestrian connectivity outlined in the plan, however, they would have liked if the applicant considered local commercial uses on the site. They also have concerns with regards to noise impacts and mitigation for the future residents. The letter from the CA can be found in Attachment 8.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. No disturbance of the escarpment or natural areas adjacent to Deerfoot Trail SE are proposed. Administration explored possible land use districts with the applicant that would allow commercial opportunities on the site, but the M-C2 land use was determined to be the most appropriate fit for the site and landowner intentions. Items related to building design and noise mitigation measures are currently being reviewed as part of the development permit.

Planning and Development Services Report to
Calgary Planning Commission
2024 November 14

ISC: UNRESTRICTED
CPC2024-1218
Page 5 of 5

Outline Plan and Land Use Amendment in Acadia and Fairview Industrial (Ward 11) at multiple addresses, LOC2023-0242

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, Commission's recommendation and the date of the public hearing will be advertised.

IMPLICATIONS

Social

The proposal provides for additional housing choice on a vacant parcel in a developed neighbourhood, in close proximity to commercial services and the regional pathway system and access to regional road networks.

Environmental

This application does not include any specific actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies will be pursued through the development permit.

Economic

The proposal enables a greater amount of housing choice in Acadia and supports nearby businesses by increasing the population close to a commercial area. Redevelopment of the site makes more efficient use of 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. **Approved** Outline Plan Conditions of Approval
3. Applicant Submission
4. **Approved** Outline Plan
5. **Approved** Outline Plan Data Sheet
6. Proposed Land Use Plan
7. Applicant Outreach Summary
8. Community Association Response
9. **Proposed Bylaw 9D2025**

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 Acadia and consists of 19.74 hectares \pm (48.77 acres \pm). The site is situated west of Deerfoot Trail SE, north of Southland Drive SE, east of Blackfoot Trail SE and south of Blackfoot Point Business Park. The site previously contained the Blackfoot Mobile Home Park which was closed in April 2023. The site has remained vacant since this closure. The site, including escarpment and natural areas, is approximately 975 metres wide by 225 metres deep.

The north boundary of the site includes office and commercial development, designated Industrial – Commercial (I-C) District and Direct Control (DC) District ([Bylaw 20D2012](#)). To the west of Blackfoot Trail SE are low density residential uses predominantly within the Residential – Grade-Oriented Infill (R-CG) District. Existing open space amenities along the west side of Blackfoot Trail SE consist of baseball diamonds, a playground and an off-leash dog park. These open spaces are designated Special Purpose – Recreation (S-R) District and Special Purpose – School, Park and Community Reserve (S-SPR) District. To the east of Deerfoot Trail SE is the Sue Higgins off-leash dog park and the Bow River and associated pathway system, all under Special Purpose – Urban Nature (S-UN) District. South of Southland Drive SE is the City of Calgary Maple Ridge Golf Course, designated Special Purpose – Recreation (S-R) District.

The proposed application aims to establish a subdivision framework for a multi-residential development with supporting open space amenities. The plan area is located at the top of an escarpment with associated wetlands and natural areas at the bottom of the escarpment. These areas are currently designated S-UN District and will not be impacted by the proposed development.

The plan area is currently accessible by vehicle via two access points off Blackfoot Trail SE, identified as an arterial roadway. Development of the subject site will warrant the need for one signalized all-turns intersection to be constructed on Blackfoot Trail SE. While there is a regular bus route along Blackfoot Trail SE, Route 106 (Southland/Deerfoot Meadows), there are currently no bus stops located in convenient/accessible proximity to the subject site. The nearest bus stop is located approximately 500 metres (an eight-minute walk) away on Southland Drive SE, however, there are no sidewalks along Blackfoot Trail SE that would connect the subject site to the bus stop. Two bus laybys are required on Blackfoot Trail SE as part of this application. Current pedestrian access to the site is via a pedestrian bridge over Blackfoot Trail that connects the subject site to the rest of Acadia.

Community Peak Population Table

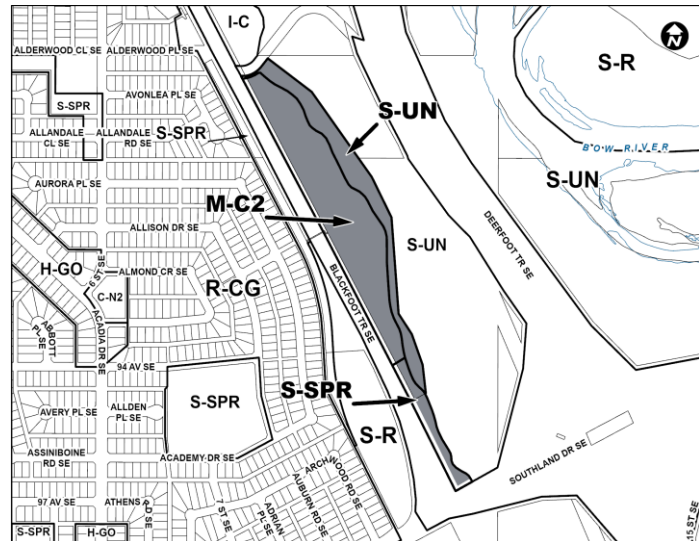
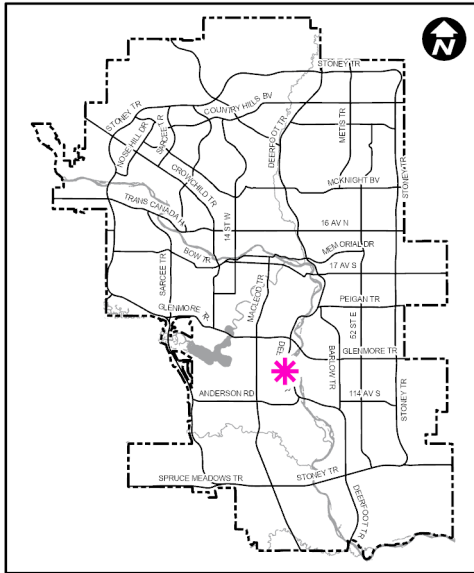
As identified below, the community of Acadia reached its peak population in 1972.

Acadia	
Peak Population Year	1972
Peak Population	13,589
2019 Current Population	10,520
Difference in Population (Number)	-3,069
Difference in Population (Percent)	-22.58%

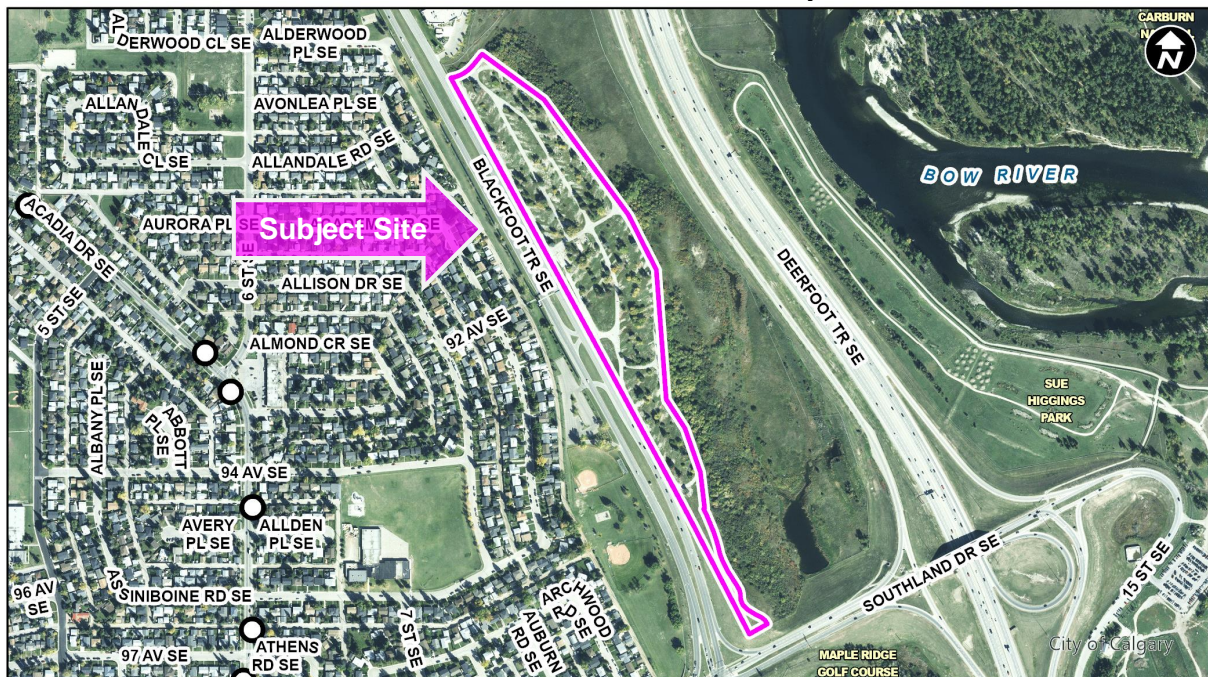
Source: *The City of Calgary 2019 Civic Census*

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

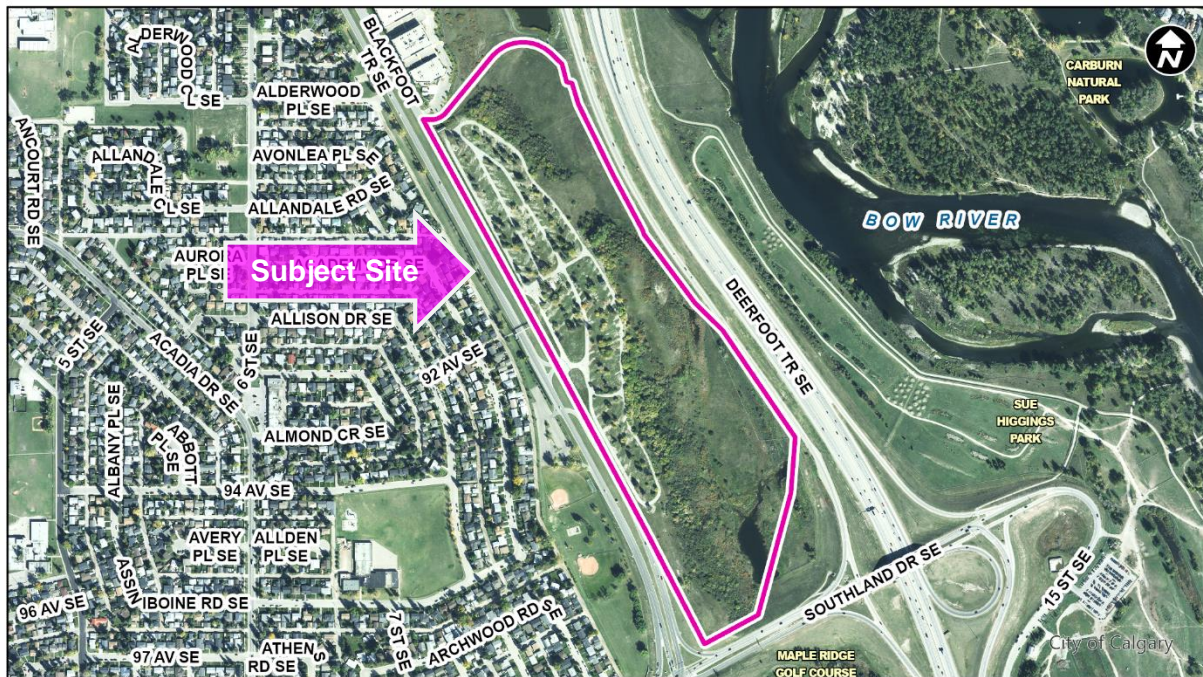
Location Maps



Land Use Amendment Boundary



Outline Plan Boundary



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use on 6.76 hectares of the subject site is Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District which was designated on the site in 2008. The mobile home park at the time was allowed as an existing, non-conforming use. The C-COR3 District is intended to accommodate mid-scale retail and limited large retail uses and no residential uses. The modifiers identified on this District include a maximum floor area ratio (FAR) of 1.0 and a maximum building height of 12.0 metres. The remaining 12.98 hectares of the outline plan area is currently designated Special Purpose – Urban Nature (S-UN) District and provides for natural landforms, vegetation and wetlands.

The total area proposed for land use redesignation under this application is approximately 7.11 hectares (17.53 acres), which is only a portion of the total outline plan area (19.74 hectares/ 48.77 acres). Approximately 12.63 hectares (31.24 acres) of land will remain as S-UN District.

This application proposes Multi-Residential – Contextual Medium Profile (M-C2) District, Special Purpose – School, Park, and Community Reserve (S-SPR) District and S-UN District.

The M-C2 District provides for multi-residential development in a variety of forms with medium height and density. The M-C2 District does not have a minimum or maximum density but has a maximum FAR of 2.5 and a maximum building height of 16 metres (approximately four to five storeys).

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. This District is to be used for land dedicated as municipal reserve (MR) pursuant to the *Municipal Government Act* (MGA).

The S-UN District is intended for lands to be dedicated as environmental reserve (ER) pursuant to the MGA. The additional S-UN designated lands that are being added through this application are for lands that are considered unstable and unsuitable for development.

Subdivision Design

The outline plan proposes a multi-residential development that responds to local site conditions, including escarpments and natural areas and access to major roadways.

The proposed subdivision layout provides for compact medium density development, resulting in approximately 581 dwelling units. While no public roads are proposed through the outline plan area, a private roadway with two access points off Blackfoot Trail SE is proposed to serve the development.

In addition to the existing S-UN District lands, this outline plan identifies additional lands to be designated S-UN District, located between the top of the escarpment and the proposed residential development. These lands will be designated as ER at subdivision stage. The additional S-UN District lands were previously utilized by the mobile home development, however, years of unmanaged stormwater runoff has resulted in unstable lands near the escarpment edge. A Geotechnical and Slope Stability Report was completed as part of this outline plan and Factor of Safety (FOS) lines for slope stability were identified. A Factor of Safety line ratio of 1.5 was identified as the necessary building setback to ensure slope stability. Lands below the 1.5 FOS are not considered suitable for development and therefore identified within the outline plan as future ER lands. At subdivision stage, the developer will be responsible for restoring this ER to a natural state. In addition, a three-metre multi-use pathway will be included within the restored ER area and will connect the subject site to the business park to the north and to MR lands to the south.

The outline plan proposes 0.51 hectares (1.26 acres) of credit open space area (S-SPR District) to be dedicated as MR. This fulfills the ten percent MR requirement for the subject site. The proposed MR will include landscaping, sitting areas and a multi-use pathway that connects the subject site to Southland Drive SE and the broader Bow River pathway system.

The remaining S-UN District lands that include the escarpment and natural areas adjacent to Deerfoot Trail SE will be left undeveloped and will be provided as ER through a future subdivision application.

Density

The outline plan area is anticipated to have a total of 581 multi-residential units and a density of 114.8 units per hectare (46.5 units per acre). The anticipated intensity is 286.0 people and jobs per gross developable hectare (115.8 people and jobs per gross developable acre), assuming approximately 2.4 people per unit and 3.8 jobs per 100 people for 'home-based jobs'.

Transportation

The surrounding street network consists of Blackfoot Trail SE, Southland Drive SE and Deerfoot Trail SE. Deerfoot Trail SE is classified as a skeletal roadway, while Southland Drive SE and Blackfoot Trail SE are arterial roadways. There are no internal public roads proposed within the outline plan boundary.

A Transportation Impact Assessment was submitted, reviewed and accepted by Administration. The TIA noted upgrades are required to service the proposed application.

Direct vehicular access to the proposed development will be via a new, signalized, all-turns access on Blackfoot Trail SE. This signalized intersection will also include an at-grade pedestrian crossing. A new right-in-right-out access will also be located near the north end of the outline plan boundary. Two new transit stops, in the form of bus laybys, are also required as part of this application. One bus stop will be located on each side (east and west) of Blackfoot Trail SE. The exact location and design details of the signalized intersection, right-in-right-out access and bus stops will be determined through the subdivision stage.

The proposed application will also improve the pedestrian connectivity of the site. The outline plan proposes a three-metre multi-use pathway that runs along the eastern edge of the development, connecting the business park to the north with Southland Drive SE to the south. This pathway is in alignment with the Always Available for All Ages and Abilities (5A) Network recommendation of an off-street pathway along Blackfoot Trail SE. In addition, a new sidewalk will be located on the subject site, connecting the at-grade pedestrian crossing on Blackfoot Trail SE to the subject site, then proceeding north along the western edge of the development and connecting to the existing business park. The existing pedestrian bridge located above Blackfoot Trail SE will also continue to provide pedestrian access to the site and the greater Acadia community.

Environmental Site Considerations

An Environmental Site Assessment (ESA) was submitted by the applicant and reviewed by the Administration. The ESA determined there are no known outstanding environmental concerns associated with the site.

Multiple Geotechnical and Slope Stability Assessments were produced for the site, in support of this outline plan and land use amendment and a previously approved stripping and grading development permit application. As a result, the site is considered suitable for the intended uses. Future development on the lands shall be in accordance with development restriction recommendations outlined in the geotechnical reports of record.

The applicant's geotechnical consultant also produced a "Letter of Assurance", which confirmed the material properties (and other assumptions) used in the slope stability analyses for the site were used in producing the final outline plan.

At the time of subdivision or development permit, a Development and Geotechnical Covenant will be registered on title, by way of caveat, to ensure future development on the lands will coincide with development restriction recommendations outlined in the reports of record.

Utilities and Servicing

City water, sanitary and storm utilities exist adjacent to the site, within Blackfoot Trail SE, however, these utilities do not span the frontage of the subject site. As such, servicing requirements will be further determined at the time of development permit. Any required public

utility improvements or upgrades to service the proposed development will be at the developer's expense and subject to the terms and conditions of a Development Agreement.

The applicant has produced conceptual development servicing information, including preliminary water network information and a Sanitary Servicing Study. At the time of development, an updated Storm Technical Memo and a Fire Flow Letter will be required, for review and acceptance, to the satisfaction of City Administration. All required future storm servicing infrastructure shall be located within the private development site and shall not cross into the ER lands.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The proposed application was circulated to Transport Canada and the Calgary International Airport. The proposed development is not located within the NEF (Noise Exposure Forecast) contours but is located within the *Runway 17R-35L Approach Surface* as defined in the Calgary International Airport Zoning Regulations and is therefore subject to regulated height restrictions. The maximum height for any structure in this area is 1,371.6 metres above sea level. The proposed application is well below this maximum height requirement. The submitted development permit will be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The site is located within the Established - Developed Residential Area as identified on Map 1 in the [Municipal Development Plan](#) (MDP). The applicable policies promote appropriate densities, a mix of land uses and a pedestrian-friendly environment.

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.

Heritage Communities Local Area Plan (Statutory – 2023)

The [Heritage Communities Local Area Plan](#) (LAP) identifies the subject site under the 'Neighbourhood Flex' urban form category with a building scale of 'mid' up to 12 storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses and are applied to areas of the communities that are commercially oriented, or in areas where commercial development would be appropriate, but is not required. The public realm in Neighbourhood Flex areas should be designed to support moderate to high volumes of pedestrians.

The proposed outline plan and land use amendment application aligns with the policies of the LAP, providing for multi-residential uses within the limits of the identified building scale. The addition of a multi-use pathway system within the site and an at-grade crossing of Blackfoot Trail SE will significantly benefit the pedestrian connectivity and public realm of the site.

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. With each tentative plan of subdivision, the developer shall submit a density phasing plan indicating the intended phasing of subdivision within the outline plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities.
2. Relocation of any utilities shall be at the developer's expense and to the appropriate standards.
3. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
4. A uniform screening fence (with gates where appropriate) of high-quality material requiring minimum maintenance, must be provided at the developer's expense where development is adjacent to a Municipal Reserve area; the design of such fence shall be to the satisfaction of the Approving Authority.
5. No disturbance of environmental reserve lands is permitted without written permission from Parks and Open Space. The Parks Specialist, Brad Bevill, can be reached at 587-216-8073.
6. Construction access through Environmental Reserve lands is not permitted, unless otherwise authorized by Calgary Parks and Open Space in writing.
7. The developer shall restore, to a natural state, any portions of the Environmental Reserve (ER) lands within the boundaries of the plan area that are damaged in any way as a result of this development. The restored ER 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.
8. Prior to approval of the affected tentative plan of subdivision, coordinate a meeting through the Parks Planner (brad.bevill@calgary.ca) with Parks Pathways to field fit the trails.
9. All proposed parks (Municipal Reserve/Environmental Reserve) and Regional/Local Pathways and Trails must comply with the Calgary Parks- Development Guidelines and Standard Specifications: Landscape Construction (current edition).

10. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve and restored Environmental Reserve parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
11. At the development permit stage, provide a detailed shadow study between the hours of 10:00 am and 4:00 pm (MDT) as measured at various times between March 21 and September 21. This is to demonstrate that the adjacent park, Municipal Reserve and Environmental Reserve (natural area) will not be significantly impacted.
12. A Preliminary Natural Site Assessment (PNSA) amendment may be required depending on the outcome of the shadow study to determine impacts to the adjacent natural area. Please contact Parks Ecologist Tanya Hope (tanya.hope@calgary.ca) regarding the report scope and preparation.
13. Prior to approval of the tentative plan of subdivision or stripping and grading permit (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the Environmental Reserve (ER) area meet Parks approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
14. Prior to approval of the first tentative plan of subdivision or stripping and grading permit (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 Environmental Reserve) or proposed Environmental Reserve, with all grading confined to the private property, unless otherwise approved by Parks.
15. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve to protect public lands prior to the commencement of any stripping and grading related to the site and during all phases of construction. Contact the Parks' Development Inspector, Ania Verrey, at 403-804-9417 to approve the location of the fencing prior to its installation.
16. Prior to endorsement of the tentative plan of subdivision, Landscape Construction Drawings that are reflective of the subject tentative plan for the proposed Municipal Reserve lands are to be submitted to the Parks' Landscape Architect, Michael Nelson (michael.nelson@calgary.ca) for review and approval prior to construction.
17. With the submission of Landscape Construction Drawings, the developer shall include a detailed Habitat Restoration Plan (the Plan) including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan shall conform to requirements detailed in the City of Calgary Habitat Restoration Project Framework and specify how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.

18. Prior to approval of the affected tentative plan of subdivision, finalized Landscape Concepts as per Section 2.1 (page 44) of the Calgary Parks and Open Spaces DGSS - Development Guidelines and Standard Specifications: Landscape Construction (current edition): <https://www.calgary.ca/csps/parks/construction/park-development-guidelines.html>

shall be submitted for Calgary Parks' review and approval for all Municipal Reserve (MR) sites and will be refined to add:

- a) A site plan showing general conformance to outline plan landscape concepts, intended park program, site layout, fencing 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.
- d) Proposed fencing.

Contact Planning Parks Specialist brad.bevill@calgary.ca to set up a meeting to discuss the refinements in the Landscape Concepts.

19. Parks and Open Space does not support point source drainage directed towards Municipal Reserve (MR) or Environmental Reserve (ER) extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR/ER areas.
20. A **restrictive covenant** shall be registered against the titles of (2674JK;H) prohibiting construction, erection or placement of any building or structure within 18 metres of the top of the escarpment (Setback Area) as determined by the Subdivision Authority and providing that the owners of the Servient Tenement shall not permit, construct, erect, place or allow to remain within the Setback Area any building or structure except surface parking lots, roadways or sidewalks which may be allowable at the discretion of the Approving Authority. The restrictive covenant shall be registered concurrent with the registration of the legal plan of subdivision.

Where the Approving Authority allows surface parking lots, roadways or sidewalks within the 18 metre setback, the Developer shall rehabilitate and replant the lands within the balance of the Setback Area with appropriate vegetation to the satisfaction of the Parks and Open Spaces Department.

Utility Engineering

21. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.

22. Separate service connections to a public main (water, sanitary, and storm) shall be provided for each proposed lot (including strata lots), and all lots shall have direct access to public mains located within a public road. Underground services and surface drainage may not cross the property line or be shared between other private parcel(s).

A bare land condominium subdivision will be treated as one lot, and therefore can only have one set of services.

23. Prior to the approval of the development permit, the applicant will be required to submit a Fire Flow Letter, for review and acceptance, to the satisfaction of the City of Calgary.

Said letter (then) shall include the detailed calculations of the required fire flow, as per the Fire Underwriters Survey methodology for each proposed building. This is / will be required as to ensure that the proposed private water network is designed and sized adequately as to support the proposed development.

Note that the fire flow letter provided during the Outline Plan (LOC) process demonstrates that the proposed water network is likely suitable, however the required fire flow for each building appears to be quite small compared to other similar sized projects. This will be further evaluated at the time of development.

For further details, contact Utility Specialists at wa-resourcesdevelopmentapprovals@calgary.ca OR ben.smith@calgary.ca OR 403-268-6779.

24. Prior to the approval of the development permit, the applicant will be required to submit an updated detailed Storm Technical Memo, for review and acceptance, to the satisfaction of the City of Calgary.

This is required in order to further expand on the information produced during the outline plan process. Said memo will include (but perhaps not limited to) the details of the tie in location, oil grit separator, etc.

Note that all storm infrastructure shall be within the private site and shall not be crossing onto / within the adjacent Environmental Reserve (ER) parcel, as was conceptually shown on the servicing concept provided during the outline plan process.

For further details, contact Utility Specialists at wa-resourcesdevelopmentapprovals@calgary.ca OR ben.smith@calgary.ca OR 403-268-6779.

25. The developer is required to execute a development agreement, as to construct any / all on-site and off-site public infrastructure necessary to service the plan area, as required by The City.

The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these improvements.

Note: For further details, contact the Infrastructure Strategist, Development Commitments, at 403-587-215-6253 OR Yunpeng.Qin@calgary.ca OR offsitelevy@calgary.ca.

26. 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 the plan area and/or along the boundary of the plan area.
- c) If required, 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/Environmental 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.
- g) Street Lighting.

Note: For further details, contact the Infrastructure Strategist, Development Commitments, at 403-587-215-6253 OR Yunpeng.Qin@calgary.ca OR offsitelevy@calgary.ca.

27. The developer shall rehabilitate any public and/or private lands, or infrastructure damaged as a result of this development, all to the satisfaction of The City of Calgary.

28. Prior to issuance of any construction permissions, Erosion and Sediment Control Report and/or Drawings shall be submitted, for review and acceptance, to the satisfaction of the Manager, Development Engineering. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

Note: For further details, contact esc@calgary.ca or contact 3-1-1.

29. The site / plan area shall be developed in accordance with the development restriction recommendations outlined in the Geotechnical and Slope Stability Assessment, prepared by Englobe Corp., dated September 7th, 2023, for Cedarglen Living, entitled: Blackfoot & Southland Lands (Version 00, Reference no. 02109731.000).

As per the above noted report, upon determination of a site grading plan, Englobe should be consulted to review the stripping requirements for the site.

As per the above noted report, deep fills of thickness greater than 2.0 metres, should be reviewed in a Deep Fills Analysis Report.

As per the above noted report, a post-grading site specific slope stability assessment should be completed once design grades have been finalized to confirm the slope stability setback requirements given the chosen foundation type and depth of foundation systems.

30. At the time of subdivision (SB) and/or development (DP), a **development and geotechnical covenant** is to be registered on title, by way of caveat.

As per Section 7.6 of the Geotechnical and Slope Stability Assessment, prepared by Englobe Corp., dated September 7th, 2023, for Cedarglen Living, entitled: Blackfoot & Southland Lands (Version 00, Reference no. 02109731.000), a restrictive covenant is required for all proposed lots that back onto the development setback line.

Mobility Engineering

31. 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).
32. Prior to approval of any applicable multi-residential development permit applications and subsequent to finalizing lot and building grades, a noise analysis is to be submitted to and approved by Development Engineering for the residential developments adjacent to Blackfoot Trail SE.
33. A **public access easement agreement** shall be executed and registered on title for the 3.0 metre regional pathway for a total width of 5.0 metres, prior to endorsement of the applicable tentative plan of subdivision.
34. At the time of the initial tentative plan of subdivision, construction drawings of the signalized access into the site with Blackfoot Trail SE needs to be provided. The access is to conform with the design requirements for an intersection with an arterial as per the City of Calgary Design Guidelines for Subdivision Servicing.
35. At the time of the initial tentative plan of subdivision, two bus laybys, as required by transit, will need to be designed and constructed, including the construction of one on the west side of Blackfoot Trail SE, serving the southbound direction. The design and location shall be finalized as part of the construction drawing process.

Applicant Submission



1026 16 Ave NW, Suite 203
Calgary, AB T2M 0K6
587-350-5172

October 28, 2024

Planning and Development

City of Calgary Municipal Building
800 Macleod Trail SE
Calgary, AB, T2P 2M5

Re: Applicant Submission – Outline Plan and Land Use Redesignation for 9200 Blackfoot TR SE, Calgary

QuantumPlace Consulting has been engaged by Cedarglen Living to submit an application for the site at 9200 Blackfoot Trail SE legally described as 3729FW; C; 3729FW; F; 3729FW; G; 2674JK; H; 5;1;23;23;NW; and 5;1;23;23;SW. This application will facilitate a multi-residential development consisting of seven 4-storey apartment buildings. City Administration has requested that this application proceed as an Outline Plan given the MR and ER dedication.

Site Context

The subject site is situated along Blackfoot Trail SE and is close to other residential areas, a business park, a commercial shopping centre in Deerfoot Meadows, Sue Higgins Off-Leash Dog Park, and Deerfoot Trail. Surrounding the subject site is a business park to the north (I-C), an escarpment to the east and south (S-UN), with Blackfoot Trail SE and low-density residential development (R-C1) to the west. The site is supported by several transit routes located on Acadia DR SW and Southland DR SE. These routes offer connections to the Red Line route via Southland LRT Station EB, thus providing accessible city-wide transit access.

Outline Plan & Land Use

The current area of the project is 19.74 hectares with a designation of Commercial-Corridor 3 (C-COR3 fl.0h12) and Special Purpose – Urban Nature District (S-UN). This application proposes to redesignate the site to Multi-Residential – Contextual Medium Profile (M-C2), Special Purpose – Urban Nature District (S-UN) and Special Purpose – School, Park, and Community Reserve District (S-SPR) with a net developable area of 5.06 hectares. The portion of the parcel that represents a Factor of Safety (FOS) for buildings of less than 1.5 is proposed to be redesignated as Special Purpose – Urban Nature District (S-UN) and provided as Environmental Reserve (ER). The ER is provided due to slope stability concerns. Municipal Reserve (MR) was provided (10%) to complete regional pathway linkages north to south through these lands and improve pedestrian connectivity to Sue Higgins Dog Park.

The M-C2 land use district will accommodate multi-residential development of up to 5 storeys. The proposed development will result in approximately 581 +/- units and expected to have a FAR of approximately 1.4, which complies with the maximum FAR stated in the district. A concurrent Development Permit application has been submitted by NORR Architects. A DP for Stripping and Grading was approved on June 28, 2024 to enable site preparations and removal of underground infrastructure and this work is now complete.

Policy Alignment*Municipal Development Plan*

The proposed development will add 581 +/- units to the community of Acadia, which is designated as an Established Area within Calgary's Municipal Development Plan (MDP). This application meets Section 1.1.1 Sustainability Principles and Key Directions directs achieving a balance in growth between established and greenfield, by revitalizing a brownfield site and providing housing opportunities near an existing employment and shopping concentration.

This area's mobility policies specify the provision of increased pedestrian connectivity where redevelopment occurs (3.5.3 - Established Areas). The identification of an enhanced pedestrian interface through the proposed asphalt pathway and MR allocation to complete regional pathway linkages in the area aligns with MDP policy. The Calgary MDP states that to be cost-effective, transit must reach enough potential riders. It continues to state that a transit-supportive land use framework can be achieved through higher density close to public transit stations (2.2.2 A Transit Supportive Land Use Framework). The additional density from this development will aid in meeting transit goals within the MDP.

Heritage Communities Local Area Plan

On September 19, 2023, Calgary City Council approved the Heritage Communities Local Area Plan (LAP). The Heritage Communities LAP identifies the development area as "Neighbourhood Flex," which accommodates Mid-Scale buildings, and allows developments of up to 12 storeys (2.2.1.3 Neighbourhood Flex). The proposed development includes apartments of up to four storeys, thus aligning to the LAP.

The LAP emphasizes promoting a range of mobility choices that connect communities to business and amenities and prioritizing walking, cycling and transit (3.2.1 Improve Connectivity Between Communities). The development will add safe and convenient connections for pedestrians and cyclists from the multi-use pathway to the existing regional pathway network which is a critical element of a well-connected mobility network. There will also be connections to Sue Higgins Park which aligns with recommendations in the LAP. Two transit stops have been planned in proximity to the development allowing for improved connectivity for residents to the wider transit network. Therefore, this application is in alignment with the goals of the Heritage Communities LAP.

Engagement

QuantumPlace underwent a comprehensive public engagement program for this project. Prior to application submission, the applicant met with a representative of the Acadia Community Association in person on June 6, 2023 to discuss the proposed development, land use application and community engagement program. An application project page was made available on an online engagement platform, qengage.ca. The webpage is regularly updated and has provided members of the public with an opportunity to review and comment on the project. An ongoing dialogue with Councillor Penner (Ward 11) was maintained throughout this application.

A virtual open house was held on October 5, 2023. Approximately 22 visitors were in attendance. Engagement feedback and responses have been collated into a "What We Heard" report and provided to The City. Future engagement will include meetings with the Acadia Community Association to discuss the status of the Outline Plan and Development Permit applications, and updates to the website as the application progresses. We have included responses to public concerns below by theme;



- **Pedestrian Connectivity** - To provide an accessible and walkable pedestrian experience, a key objective of this Outline Plan application is the identification of an asphalt pathway on parcel within the ER district and approved by The City. This pathway will respond to the need for improved pedestrian connectivity to the Sue Higgins Off-Leash Dog Park east of the site, the Acadia Off Leash Area west of the site, as well as the Blackfoot Point Business Park and other commercial uses north of the site. This need for improved pedestrian connectivity is responding to concerns raised by the public during the virtual open house for this application and the Development Permit. Public responses indicated concern with existing connections to the neighboring park spaces and found walking along Blackfoot Trail SE to feel like an unpleasant and dangerous experience. The delineation of an asphalt pathway connection east of the multi-residential development would enhance the pedestrian experience.
- **Effect of Development on Traffic Volumes** – A TIA was completed for the Outline Plan and there are no concerns of impact on current traffic volumes. An all turns signalized access will connect the site to Blackfoot Trail SE with a signalized at-grade crossing.
- **Residential Only Development** - The parcel is located next to the Deerfoot Point Business Park (directly to the north and along Blackfoot Trail) which has office, restaurant, and retail uses contained within. In an examination of the context, the business park still has vacancies at grade. There does not seem to be much interest in the area for further commercial uses. Further Deerfoot Meadows offers a plethora of commercial services all within a convenient distance from the subject site.

Prior to Council, the project team will meet with the Community Association to provide an update on the progress of the Outline Plan and discuss the Development Permit submission.

Conclusion

This project is a significant step toward realizing the Heritage Communities LAP's goals and policies. By providing much-needed residential options in an established community that is close to several amenities and transit service, the application is actively supporting City goals and policy while contributing to ongoing redevelopment and housing affordability efforts.

Approved Outline Plan Data Sheet

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

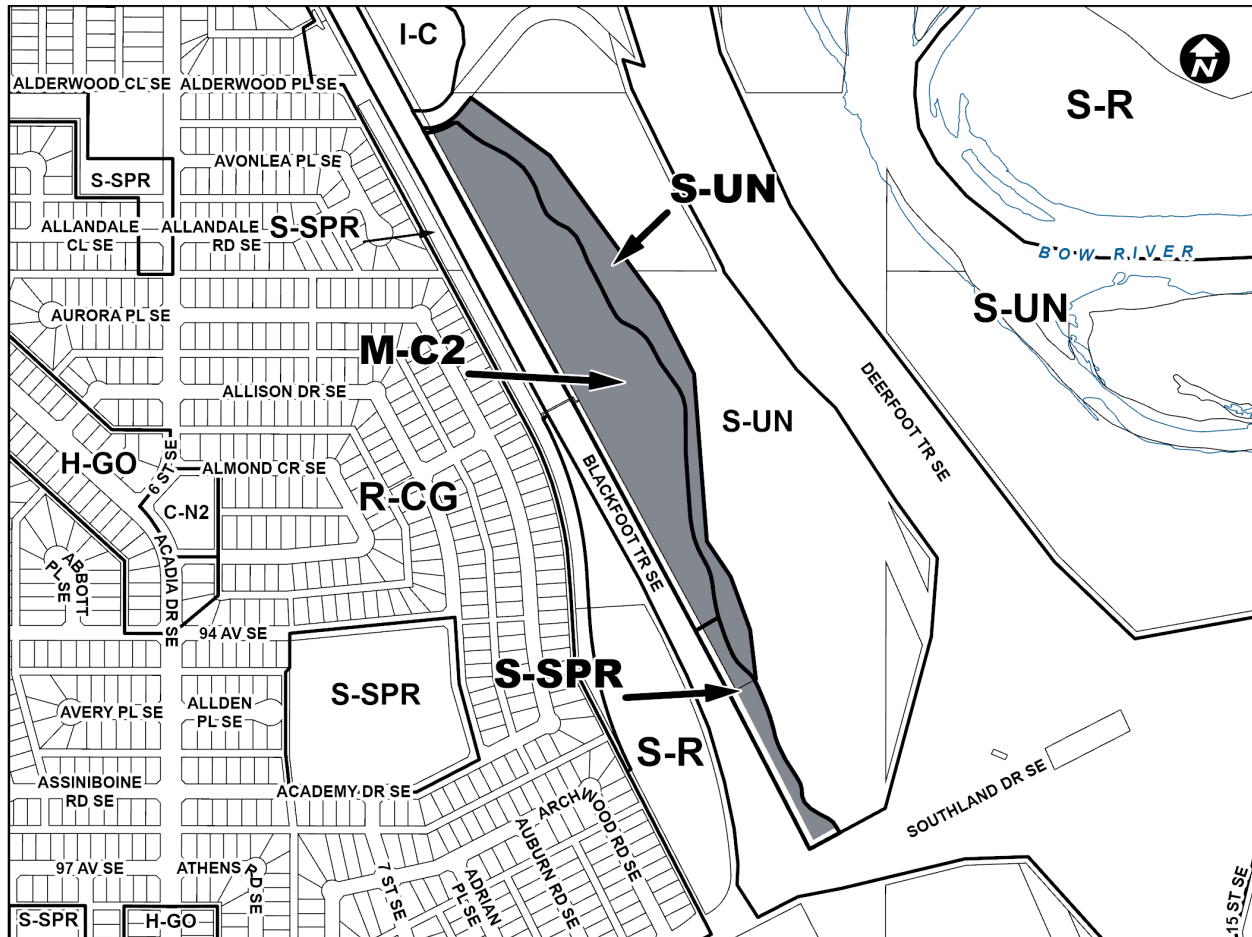
	HECTARES	ACRES
GROSS AREA OF PLAN	19.74	48.77
LESS: ENVIRONMENTAL RESERVE	14.68	36.27
LESS: LAND PURCHASE AREA		
NET DEVELOPABLE AREA	5.06	12.50

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
M-C2	4.55	11.24		581
Total Residential	4.55	11.24		581

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	0.51	1.26	10

	UNITS		
ANTICIPATED # OF RESIDENTIAL UNITS	581		
ANTICIPATED DENSITY		114.8 UPH	46.5 UPA
ANTICIPATED INTENSITY		286.0 P&J/H	115.8 P&J/A

Proposed Land Use Map



Applicant Outreach Summary

2024 October 28



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission

Project name: 9200 Blackfoot 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.

N/A

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)

As part of QuantumPlace's outreach strategy, the following public engagement strategies have been taken:

- A web page for the project, to be regularly updated as this application progresses;
- Meetings with the Community Association;
- A "What We Heard" report to be progressively updated and made available to City Administration and members of the public;
- Site signage; and
- Contact with the Ward Councillor regarding this application.

The QuantumPlace team met with the a representative of the Acadia Community Association on June 6, 2023 at the site. At this time, the team introduced the project and answered questions. QuantumPlace will continue to maintain outreach with the Community Association as this project progresses.

The team also met with the Ward 11 Councillor in the summer of 2023. A follow-up meeting took place in January 2024. The team will continued to meet with the Councillor throughout the course of this application.

A virtual open house was held on ZOOM and took place on October 5th, 2023, at 7pm. ACA social media promoted the engagement and 41 attendees registered for the open house and 22 people attended. Feedback was collated into a "What We Heard" report which has been provided to City Administration. This report will be updated as engagement continues on this application.

Affected Parties

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

- Ward 11 Councillor
- Representative from the Acadia Community Association
- Members of the greater community

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.

The community would be happy that residential is being proposed for this site, as the Acadia community needs more housing units for current and future residents.

The community would benefit from a mix of 2 and 3 bedroom units.

The community would like to see more pedestrian connections to parks and other parts of the Acadia community close to the site.

The Acadia Community Association representative does not think a sound wall would be appropriate as it would cut off the development which creates an unfriendly edge for pedestrians and cyclists.

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.

Feedback from the virtual open house specified the importance of an asphalt pathway that would create a walkable and enjoyable pedestrian interface. This pathway has been identified in this submission for the purpose of providing an accessible pedestrian experience. It has been detailed in the Planning Rationale included in this application under separate cover.

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 team will continue to work with the Acadia Community Association Board to answer any questions and address any issues on an ongoing basis.

The project website will be regularly updated as the application progresses.

Following the virtual open house, the team produced a "What We Heard" report consolidating public feedback and this team's responses. This report has been separately provided to City Administration.

calgary.ca/planningoutreach

What We Heard Report 9200 Blackfoot Trail SE Acadia, Calgary

October 2023



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Public Engagement

Why Is Public Engagement Important?

Public and community engagement provides the opportunity for focused conversations, allowing a structured step-by-step method of leading people through phases of reflection. Public engagement allows residents to be heard, provide feedback and inspiration for projects, and stay informed about what is happening in their community. Through a multi-pronged approach, the engagement strategy offers a variety of ways for residents and stakeholders to get involved.

What Can Participants Take Away?

Public engagement is centred around the idea that those who have the potential to be impacted by an issue or decision should be given the opportunity to be informed and provide feedback. Through engagement, residents and stakeholders can be knowledgeable about a project and follow along with every step of the project journey. If there are concerns surrounding any aspect of the project, engagement allows for participants to have a dialogue with the Project Team and for the project team to be able to understand and respond to adjacent neighbour concerns.

Engagement Summary

QuantumPlace undertook a comprehensive public engagement program for this project. The QuantumPlace Planning team, prior to embarking on engagement, met with a 3 representative of the Acadia Community Association (ACA) onsite on June 6, 2023, and discussed the proposed land use and development permit application for the project, providing an overview of the application(s) and the engagement strategy for the project.

In addition, the QuantumPlace team met with Councillor Penner (Ward 11 councillor) periodically throughout the course of the applications.

Due to the progress of the site design, engagement was conducted simultaneously for land use and development permit.

A virtual open house was held on ZOOM and took place on October 5th, 2023, at 7pm. ACA social media promoted the engagement and 41 attendees registered for the open house and 22 people attended.

The team intends to share updates with the ACA board or the Acadia Planning Committee as appropriate as the application moves through the municipal process. A website was established at the beginning of the project and will continue to be updated as the application progresses through the municipal planning process.

Summary of promotional materials used:

- Project website launched at the beginning of the project on qpengage.ca
- "Hello there" signs placed on the site (one at either side of the entrance); and
- The project and open house were advertised via the ACA social media and website at their discretion.


HI THERE! LET'S TALK ABOUT THE PROPOSED LAND USE REDESIGNATION FOR



9200 BLACKFOOT TRAIL SE.


PROJECT OVERVIEW

- QuantumPlace Consulting has been engaged by Cedarglen Living to apply to change the land use design (zoning) for this property from Commercial - Corridor 3 District (C-COR3) to Direct Control (DC) based on Multi-Residential High Density Low-Rise District (M-H1).
- The project is envisioned to facilitate multi-residential development of up to 8 stories, consisting of apartments and townhouses. There will be approximately 500 units.
- A rezoned development permit application is being prepared and is intended to be submitted in late 2023.

PROPOSED SITE PLAN









Conceptual image of the development

WE WANT TO HEAR FROM YOU!

- QuantumPlace will be providing progress updates throughout the project. Please visit our project website openupdate.ca to submit your feedback! You can also sign up for regular project updates. You can access the project page to learn more by scanning the QR code on the right.
- If you have any questions or comments, you can also reach out to us at: info@quantumplace.ca



Hi There signs placed on the site

Calgary

Tell Us What You Think

Submit comments to The City by **October 11, 2023** at calgary.ca/developmentmap and refer to LOC2023-0242. Comments received after this date may be considered depending on the application review period.

PROPOSED LAND USE CHANGE



A change is proposed at 9200 BLACKFOOT TR SE to allow for:

- multi-residential buildings (e.g., apartment buildings) that may have commercial storefronts [Multi-Residential - High Density Low Rise (M-H1) District];
- a maximum building height of 26.0 metres, about 8 to 9 storeys (an increase from the current maximum of 12 metres); and
- a maximum density of 60 dwelling units per hectare (max 404 units) and a maximum floor area ratio (FAR) of 3.0.

The application is being reviewed against applicable policies of the Heritage Communities Local Area Plan.



calgary.ca/developmentmap

Reference Number: LOC2023-0242

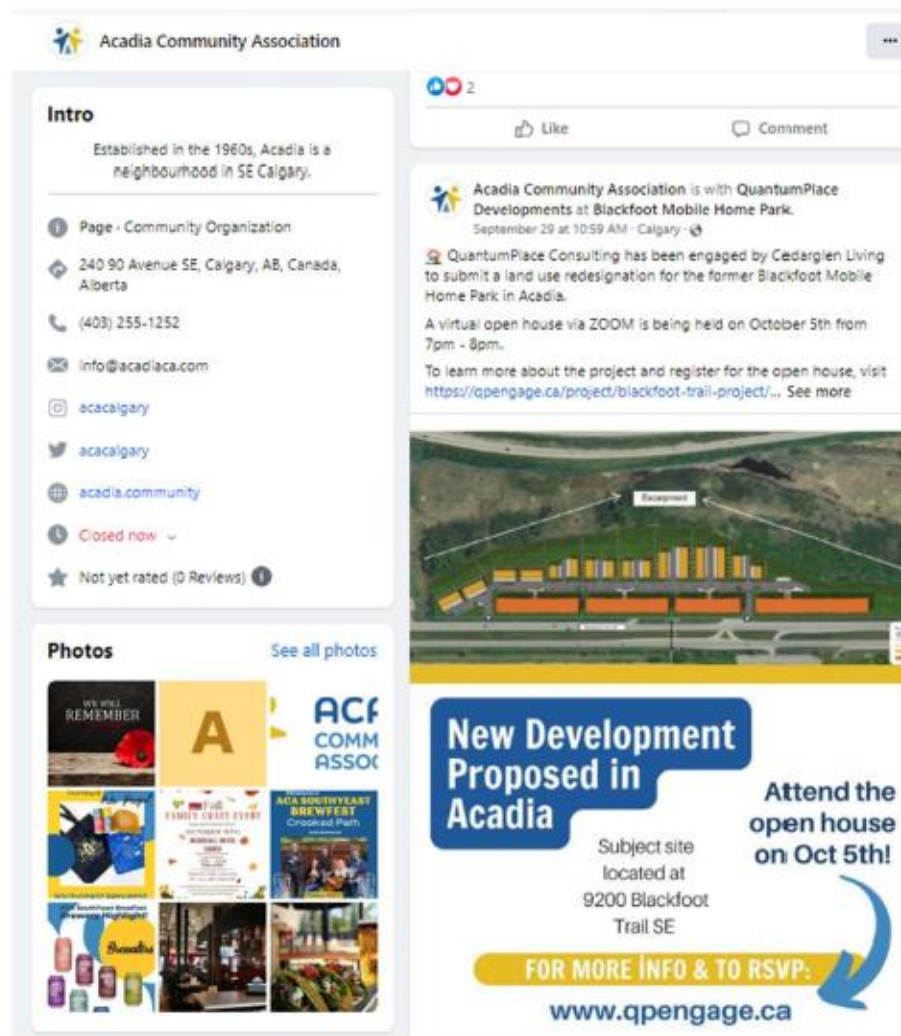
Phone: 403-268-5311

Applicant Contact Information:

Name: Michael Brown

Phone: 587-316-6026

Example of the materials used to advertise the public engagement events



Example of the social media materials used to advertise the public engagement event

Open House

41 people registered for the online open house and 22 people attended. The session ran for approximately one hour and included a presentation from the Applicant team on both the land use and development permit applications. Afterwards the team fielded questions from the public.

Public Feedback

Below is a summary of the themes of questions and comments received from the phone calls, emails, and the open house. The engagement themes for Blackfoot Trail SE redistricting are as follows:

- Mixed-use development
- Walkability
- Affordability
- Traffic impacts
- School impacts
- Sound impacts
- Transit availability

The following table provides additional detail on the type of comments received and the applicant team response.

Feedback Theme	Response
Mixed Use <ul style="list-style-type: none"> • Request that commercial uses be integrated within the development. 	<ul style="list-style-type: none"> • Pathway and sidewalk connections will connect to developments to the north including medical, office and coffee shops. The Deerfoot Meadows shopping centre is a 3 - 5 minute drive or a 15 - 30 minute walk (based on Google Maps). • Commercial uses are very saturated in the area due to proximity of Deerfoot Meadows shopping district and office, medical and other employment uses to the north. The landowner does not see an opportunity for commercial development given the market saturation in the area.
Walkability <ul style="list-style-type: none"> • Poor sidewalk connections to existing commercial, across to Acadia, and down to Sue Higgins Off-leash Dog Park • Access into Acadia is limited. • Walking alongside Blackfoot Trail is unpleasant. • If a sound wall is proposed, it will reduce connectivity and walkability. • Removal of the overhead pedestrian bridge will reduce connectivity to neighbourhood. 	<ul style="list-style-type: none"> • Sidewalks are going to connect the residents along the east side of the existing commercial just north of development. Sidewalk connections to the south will connect the site to existing sidewalk and multi-use bridge crossing Deerfoot Trail to Sue Higgins Off-leash Dog Park. • Lighted crossing with signaled crosswalk will enhance at grade connections across Blackfoot Trail, slowing traffic, reducing traffic noise and connecting Acadia to the development site and to the connected walking trails and amenities. Lighted crossing and increased densities could increase viability of public transit stop. • The existing overhead bridge does not meet accessibility standards and is planned to be replaced by lighted intersection.

Affordability <ul style="list-style-type: none"> • Will affordable housing be built? 	<ul style="list-style-type: none"> • City cannot require affordable housing, however, the proposed development provides a mix of housing types and price points.
Traffic Impacts <ul style="list-style-type: none"> • Traffic lights will slow traffic on Blackfoot Trail. 	<ul style="list-style-type: none"> • Slower traffic reduces traffic noise and improves road and pedestrian safety. An increase in density in this location will support the future viability of public transit.
Schools <ul style="list-style-type: none"> • Children crossing Blackfoot for school may not be safe given the speed of Blackfoot Trail. • 500 units would increase demand on local schools. Have schoolboards planned for density increase? • School is private and won't accomodate local kids. 	<ul style="list-style-type: none"> • The intersection will be designed to be safe for parents and their children to cross Blackfoot Trail. • School Boards are circulated on land use and development permitting applications and plan accordingly.
Sound Impacts <ul style="list-style-type: none"> • Sound could travel up from Deerfoot Trail • Blackfoot Trail is loud with 80 km traffic; residents could experience sound impacts. 	<ul style="list-style-type: none"> • Any application will be required to meet the standards of City of Calgary bylaws with regards to noise. • The applicant has received comments from those wanting to see a sound wall and those that do not want a sound wall. Public realm outcomes in the Heritage LAP would be best served without a sound wall and there are building design and landscape elements that can be integrated into the project that would address noise impacts to the future residents and avoid use of a sound wall. Further discussion with the City of Calgary at the time of submission of the development permit is required. • Soft landscaping could help to reduce noise impact, improve the attractiveness of the development. Landscaped sound attenuation can dampen noise, be attractive, provide greater pedestrian and visual permeability. • A sound wall is costly and only helps first 1-2 floors while detracting from walkability, aesthetics, and ignores cause of noise is road speed. • Traffic light and slower traffic naturally decreases traffic noise.

<p>Transit Availability</p> <ul style="list-style-type: none"> • Walkability and public transportation supports affordability. • The street speed currently doesn't allow bus stop • Bus #106 does travel along Blackfoot Trail but no stops on this section as it is 80km/hr - road speed slows to 60km/hr further down Blackfoot Trail near Southland Drive • Transit would be welcomed, otherwise development becomes very auto centric. 	<ul style="list-style-type: none"> • Public transit is planned by the City of Calgary. The land use and development permit application will trigger their Calgary Transit review. • The City of Calgary requested a lighted intersection and curbside bus bays on either side of Blackfoot Trail to facilitate a future transit stop locaiton. These are being integrated into the development permit application submission. • Increased densities improve likelihood of transit service in future.
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Closing

The QuantumPlace team will continue to update the project website with important project updates and communicate these as the project unfolds. The city's development website will update the public on the progress of the application.

Community Association Response

April 11, 2024

Email response from Acadia Community Association:

Hi Nancy,

See below for my original comments. In red, I've added how those items were or were not addressed.

Acadia CA Feedback on the Application

We are excited to see an application coming forward for this site, which has an interesting history and presents unique development challenges and opportunities. We generally agree that the proposed land use of M-H1 is appropriate based on the Heritage Communities LAP designations, and the use of a Direct Control district to encapsulate setbacks from the escarpment for the use of private open space. We also recognize the design constraints on this site, given its location on the escarpment and its separation from the broader community of Acadia by Blackfoot Trail. We hope to work with the applicant through the review process to ensure the best possible outcome for future residents on this site. With this in mind, our key comments on the application are as follows:

Request to see local retail on-site – we would like to see the applicant consider a local commercial/retail component on site through the DC or through a future Development Permit application. This site will have few or no options for residents to obtain daily needs and services without a car. Future residents would benefit from the opportunity to at least get a jug of milk at a convenience store without having to drive. We note that M-H1 does allow for these types of limited supporting retail uses, however we heard from the applicant they would most likely not be considering commercial due to local market saturation. In our opinion, the local commercial saturation is primarily for big box retail and grocery, for which the site is obviously well-served by Deerfoot Meadows. Given there may be over 1,100 future residents on this site (500 units at 2.2 ppl/unit), we think consideration for local supporting retail is logical and would contribute to a more complete community. We don't want to see this as a missed opportunity in the future. **This was not included in the revised application. We recognize we cannot compel the applicant to provide commercial use. The applicant was clear that their developer client does not build commercial, and they were not certain of demand for retail on site. Therefore, we assume this item cannot be addressed at this point.**

Pedestrian Accessibility – we would like to understand more about proposed pedestrian connectivity beyond the site so residents are not car-bound. In particular, access to commercial (either to the north or northeast), to the west (rest of Acadia) and to public open space to the southeast are important connections to consider in coordination with the City. Although this topic came up a lot at the open house, it was not clearly explained where pedestrian connections would be proposed. We would also appreciate clarification of proposed pedestrian crossing at-grade on Blackfoot Trail – we understand there will be future signalization, and would like to see confirmation that crossing would be pedestrian-activated. Lastly, we heard at the open house that the existing pedestrian overpass may be closed in the future. Confirmation and any additional information on the timing of this would be appreciated. **This remains our most significant comment. We see that the applicant has, through the Outline Plan, detailed plans for connections to the north and south of their site. We think the south connection in particular is quite important, given the connectivity to regional cycling and recreation infrastructure. We are happy to see this outcome. We still don't have any certainty as to whether the pedestrian overpass on Blackfoot Trail will be removed, but we assume it eventually will. Therefore, we indicated to the applicant that the design and function of the pedestrian crossing at the new signalized intersection on Blackfoot Trail will be critical. They seemed to agree and were amenable to sharing details of this intersection design, though we haven't seen anything just**

yet. Generally speaking, my main request was that the signal be pedestrian activated. That is, someone waiting to cross there can push the button and actually have the lights change sooner. A convenient crossing here would mean residents are more connected to the rest of Acadia by foot, having convenient access to the park space on the west side of Blackfoot Trail.

Sound Attenuation on Blackfoot Tr – the initial plans, though preliminary, showed multi-residential dwellings directly fronting Blackfoot Trail, which is 80 km/h at this location currently and is quite noisy. All other residences in the area have sound walls. We would like to understand more about potential noise impacts and mitigation for future residents. We noted that the proposed building heights are being reduced, which may quell some concerns about noise. The architect also spoke with us about sound attenuation through building design based on Building Code metrics, so I think that would address some of this concern which was raised by others at the open house.

Jack Moddle
Chair, Planning & Development Committee
RPP | MCIP
[REDACTED]

PROPOSED

CPC2024-1218
ATTACHMENT 9

BYLAW NUMBER 9D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2023-0242/CPC2024-1218)**

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

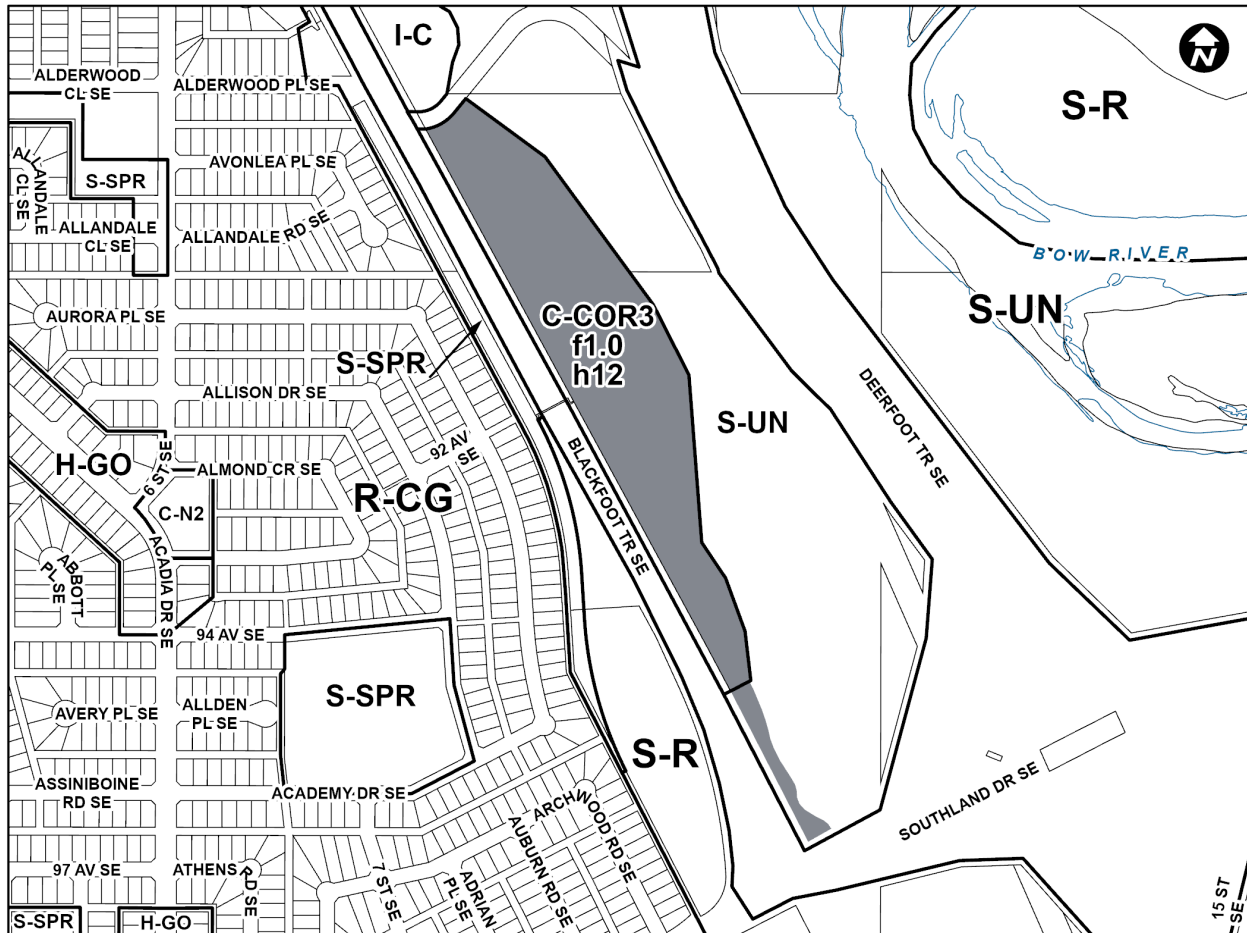
SIGNED ON _____

PROPOSED

AMENDMENT LOC2023-0242/CPC2024-1218

BYLAW NUMBER 9D2025

SCHEDULE A

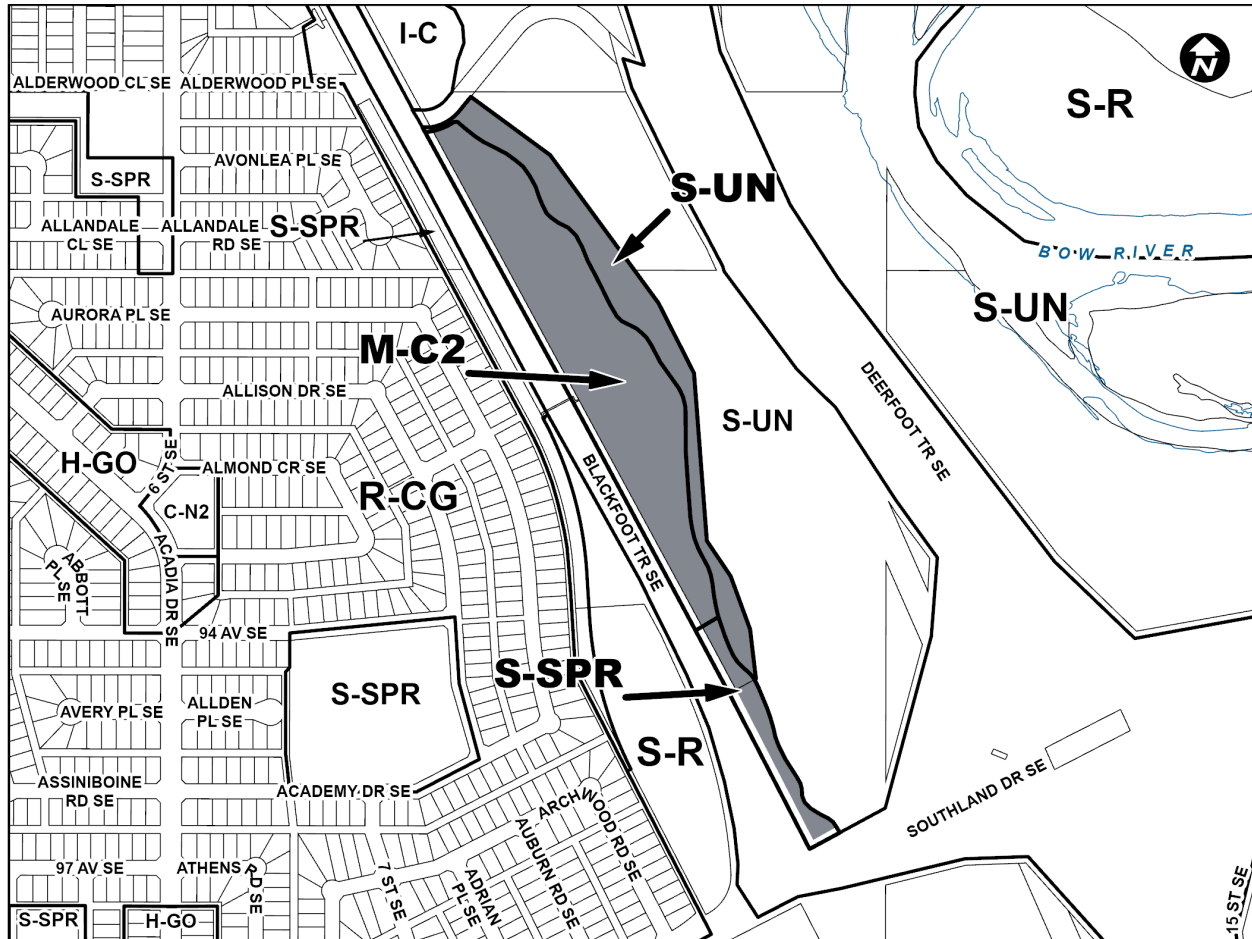


PROPOSED

AMENDMENT LOC2023-0242/CPC2024-1218

BYLAW NUMBER 9D2025

SCHEDULE B



**Land Use Amendment in McKenzie Towne (Ward 12) at 88 Prestwick Drive SE,
LOC2024-0161**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.04 hectares \pm (0.09 acres \pm) located at 88 Prestwick Drive SE (Plan 0311816, Block 55, Lot 5) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
NOVEMBER 14:**

That Council give three readings to **Proposed Bylaw 8D2025** for the redesignation of 0.04 hectares \pm (0.09 acres \pm) located at 88 Prestwick Drive SE (Plan 0311816, Block 55, Lot 5) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for the use of secondary suite, in addition to the building types already listed in the existing district (e.g. single detached, semi-detached, and duplex dwellings).
- The proposal represents an appropriate use of a residential site, allows for development that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *East McKenzie Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposed Residential – Low Density Mixed Housing (R-G) 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 R-G District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment in the southeast community of McKenzie Towne was submitted on 2024 June 13 by the landowner, Sohrab Said Ahmad Shah. As noted in the Applicant Submission (Attachment 2), their intent is to legalize the existing secondary suite on the property. A development permit (DP2024-07603) was submitted on 31 October 2024 for a secondary suite.

The existing Direct Control (DC) District is based on the R-2 Residential - Low Density District of the previous Land Use Bylaw 2P80, which does not include secondary suite as a listed use. The proposed R-G District would provide for the secondary suite use and support the applicant's development intentions.

**Land Use Amendment in McKenzie Towne (Ward 12) at 88 Prestwick Drive SE,
LOC2024-0161**

The mid-block parcel is approximately 0.04 hectare (0.09 acre) in size and currently developed with a single detached dwelling with lane access. The proposed R-G District would allow for secondary suite, in addition to rowhouses, cottage housing, semi-detached, single detached and duplex dwellings.

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 conducted door-to-door consultation with neighbouring parcels within a 100 metre radius of the subject site to share the project information and receive feedback. The applicant also contacted the McKenzie Towne Community Association (CA) to share the project information. 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 submissions in opposition. The submissions included concerns related to:

- the resale value of single detached homes in the community;
- the number of units proposed, density and the structure in which they will be built is unknown; and
- impact on traffic and parking in the community.

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 R-G District is intended to be located adjacent to other low density districts and accommodates a variety of housing forms. It provides for a modest density increase while being sensitive to adjacent development. The building and site design, number of units, and on-site parking will be reviewed and determined at the development permit stage.

Planning and Development Services Report to
Calgary Planning Commission
2024 November 14

ISC: UNRESTRICTED
CPC2024-1183
Page 3 of 3

**Land Use Amendment in McKenzie Towne (Ward 12) at 88 Prestwick Drive SE,
LOC2024-0161**

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 R-G District would allow for a wider range of housing types than the existing DC District, and the proposed land use change 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*.

Economic

The ability to moderately increase density in this location would make for more efficient use of existing infrastructure and services.

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 8D2025**

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 McKenzie Towne, on the north side of Prestwick Drive SE. The size of the subject site is approximately 0.04 hectares (0.09 acres) and is approximately 11 metres wide by 35 metres deep. The existing development on the site is a single detached dwelling with an secondary suite, and parking pad with rear lane access. The applicant intends to legalize the secondary suite, and a development permit was submitted on 31 October 2024.

Surrounding development is characterized by single detached dwellings designated as Direct Control (DC) District ([Bylaw 51Z99](#)) and Residential – Low Density Mixed Housing (R-G) District on the parcels across the street to the south. Further east is a townhouse development designated as Multi-Residential – Low Profile (M-1) District.

Amenities are available within 800 metres (a 10-minute walk) from the subject site. These include McKenzie Towne School (grades kindergarten to six), St. Albert The Great Elementary and Jr High School (grades kindergarten to nine), Prestwick Fountain Park and Prestwick Soccer Field. A retail and shopping area is located along 130 Avenue SE, is approximately one kilometre (a 15-minute walk) north of the site.

Community Peak Population Table

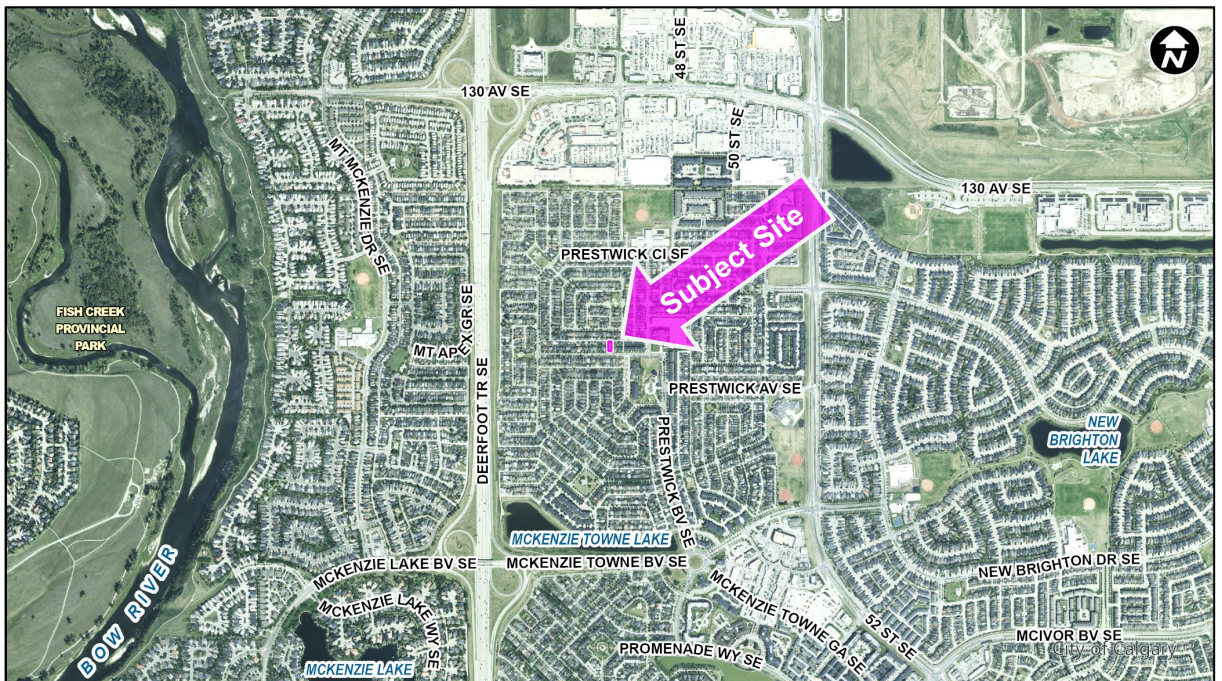
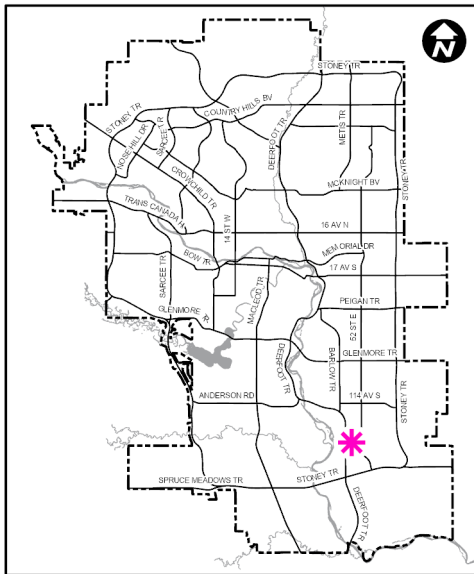
As identified below, the community of McKenzie Towne reached its peak population in 2019.

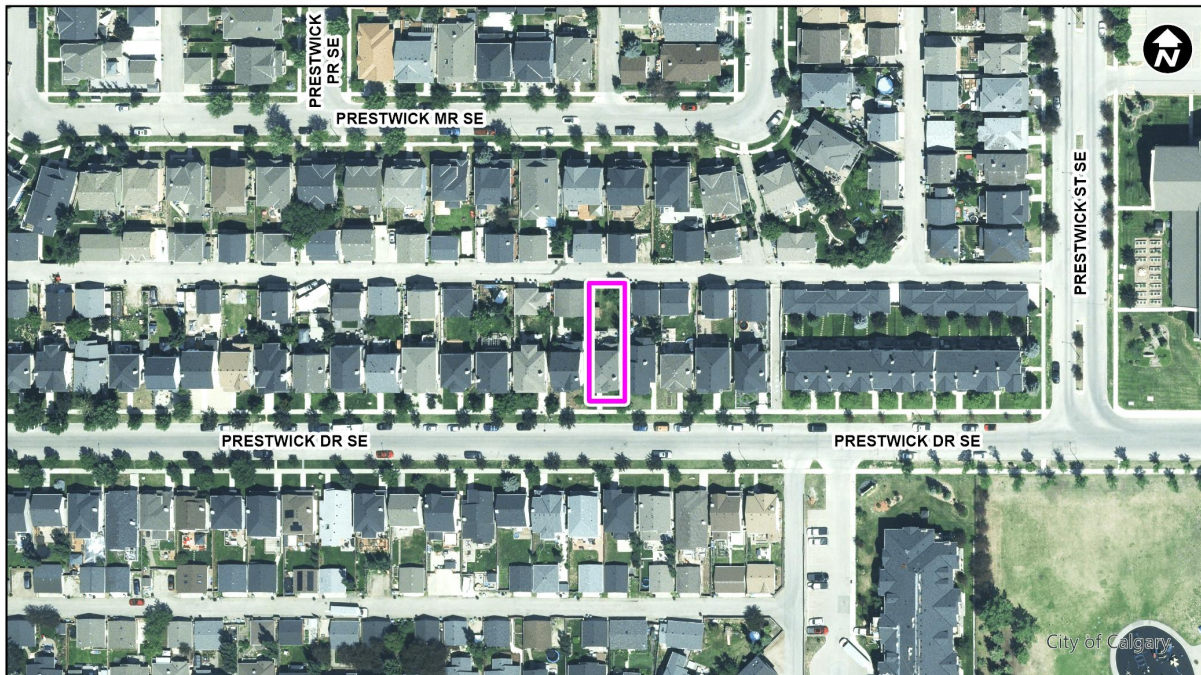
McKenzie Towne	
Peak Population Year	2019
Peak Population	18,283
2019 Current Population	18,283
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District is based on the R-2 Residential Low Density District defined by Land Use Bylaw 2P80. This DC District is intended to accommodate a maximum of two dwelling units in the form of single detached, semi-detached and duplex dwellings with the additional permitted use of studio suite, which is equivalent to a backyard suite in the 1P2007 Land Use Bylaw. The DC District also includes specific minimum lot width and lot area requirements, and includes a maximum building height rule of 9.0 metres. Secondary suites are not a listed use in this DC District or at all within the stock uses of the 2P80 Land Use Bylaw.

The proposed R-G District allows for a broader range of low density housing forms such as single detached, semi-detached, duplex dwellings, cottage housing clusters, and rowhouse buildings. The R-G District allows for a maximum building height of 12.0 metres and a minimum parcel area of 150.0 square metres per dwelling unit.

Secondary suites (one backyard suite and one secondary suite per dwelling unit) are also allowed in the R-G District and do not count towards allowable density. The parcel would require 1.0 parking stall per dwelling unit and secondary suite.

Development and Site Design

If this redesignation is approved by Council, the rules of the proposed R-G 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 subject site, additional items that will be considered through the development permit process include, but are not limited to:

- the layout and configuration of dwelling units and secondary suite; and
- lane access and parking provision.

Transportation

Vehicular access to the site is only be permitted to and from the adjacent residential lane. The area is served by Routes 92 (Anderson Station) and 117 (City Centre). The bus stops are located 300 metres (a four-minute walk) along Prestwick Boulevard SE and Prestwick Circle SE from the site.

A Transportation Impact Analysis is not required to support the land use re-designation application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm services exist to site. Servicing requirements will be further 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developing Residential - Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policy indicate that the local policy document, the *East McKenzie Area Structure Plan* (ASP) provides specific direction for development of these subject lands. The proposal is in alignment with the MDP.

Calgary Climate Strategy (2022)

The application does not include any specific actions that address the objectives of the [Calgary Climate strategy – Pathways to 2050](#).

East McKenzie Area Structure Plan (Statutory – 2001)

The [East McKenzie Area Structure Plan](#) (ASP) identifies the subject site as Residential land use classification (Map 3: Land Use Concept). Residential policies of the ASP note that the predominate use of the land should be low and medium density residential development. The applicable policies also support a diversity of housing forms that meet the needs of various income groups and lifestyles. The proposed R-G District is listed under low density residential districts of Land Use Bylaw 1P2007 and will enable diversity of housing options in the community, therefore, it conforms to the policies of ASP.

Applicant Submission

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name: Sohrab Said

Date: May 9/2024

Applicant Submission to Build a legal secondary suite
in McKenzie town.

THE PROPOSED PROJECT ENTAILS CONSTRUCTION OF A legal suite WITHIN THE EXISTING RESIDENTIAL PROPERTY DUE TO HIGH COST OF BUILDING A GARAGE SUITE ON MY CURRENT LOT; I AM HOPING TO GET REZONING DONE FROM CURRENT "DC" TO R-GT. THE SECONDARY SUITE WILL BE DESIGNED IN COMPLIANCE WITH BUILDING & FIRE CODES; SEPARATE ENTRANCE; LIVING AREA; BATHROOM KITCHEN & SEPARATE HEATING SOURCE.

THE ADDITION OF A legal secondary suite aligns with City of Calgary's goals to INCREASE THE SUPPLY OF AFFORDABLE HOUSING OPTIONS

UTILIZING OF EXISTING INFRASTRUCTURE BY MAXIMIZING THE SPACE WILL REDUCE STRAIN ON MUNICIPAL RESOURCES

PRIOR TO SUBMITTING THIS PROPOSAL I DID A COMMUNITY OUT REACH THE RESPONSE WAS OVERWHELMINGLY POSITIVE; SHOWING COMMUNITIES SUPPORT FOR MORE AFFORDABLE HOMES

THANK YOU FOR CONSIDERING MY APPLICATION

Applicant Outreach Summary

August 28, 2024



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 88 Prestwick DR 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)

In-Person Surveys: Approached the neighbours on my street door to door to inform them of the changed taking place at 88 prestwick dr se (The dates vary from Nov30th 2023 to June 10th 2024)

Approached members of a local church which is down the street from where I live.
May 25th 2024 9am to 11am

Signage: Place informational signs in front of 88 Prestwick Dr SE by City of Calgary to raise awareness of the project and direct people to more information.
July 1st to Aug 1st 2024

Affected Parties

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

- Local residents and businesses in the Prestwick area.
- McKenzie Towne Community Association.
- City planners and officials.
- The Neighbours and Tenants with interest in the project.

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 feedback received was overwhelmingly positive.

Noise and traffic was a concern that we're addressing by creating a larger parking stall, reducing 2 bedroom to a 1 bedroom and installing insulation for noise protection. I have pictures to prove the back yard has been changed to address the parking concern.



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 input gathered from the community during the outreach process played significant roll, i got to meet a-lot of members of the community, some asked me to help them navigate the process of rezoning the property, over all it was pleasant experience for all involved. we got to meet the neighbours, the neighbours felt like their input really did shape the outcome. and their concerns were addressed promptly.

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)

Share the key outcomes on social media platforms to reach a wider audience.



calgary.ca/planningoutreach

PROPOSED

CPC2024-1183
ATTACHMENT 4

BYLAW NUMBER 8D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0161/CPC2024-1183)**

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

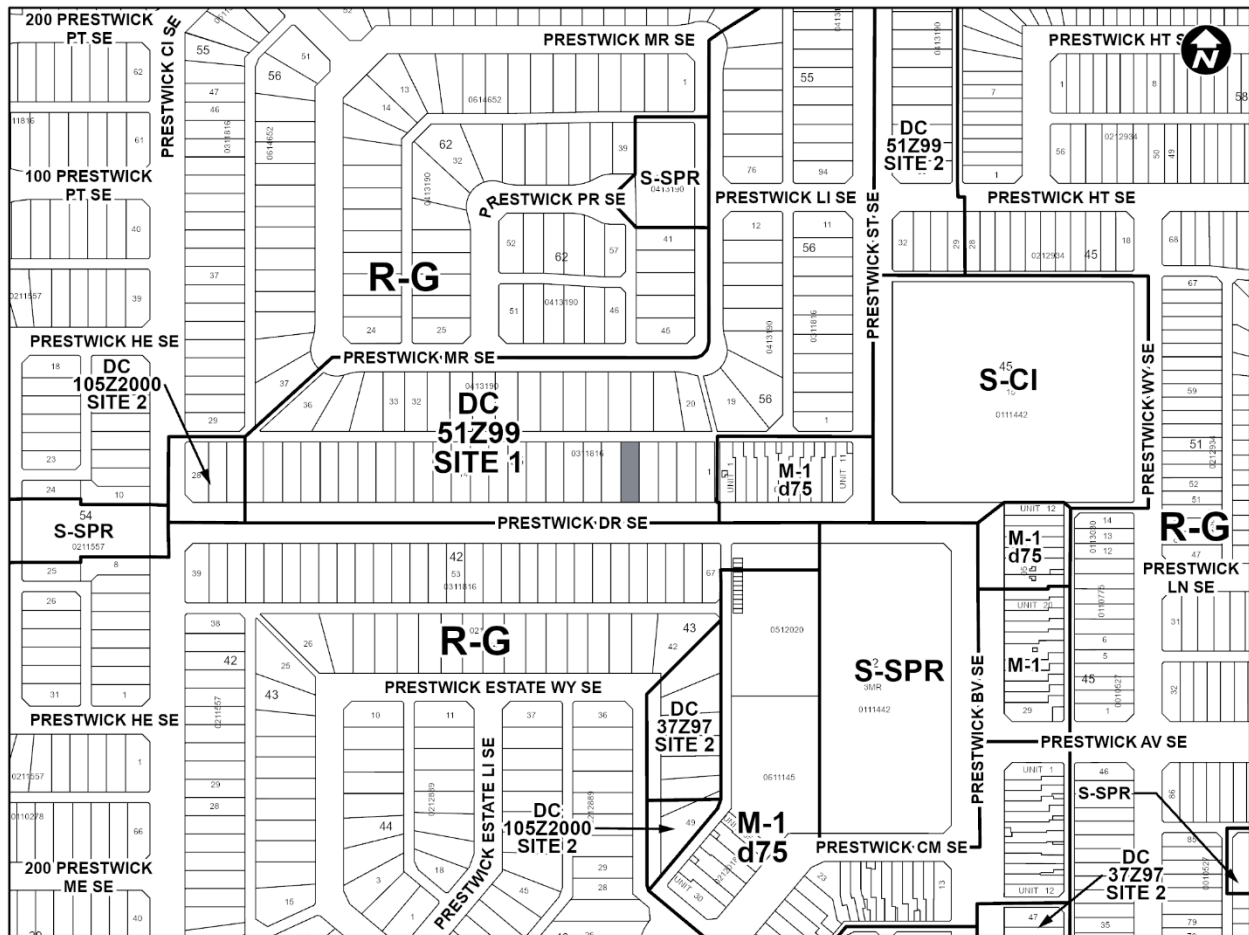
SIGNED ON _____

CITY CLERK

SIGNED ON _____

**AMENDMENT LOC2024-0161/CPC2024-1183
BYLAW NUMBER 8D2025**

SCHEDULE A



**AMENDMENT LOC2024-0161/CPC2024-1183
BYLAW NUMBER 8D2025**

SCHEDULE B



Land Use Amendment in Arbour Lake (Ward 2) at 8860 – 85 Street NW, LOC2024-0186

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.25 hectares \pm (0.63 acres \pm) located at 8860 – 85 Street NW (Plan 4674JK, Block OT) from Special Purpose – City and Regional Infrastructure (S-CRI) District to Direct Control (DC) District to accommodate flexible ground oriented development, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
NOVEMBER 14:**

That Council give three readings to **Proposed Bylaw 10D2025** for the redesignation of 0.25 hectares \pm (0.63 acres \pm) located at 8860 – 85 Street NW (Plan 4674JK, Block OT) from Special Purpose – City and Regional Infrastructure (S-CRI) District to Direct Control (DC) District to accommodate flexible ground oriented development, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for ground oriented building forms on a constrained site.
- The proposal represents an opportunity to redevelop a former pipeline infrastructure site into a form of housing compatible with the surrounding community and is in keeping with the policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would provide more housing options and would allow for more efficient use of existing infrastructure.
- Why does this matter? By providing more housing choice within existing developed areas, Calgary may have a more diverse population living in close proximity to existing services and facilities.
- A development permit for a multi-residential development has been submitted and is under review.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application in the northwest community of Arbour Lake was made by CivicWorks on behalf of the landowner, ATCO Gas and Pipelines Ltd., on 2024 July 17. A development permit (DP2024-05929) for a four building multi-residential development with secondary suites and accessory residential buildings was submitted on 2024 August 14 and is currently under review.

This approximately 0.25 hectare (0.63 acre) site is located at the northern end of a residential cul-de-sac, Arbour Wood Mews NW, and is the location of a former pipeline maintenance facility. The closed 85 Street NW right-of-way is to the west of the site and provides vehicular access to an infrastructure building and, formerly, to this site, though it now also acts as part of

Land Use Amendment in Arbour Lake (Ward 2) at 8860 - 85 Street NW, LOC2024-0186

the regional pathway network for the community. The intention is that the site will be accessed via Arbour Wood Mews NW.

The proposed Direct Control (DC) District would allow for low-profile multi-residential development with rules that ensure an appropriate fit with the existing residential context and is based on the Multi-Residential – Contextual Grade-Oriented (M-CG) District.

As indicated in the Applicant Submission (Attachment 3), the proposed DC District allows for a low-profile multi-residential built form that recognizes the context and the constraints of the site.

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 placed signage on-site, provided a website, phone line and email address to access the applicant team, and mailed out information packages to 387 adjacent residences. 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.

Administration received 70 letters of objection to the proposal, and four letters of support. Concerns expressed in the opposition letters centred on:

- inappropriate height for the area;
- the density being too high;
- privacy impacts;
- the proposal being incompatible with the community character;
- traffic generation inappropriate for the proposed access scenario; and
- insufficient parking.

The letters of support focussed mainly on the site being a good location for additional density.

The Arbour Lake Community Association provided a letter in opposition (Attachment 5), which also cited height, density and traffic/parking as concerns.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed density and height integrate well with

Land Use Amendment in Arbour Lake (Ward 2) at 8860 - 85 Street NW, LOC2024-0186

the existing built form, and the expected traffic is well below the capacity of the adjacent transportation network. Privacy, building and site design and on-site parking 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 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 a diversity of housing choice in the neighbourhood, as well as enabling a more efficient use of the land and infrastructure.

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 future development on this site with applicable climate strategies is being explored and encouraged through the development approval.

Economic

Redevelopment of this former utility site with an innovative construction method will provide opportunities for housing options within the developing area and close to places of employment.

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 10D2025**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response

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 Arbour Lake, and formerly accommodated a pipeline regulation facility which was decommissioned in 2021. The site is now vacant, but has been remediated and now presents an excellent opportunity for providing infill development in an existing community. It is north of Arbour Wood Mews NW and is bounded on the south edge by an existing residential lane. The west edge is bounded by the closed 85 Street NW road right-of-way, which currently is home to a regional pathway, but also provides access to the pump station. Directly to the north is a right-of-way for a gas pipeline. While the pipeline regulation facility has been decommissioned, the gas pipeline remains active within the right-of-way. The subject site itself is approximately 0.25 hectares (0.63 acres) in size and is approximately 83 metres wide by 30 metres deep.

Surrounding development is low density residential to the south and west, a telephone maintenance building and City of Calgary water reservoir and pump station directly north of the site, with Multi-Residential – Contextual Low Profile (M-C1) development located directly northwest of the site. St. Ambrose School (Kindergarten – Grade 9) and the associated playfields are located to the east of the site.

The site is located approximately 250 metres (a four-minute walk) to Arbour Lake School. Crowfoot Town Centre, which provides shops and services for Arbour Lake and the surrounding communities is located approximately 600 metres (a ten-minute walk) from the site. Robert Thirsk High School is located approximately one kilometre away (a 17-minute walk). The site is well connected to the community through a series of pathways and walkways.

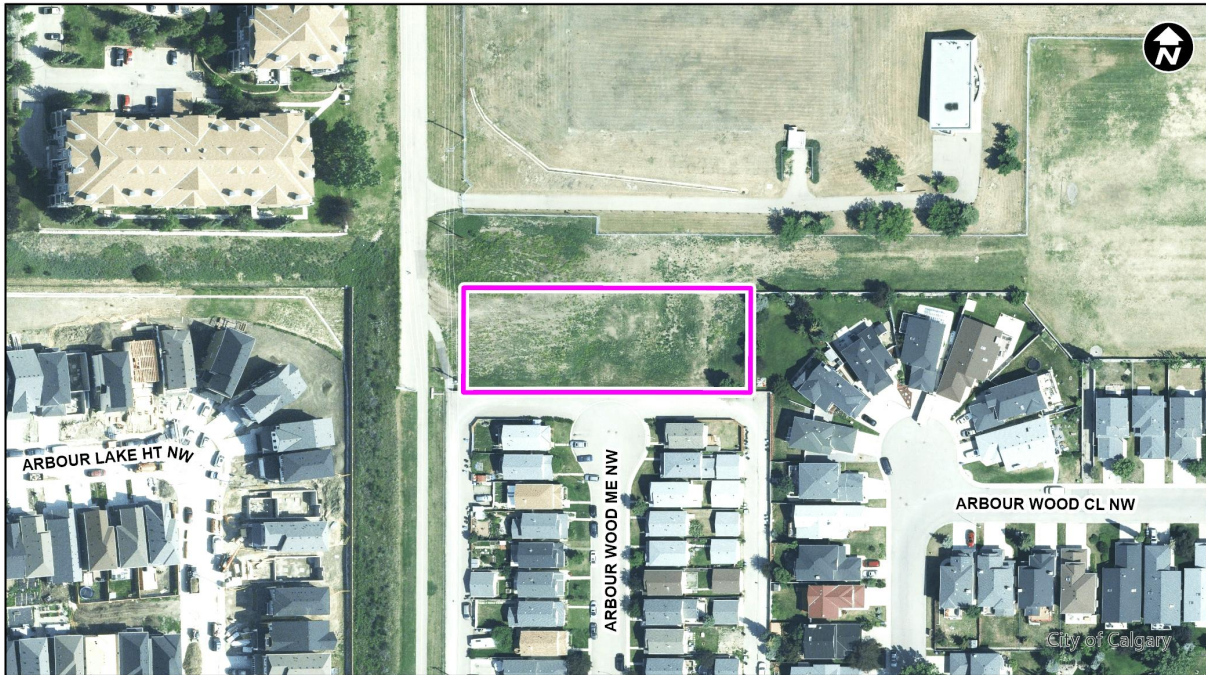
Community Peak Population Table

As identified below, the community of Arbour Lake reached its peak population in 2014.

Arbour Lake	
Peak Population Year	2014
Peak Population	10,987
2019 Current Population	10,619
Difference in Population (Number)	-368
Difference in Population (Percent)	-3%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Special Purpose – City and Regional Infrastructure (S-CRI) District accommodates infrastructure and utility facilities, including work depots, public transportation and uses operated by varying levels of government. There are no building height or density requirements.

The proposed Direct Control (DC) District is based on the Multi-Residential – Contextual Grade-Oriented (M-CG) District, which provides for multi-residential development that is flexible in form but respects the existing context of the adjacent low-density development. The maximum building height is 12.0 metres, only one metre higher than achievable on the closest properties to the south, which are designated Residential – Grade-Oriented Infill (R-CG) District. Likewise, the proposed density of 63 units per hectare is lower than the 75 units per hectare within the R-CG District.

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 unusual site constraints of having no street frontage and being a residual development parcel. This proposal allows for the applicant's intended multi-residential development to be achieved through the M-CG District base while accommodating the unusual context of the site. 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 provides for setback rules that reference the property lines rather than using street frontage. Furthermore, the density, landscaping and parking rules have been modified to ensure appropriate treatment of the site relative to its context.

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. Relaxation powers have also been granted for Sections 8 to 22 to allow some flexibility if there are design changes to the proposed dwelling modules, or to account for minor adjustments to the landscaping.

Development and Site Design

The rules of the proposed DC District would provide guidance for the development of the site including setbacks, building separation, building height, landscaping and density. Given the specific context of this site, other items that will be considered during the development permit process include the following:

- interface with existing residential development to the south;
- traffic and parking;
- amenity space; and
- mitigating shadowing and privacy concerns.

Transportation

Pedestrian access is available from the existing pathway adjacent to the site on the 85 Street NW right-of-way. The pathway is part of the Always Available for All Ages and Abilities (5A) Network and supports a range of non-motorized modes of transport. The 85 Street NW right-of-way also provides service access to the existing pump station. An existing on-street bicycle route is also available along Arbour Lake Road NW, approximately 250 metres (a four-minute walk) from the site. Future vehicular access will be via the lane, south of the site, at the northern end of Arbour Wood Mews NW.

The nearest bus stop is 250 metres away (a four-minute walk) to the north along Arbour Lake Boulevard NW. Route 299 (Arbour Lake) and Route 815 (St. Francis/South Ranchlands/Arbour Lake) are located at this stop.

No major concerns have been identified in terms of mobility requirements, following review of the Traffic Impact Assessment memo, submitted as part of the application.

Environmental Site Considerations

The site was the former location of a natural gas pipeline metering facility that was decommissioned in 2021. Phase 1 and Phase 2 Environmental Site Assessments were completed in 2017, and a Remedial Action Plan in 2021 upon decommissioning. All required site remediation has been completed. No environmental concerns remain.

Utilities and Servicing

Water, sanitary and storm sewers are all available from Arbour Wood Mews NW. Details of the site servicing are being reviewed through the 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The site is located in the Developed Residential – Established Area of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established areas to make more efficient use of existing infrastructure, public amenities, and transit. This application complies with the relevant land use policies as the rules of the DC District provide for a development that is of moderate intensity and sensitive to existing residential in terms of height and built 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](#). Further opportunities to align development of the site with applicable climate strategies are being explored and encouraged through the development permit.

PROPOSED

CPC2024-1208
ATTACHMENT 2

BYLAW NUMBER 10D2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0186/CPC2024-1208)**

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 _____

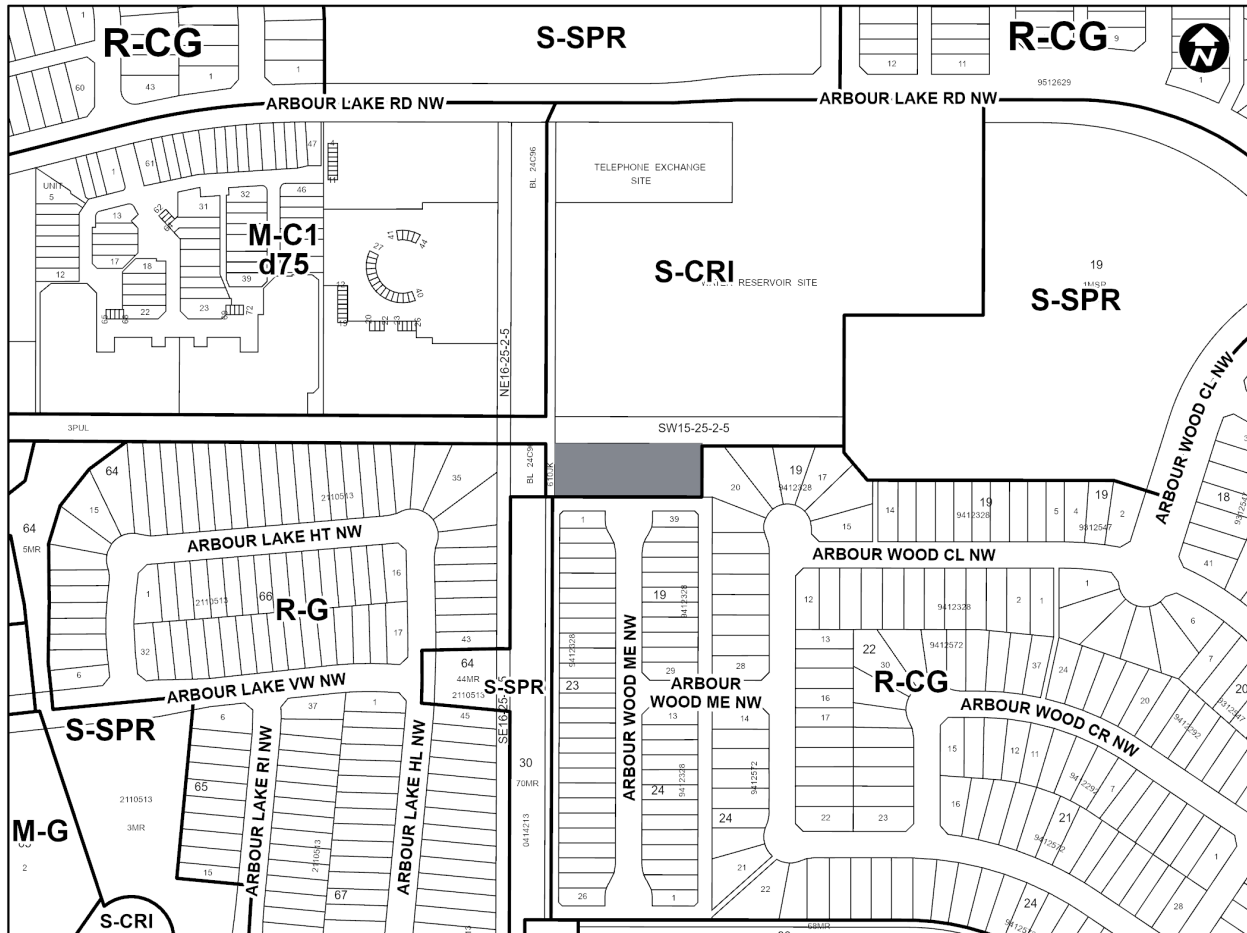
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0186/CPC2024-1208
BYLAW NUMBER 10D2025

SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0186/CPC2024-1208
BYLAW NUMBER 10D2025

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) accommodate grade-oriented multi-residential development with flexibility in building form;
- (b) establish specific motor vehicle parking and alternate mobility storage requirements;
- (c) provide for landscaping rules reflective of the site constraints; and
- (d) provide for a sensitive transition to adjacent low density residential development.

PROPOSED

AMENDMENT LOC2024-0186/CPC2024-1208 BYLAW NUMBER 10D2025

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 Multi-Residential – Contextual Grade-Oriented (M-CG) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – Contextual Grade-Oriented (M-CG) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Dwelling Unit.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – Contextual Grade-Oriented (M-CG) District of Bylaw 1P2007 apply in this Direct Control District.

Density

- 7 The maximum **density** is 63 **units** per hectare.

At Grade Orientation of Units

- 8 All **units** must provide individual, separate, direct access to **grade**.

Building Separation

- 9 (1) The minimum separation distance between **main residential buildings** is 6.5 metres.
- (2) A **porch** may project a maximum of 2.0 metres into the minimum separation distance.

Setback Area

- 10 The depth of all **setback areas** must be equal to the minimum **building setbacks** required by Section 11 of this Direct Control District.

Building Setbacks

- 11 The minimum **building setback** from any **property line** is 1.2 metres.

Building Height and Cross Section

- 12 (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 12.0 metres measured from **grade**.
- (2) Where the **parcel** shares a **property line** with a **parcel** designated as a **low density residential district** the maximum **building height**.

PROPOSED

AMENDMENT LOC2024-0186/CPC2024-1208
BYLAW NUMBER 10D2025

- (a) is the greater of:
 - (i) the highest geodetic elevation of a **main residential building** on the adjoining **parcel**; or
 - (ii) 8.0 metres from **grade**; measured at the shared **property line**; and
- (b) increases at a 45 degree angle to a maximum of 12.0 metres measured from **grade**.

General Landscaping Rules

13 Sections 550, 551, 553, 554, 555 and 556 of Land Use Bylaw 1P2007 do not apply to this Direct Control District.

Landscaping Requirements

- 14** (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.
- (2) All areas of a **parcel**, except for those portions specifically required for motor vehicle access, **motor vehicle parking stalls**, **loading stalls**, garbage facilities, or any purpose allowed by the **Development Authority**, must be a **landscaped area**.
 - (3) All **setback areas** adjacent to a **street**, except for those portions specifically required for motor vehicle access, must be a **landscaped area**.
 - (4) **Amenity space** provided outdoors at **grade** must be included in the calculation of a **landscaped area**.
 - (5) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls**, **loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
 - (6) A minimum of 30.0 per cent of the **landscaped area** must be covered with **soft surfaced landscaping**.
 - (7) All **soft surfaced landscaped area** must be irrigated by an underground irrigation system, unless otherwise provided by a **low water irrigation system**.
 - (8) Mechanical systems or equipment that are located outside of a **building** must be **screened**.
 - (9) The **landscaped areas** shown on the landscape plan approved by the **Development Authority** must be maintained on the **parcel** for so long as the **development** exists.

PROPOSED

AMENDMENT LOC2024-0186/CPC2024-1208
BYLAW NUMBER 10D2025

Landscape Plan Requirements

15 A landscape plan for the entire **development** must be submitted as part of each **development permit** application where changes are proposed to **buildings** or the site plan, and must show at least the following:

- (a) the existing and proposed site grading;
- (b) the existing vegetation and indicate whether it is to be retained or removed;
- (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening, soft surfaced landscaped area** and **hard surfaced landscaped areas**;
- (d) private amenity space or common amenity space;
- (e) the types, species, sizes and numbers of plant material and the types of **hard surfaced landscaped areas**;
- (f) details of the irrigation system; and
- (g) for **landscaped areas** with a **building** or other structure below, the following additional information must be provided:
 - (i) the location of underlying slabs and abutting walls;
 - (ii) cross-sections detailing the waterproofing membranes, protection board, insulation and drainage layer;
 - (iii) depths of the growing medium for each planting area;
 - (iv) the mature height and spread of all trees and shrubs; and
 - (v) the means of irrigating the planting areas.

Planting Requirements

16 (1) Trees required by this section:

- (a) may be provided though the planting of new trees or the preservation of existing trees; and
 - (b) where approved by the **Development Authority**, may be provided on a boulevard **adjacent** to the **parcel**.
- (2)** A minimum of 1.0 tree and 3.0 shrubs must be provided for each 110.0 square metres of **parcel area**.
- (3)** Shrubs must be a minimum height or spread of 0.6 metres at the time of planting.

PROPOSED

AMENDMENT LOC2024-0186/CPC2024-1208
BYLAW NUMBER 10D2025

- (4) The requirement for the provision of 1.0 tree is met where:
 - (a) a deciduous tree has a minimum **calliper** of 50 millimetres; or
 - (b) a coniferous tree has a minimum height of 2.0 metres.
- (5) The requirement for the provision of 2.0 trees is met where:
 - (a) a deciduous tree has a minimum **calliper** of 70 millimetres; or
 - (b) a coniferous tree has a minimum height of 3.0 metres.
- (6) The requirement for the provision of 3.0 trees is met where an existing deciduous tree with a **calliper** greater than 100 millimetres is preserved.
- (7) For **landscaped areas** with a **building** below, planting areas must have the following minimum soil depths:
 - (a) 1.2 metres for trees;
 - (b) 0.6 metres for shrubs; and
 - (c) 0.3 metres for all other planting areas.
- (8) The soil depths referenced in (7) must cover an area equal to the mature spread of the planting material.
- (9) All plant materials must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Amenity Space

- 17 (1) Each **unit** and **suite** must have **amenity space** that is located outdoors and is labelled on the required landscape plan.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.

Decks and Patios

- 18 (1) The height of a **deck** must not exceed 1.5 metres above **grade** at any point.
- (2) A **privacy wall** located on a **deck** or **patio** must not exceed 2.0 metres in height when measured from the surface of the **deck** or **patio**.

Motor Vehicle Parking Stall Requirements

- 19 The minimum number of **motor vehicle parking stalls** is calculated based on the sum of all **units** and **suites** at a rate of 1.0 stalls per **unit** or **suite**.

PROPOSED

AMENDMENT LOC2024-0186/CPC2024-1208
BYLAW NUMBER 10D2025

Bicycle Parking Stall Requirements in Multi-Residential Development

- 20** The minimum number of *bicycle parking stalls – class 1* is calculated based on the sum of all *units* and *suites* at a rate of 1.0 stall per *unit* or *suite* where a *unit* or *suite* is not provided a *motor vehicle parking stall* located in a *private garage* or *mobility storage locker*.

Mobility Storage

- 21** The minimum number of *mobility storage lockers* is calculated based on the sum of all *units* and *suites* at a rate of 0.5 lockers per *unit* or *suite* where a *unit* or *suite* is not provided a *motor vehicle parking stall* located in a *private garage*.

Relaxations

- 22** The *Development Authority* may relax the rules contained in Sections 6 and 8 through 21 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

2024, July 17



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

P 403 201 5305
E info@civicworks.ca

Proposed Land Use Change Applicant Summary

Project Location: 8860 85 ST NW

Existing Land Use: Special Purpose - City and Regional Infrastructure (S-CRI) District

Proposed Land Use: Direct Control (DC) District, based on the Multi-Residential - Contextual Grade-Oriented (M-CG) District

APPLICATION SUMMARY

On behalf of ATCO Land & Development, CivicWorks has made a Land Use Redesignation (rezoning) application to transition the property at 8860 85 ST NW from the existing Special Purpose - City and Regional Infrastructure (S-CRI) District to a Direct Control (DC) District based on the Multi-Residential - Contextual Grade-Oriented (M-CG) District. The proposed land use change and development vision will realize new and much needed ground-oriented housing options in Arbour Lake. The proposed Direct Control District is required to respond to the site's unique context and characteristics, while enabling the use of advanced off-site modular construction to deliver low scale ground oriented townhomes and at-grade Secondary Suites. ATCO and the Applicant team are energized to present a development vision that will deliver market affordable 'Missing Middle' housing on surplus ATCO owned lands using pioneering advanced off-site modular construction methods.

WHAT IS PROPOSED?

A courtyard-oriented stacked townhouse development is proposed. A summary of key project details is included below:

Building Height: 3 storeys (12m maximum building height)

Residential Buildings: 4 (60% maximum lot coverage, 1.5 maximum Floor Area Ratio)

Residential Units: 32 (16 larger upper townhome Dwelling Units and 16 smaller at-grade Secondary Suites)

Vehicle Parking Stalls: 32 (16 surface stalls and 16 garage stalls, 1.0 parking stalls / Dwelling Unit or Suite)

Secure Bike / Scooter / Stroller Storage Units: 16

Resident Amenity Space: Two 7.0m wide interior common courtyards (6.5 minimum width)

To provide Council, 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.

These preliminary plans and concept drawings will inform a supporting 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 broader public for additional review and comment.

WHAT IS 'MISSING MIDDLE' HOUSING?

'Missing Middle' housing refers to a broad range of 2 to 3 storey buildings with multiple units and a variety of unit sizes, located in walkable inner city neighborhoods with easy access to transit, amenities and daily needs. This type of housing is typically 'Missing' from many Canadian and Calgary neighbourhoods because it has been historically restricted by zoning regulations and parking requirements. In terms of form, scale, density and affordability, this form of housing sits in the 'Middle' of the development spectrum – between single-detached or semi-detached homes and mid-to-high-rise apartment buildings.

Since 2015, The City of Calgary has continuously evolved the Land Use Bylaw to address the need for greater housing choice and the general lack of 'Missing Middle' housing in our city. These changes have been primarily aimed at solving the mismatch between available housing stock and shifting demographic needs, including the ever-growing market demand for more diverse ground-oriented housing in amenity-rich inner city communities.



WHY IS 'MISSING MIDDLE' HOUSING IN DEMAND?

In recent years, the emergence and market interest in 'Missing Middle' housing, both locally and nationally, has been driven by:

- Significant market demand for housing options with a front door in desirable and amenity-rich inner city communities.
- A generally low supply of both vintage and new / modern 'Missing Middle' housing options in established communities.
- A shift in market demand towards purpose-built-rental options over traditional home ownership, driven by both relative affordability and lifestyle flexibility.
- An increase in market demand for relatively more affordable and smaller units (i.e. 450-500ft²).
- Attractive construction funding opportunities from Canada Mortgage & Housing Corporation aimed at tackling Canada's housing shortage and encouraging the development of 'Missing Middle' housing, with associated project requirements (i.e. minimum number of units and minimum levels of affordability).
- Fundamental land development economics related to land prices, construction costs, minimum return-on-investment, and what the market can afford.

SITE HISTORY

The project site previously operated as one of ATCO's natural gas meter stations. Meter stations measure the amount of natural gas that enters and exits a natural gas pipeline to ensure reliable delivery to area customers. Meter stations also ensure that the natural gas in the line meets pipeline specifications for quality. Due to improvements in distribution and monitoring technology, ATCO no longer requires the legacy meter station and completed decommissioning activities for the facility between September and October of 2021.

ENVIRONMENTAL STUDIES & REMEDIATION ACTIVITIES

Based on the recommendations and findings of a Phase 1 Environmental Site Assessment (Advisian 2017), a Phase 2 Environmental Site Assessment was completed by Ram River Environmental Consultants Ltd. in 2017. The Phase 2 study recommendations required remedial actions to be undertaken to fully decommission the meter station and bring the site up to residential development standards. A Remedial Action Plan was prepared by CH2M HILL in 2018 and Jacobs was then retained by ATCO to complete all remedial excavation and activities on October 5, 2021. Jacobs confirmed the success of remedial activities, as well as absence of impacts in the historical diesel spill area on December 10, 2021 (Remedial Excavation and Test Pitting Summary). Following the completion of remediation activities, the site is ready and safe for residential development.

WHY IS A DIRECT CONTROL DISTRICT REQUIRED?

Given the unique conditions of the site and the specific needs of advanced off-site modular construction methods, a Direct Control (DC) District based on the Multi-Residential - Contextual Grade-Oriented (M-CG) District is required to facilitate the proposed development vision. Key issues addressed by the custom rules of the proposed DC District include:

- Lack of formal street frontage with only lane access available via Arbour Wood Mews NW;
- Need for an internal private laneway for resident parking access;
- Lack of applicable / suitable stock Land Use Districts within the Land Use Bylaw (eg. Housing - Grade-Oriented); and
- Focus on high quality landscaped common amenity spaces as a key design element;
- Structures produced using advanced off-site modular construction methods do not have basements and are also challenged by the height-chamfer rules of lower-density residential districts such as R-CG.



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:

Rear Lane Access: The 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.

Nearby Transit Service: The site is within ~200m (~3 min. walk) of local bus route 299, and is within ~1km (~20min. walk) of the Crowfoot Red Line LRT Station. The availability of various transit options within walking and cycling distance of the project site provides alternative access to key local and regional destinations like Downtown and the University of Calgary, and helps support vehicle-reduced lifestyles.

Nearby Commercial & Employment Opportunities: The site is within ~500m (~10 min. walk) of Crowfoot Crossing, a *Municipal Development Plan* identified Major Activity Centre – a key node that offers wide variety of commercial and employment opportunities including several grocery stores and is accessible by vehicle, transit and active transportation options.

Nearby Open Spaces & Community Amenities: The site is within a short ~10min. walk of a variety of local area destinations and amenities, including St. Ambrose School, Arbour Lake School, Arbour Lake School Playground, Arbour Lake Residents Association, Arbour Park 29, and the Arbour Lake recreation area. Nearby cycling infrastructure and regional pathway access allows for recreation opportunities and even easier access to local area destinations and amenities.

Nearby Multi-Unit Development: The site is within ~200m of several other examples of similar existing multi-residential housing developments of up to 3-storeys in scale at 950 Arbour Lake Rd NW and 1010 Arbour Lake Rd NW, and is within ~350m of several completed and under-construction 6-storey multi-residential developments at 8321 85 ST NW, allowing the future development vision to complement the scale of surrounding area development and provide a sensitive transition to the existing low density residential context.

ALIGNMENT WITH LOCAL AREA PLANS

The project site is located within the City of Calgary community of Arbour Lake, which does not yet have a Local Area Plan (LAP) in place to provide development guidance for the subject site. In the absence of an LAP, the project team looks to contemporary higher order plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)*.

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 goals and 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.

In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the *MDP* specifically identifies ground-oriented housing as a key component of complete communities (Policy 2.3.1[a]) and encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options (Policy 2.2.5[a]).



APPLICANT-LED OUTREACH

ATCO and the broader project team 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 mailers 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 nearby Community Association, 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 the area Ward Councillor's Office, community groups, and The City, while also being advertised through custom on-site signage and hand-delivered mailers 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:

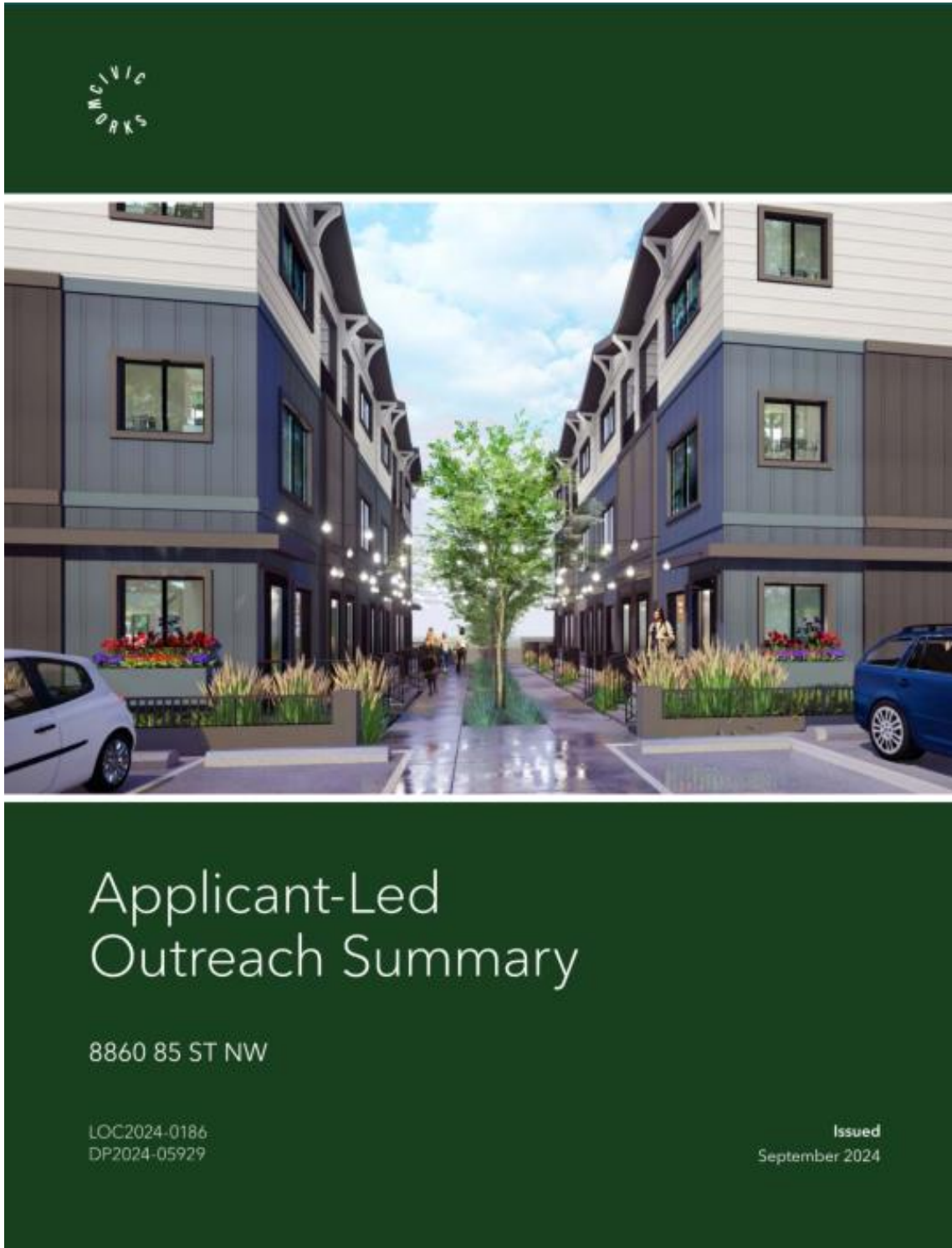
1. City of Calgary notice letters are sent to directly affected adjacent property owners, with key application information and contact details for the City of Calgary File Manager and the Applicant.
2. Application materials submitted to the City of Calgary are circulated to the local Community Association and Ward Councillor's Office for review and comment.
3. Standard 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 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, referencing 8860 85 ST NW.

Applicant Outreach Summary



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Applicant-led Outreach Process

CivicWorks and ATCO are committed to being good neighbours and working with the Arbour Lake community throughout this Land Use Redesignation and Development Permit application process. In support of the applications for this project, CivicWorks undertook a proactive outreach program to ensure a clear process for interested parties and groups. Various outreach strategies were implemented between August and September 2024 and are further detailed below. Interested parties including the Arbour Lake Community Association, Arbour Lake Residents Association, and the Ward 2 Office were offered digital meetings and were invited to participate in our process, which focused on informative and fact-based engagement and communications. CivicWorks shared information and offered opportunities for engagement to community residents through custom on-site signage, hand-delivered tri-fold mailers to ±387 residences, and a dedicated project website that included project information, project materials for download, and a feedback form that is monitored by the project team with prompt responses to questions and feedback.

Our Outreach Strategies



On-Site Signage

Supplementary on-site signage was installed early in the application process. Updates were made to the signage to advertise that the Outreach Summary is available for download on the project website. Signage remains on-site to share detailed project information directly with surrounding neighbours and provide project team contact information until a Council decision.



Project Outreach Website

The project website (engageatco.ca/arbour-lake) is an information-sharing platform that is regularly updated and serves as a direct line to the project team. Community members can learn more about the proposed development vision through the information published on the project website, download project materials, and are invited to ask questions and share their feedback directly via an online feedback form.



Hand-Delivered Mailers

In addition to an initial round of mailers delivered at the outreach launch, another round of detailed tri-fold mailers were hand-delivered to ±387 surrounding area neighbours in an extended catchment area. These mailers shared additional project information, provided contact details for the project team, and directed residents to learn more through the dedicated project website.



Community Association, Residents Association & Ward Office Information Sharing

The project team shared information and offered opportunities for engagement with the Arbour Lake Residents Association (ALRA), Arbour Lake Community Association (ALCA), and Ward 2 Office. The project team met with the Ward 2 Office on June 11 and September 3 to discuss the proposal, and the ALCA shared feedback, included on page 47.



Phone Line & Email Address

An outreach phone line and email inbox provided direct lines of contact for the public to communicate with the project team. The outreach phone number and email address are listed on mailers, on-site signage, and the project website. The project team corresponded directly with 26 respondents with verbatim correspondence provided pages 16-46 of this report.



Extended Outreach Timeline

The City of Calgary public feedback deadline was extended by 5 days at the request of the project team. The two large-format City of Calgary Land Use Redesignation Notices were updated to reflect this.

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Application Timeline

June 2024: Pre-Application

- Pre-Application Meeting with the Ward 2 Office on June 11

August to September 2024: Application Submission & Applicant-led Outreach Launch

- Activated and monitored a variety of feedback portals, including a dedicated engagement email and phone line (ongoing)
- Displayed custom applicant signage on-site, providing proposal details, and project team contact information
- Initial round of hand-delivered bifold mailers to surrounding area neighbours within ±200m, providing proposal details and contact information
- Shared project information materials with the ALCA, ALRA, and Ward 2 Councillor's Office, offering virtual meetings
- A dedicated project website was created and advertised following high-interest from residents
- Second round of hand-delivered tri-fold mailers to ±387 surrounding area neighbours in expanded catchment area, providing proposal details, contact information, and directing residents to the dedicated project website
- Meeting with the Ward 2 Office on September 3
- Ongoing correspondence and direct responses provided to all interested parties

September 2024: Outreach Closure

- Hand-delivered a third round of mailers to ±387 surrounding area neighbours, providing outreach closure notification, that the Outreach Summary is available for download on the project website, and project status updates
- Updated on-site signage providing notice of outreach closure and that the Outreach Summary is available for download on the project website
- Shared Applicant-led Outreach Summary with City Administration, ALRA, ALCA, and Ward 2 Office
- Continued monitoring dedicated engagement email, phone line, and website feedback portal for any additional feedback or comments

Our Commitment

Since no single solution can satisfy all community members completely, the project team cannot integrate everything suggested by our neighbours and the community at-large.

Our promise, however, is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our outreach process:

1. **We will provide you with quality information about the project.**
2. **We will ask for your thoughts on key areas of the project.**
3. **We will share what we have heard and our team's response to it.**

Balancing Interests

Our role as Applicant / Outreach Lead requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. Through this outreach process, we consider:

1. **Calgary's Growth & Development Goals**
City-wide goals and priorities that shape the future of Calgary's communities.
2. **Local Area Policy**
Existing and emerging plans and policies that guide local area development.
3. **Development Vision & Design Principles**
'Missing Middle' projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.
4. **Economic Viability**
The need to design and deliver a financially-viable project.
5. **Community Feedback**
What various community members and groups think and say about a proposed project or specific issue.

04

Outreach Strategies



Large Format City Signage (85 ST NW & Arbour Wood Mews NW)

August 14, 2024 - replaced after vandalism and updated with extended outreach deadline



Custom On-Site Applicant Signage - Updated at Outreach Closure

August 13, 2024

Outreach Strategies



Hand-Delivered Tri-fold Mailers - Concurrent Development Permit Update
±387 Mailers, September 13, 2024 (expanded catchment area)



Hand-Delivered Mailers - Introduction
±135 Mailers, August 9, 2024
(first catchment area ±200m from site)

Hand-Delivered Mailers - Outreach Closure
±387 Mailers, August 9, 2024
(expanded catchment area)

06

Application History & What We Heard Overview

Application History

In August 2024, on behalf of ATCO, CivicWorks made a Land Use Redesignation ('rezoning') application (LOC2024-0186) at 8860 85 ST NW with a site area of 0.255 hectares, from the existing Special Purpose - City and Regional Infrastructure (S-CRI) District to a Direct Control (DC) District based on the Multi-Residential - Contextual Grade-Oriented District (M-CG) District. The site previously operated as one of ATCO's natural gas meter stations but has since gone through decommissioning in 2021, and is now ready for redevelopment.

Kasian Architecture was also retained to undertake a staggered concurrent Development Permit (DP2024-05929) application alongside the Land Use Redesignation (LOC) application. The staggered-concurrent process ensures a high-quality 'bricks-and-mortar' design outcome that aligns with the proposed land use change.

Overview

Our outreach process was designed to provide multiple opportunities for community members and groups to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation.

Through our outreach channels and strategies, we heard feedback from the ALCA, the Ward 2 Councillor's Office, and a total of 26 community members through direct correspondence with the project team. City Administration also advised they received responses from ±60 community members. ATCO and the project team would like to thank these community members for sharing their feedback.

In reviewing the feedback collected to date (September 27, 2024) and summarized by Administration and the ALCA, the project team has identified eight key themes raised by community members and groups. The key themes outlined in the following pages are broken into What We Heard and Team Response.

Feedback Themes

1. Traffic, Parking, and Community Pathways
2. Community Fit, Height, & Design
3. Outreach Timeline & Responsibilities
4. Future Residents & School Capacities
5. Project Relocation & Future Landscaping
6. Waste, Recycling, & Organic Waste
7. General Support
8. Policy Alignment

What We Heard Themes

Traffic, Parking & Community Pathways

What We Heard

A number of community members and the ALCA noted concerns regarding impacts to on-street parking and the proposed parking supply, increased traffic specifically at school hours, and the future of the public multi-use pathway along 85 ST NW. The project team also heard comments that indicated misunderstanding or a lack of adequate background information from community members such as Arbour Wood Mews NW being a one-way road, and that the 85 ST NW multi-use pathway would be destroyed and opened to vehicle traffic.

"Parking is a nightmare now, and you expect to pack more (low income) cars on our street"

"WE paid for the laneway."

"Access is limited to one-way only on Arbour Wood Mews..."

"...school bus and parent drop off/pick up makes this area already very congested along Arbour Wood Close..."

Team Response

To better understand the traffic and parking impacts of the proposed development, the project team proactively worked with professional transportation engineers, Bunt & Associates, to complete a Transportation Study that considered existing and future roadway traffic capacities, the proposed parking

supply, and the availability of active transportation options. This study has been reviewed for completeness by Mobility Engineers at The City of Calgary as part of the application review process. The project team understands the ALCA references a parking study completed by community residents and critiqued the findings of professional transportation engineers, Bunt & Associates, which have been shared with the greater project team for their consideration. The project team takes a balanced approach to considering both the lived experience of community members and the ALCA, as well as the recommendations and findings of professionals.

The Transportation Study found that the surrounding road network, Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic threshold set by The City of Calgary with new traffic from the proposed development. To ensure the Transportation Study accounts for traffic from the nearby schools, the roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. The proposed development will generate a maximum of 18 new hourly trips over the peak afternoon hour when individuals return home, which does not meet the threshold to result in road network operational impacts. Some community members also raised concerns



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What We Heard Themes

regarding traffic on Arbour Lake RD NW. It is anticipated future residents will use the more direct John Laurie BLVD NW instead, a higher-order Arterial Roadway that is designed to accommodate higher-levels of traffic, to enter and leave the Arbour Lake Community.

The project team has intentionally provided a parking supply of 32 resident vehicle stalls for 16 Dwelling Units and 16 Secondary Suites, which exceeds the parking requirements of the M-CG District and is aligned with the parking requirements of the surrounding R-CG District designated parcels. Site access through the Arbour Wood Mews NW cul-de-sac will not remove any existing public on-street parking stalls.

The ALCA noted common concerns related to owning a private vehicle in Calgary during the winter months, such as shoveling snow on private property and plugging in personal vehicles if needed. Common winter inconveniences related to owning a private vehicle in Calgary are not related to the proposed land use redesignation and development vision, but these have been noted for consideration by City Administration.

The ALCA raised several safety concerns about the 85 ST NW multi-use pathway, including the grade and lack of lighting along the pathway. Through the outreach process, the project team informed community members that as a public multi-use pathway, upgrades are not within the scope of a development of this scale

to provide off-site improvements, but these concerns would be shared with City Administration for their consideration.

85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway, connecting Arbour Lake RD NW and Crowfoot WY NW. The project team heard conflicting feedback from community members that some residents would like to see 85 ST NW opened to vehicles and used as the primary access route to the site, and some residents are interested in seeing it retained in its current state as a multi-use pathway. Through the outreach process, the project team took every opportunity to highlight that all vehicle traffic to and from the site will be through Arbour Wood Mews NW and the adjacent paved laneways, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this public multi-use pathway.

The project team takes a considered and balanced approach to feedback received from community members and recommendations from professionals, such as Bunt & Associates and Mobility Engineering at The City of Calgary. Through the outreach process, the project team explained that particular concerns such as the presence of "low income" cars parked on public roadways would not be considered by the project team, City Administration, or decision-makers at The City of Calgary.



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What We Heard Themes

Community Fit, Height & Design

What We Heard

The project team heard concerns from community members regarding the height and architectural style of the proposed development, as well as questions regarding sensitive interfacing with adjacent residential homes.

"And they look like Atco trailers"

"Don't turn a beautiful neighborhood into a ghetto."

"Our homes and yards are meant to be places of privacy if we so choose, and should not have to worry about people gazing into our lives from above."

"The homes are too close together which affects the light entering their homes. Think of mental health issues."

Team Response

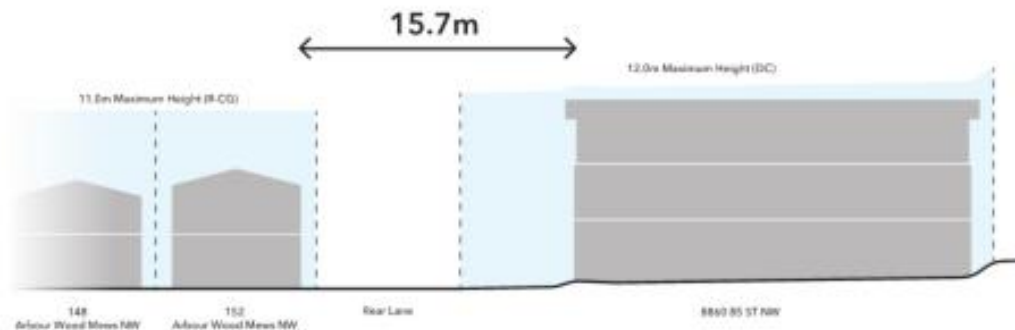
The existing S-CRI District has no maximum building height for the subject site. The proposed DC District, based on the M-CG District, and the concurrent Development Permit (DP2024-05929), envision 3-storey townhomes with a maximum building height of 12m. The proposed 12m maximum is a modest increase of 1m from the 11m maximum building height of the surrounding R-CG-designated parcels.

Project Architect, Kasian, has taken careful consideration to orient the townhomes and unit entries towards each other and into central courtyards, away from adjacent neighbours. Windows are limited along edges that

interface with neighbouring properties, and less-frequently used rooms are strategically located along these edges. The central courtyards have also been extended to 7.5m in width, 1.0m more than the required 6.5m, to allow for additional landscaped area and light access into the site.

The project team explored several iterations of the site plan to best utilize the site and mitigate negative impacts on neighbouring homes, such as overlooking and shadowing. The site plan as proposed in the concurrent Development Permit (DP2024-05929), pushes the townhomes further north on the site, away from the rear lane and existing homes along Arbour Wood Mews NW. Currently, the proposed townhomes are $\pm 15.7\text{m}$ from the residential homes across the paved rear lane.

The site, 8860 85 ST NW, is also unique in that it is adjacent to only one residential property, 321 Arbour Wood CL NW, whose primary building is $\pm 13.2\text{m}$ from the shared property line. The proposed DC District includes a 3.0m minimum setback from the shared property line, a 1.8m increase from the 1.2m setback requirements of the adjacent R-CG designated parcel. The concurrent Development Permit (DP20240-05929) proposes ± 21 new trees, and 9 Columnar Blue Spruce are proposed along this shared property line to further reduce overlooking.



What We Heard Themes

Outreach Timeline & Responsibilities

What We Heard

Several community members raised concerns with the outreach process and feelings of unauthentic engagement with community members.

"Stelfox, and his cronies have already made plans; can smell the bloody profit and are drooling for the win"

"...there has not been any attempt at community engagement from the applicant, Civic Works, with the residents of Arbour Wood Close in order to collect feedback regarding their proposal. "

"I respectfully ask that you extend the deadline (publicly and indefinitely)"

Team Response

With the submission of the land use redesignation in August, 2024, the project team also launched an Applicant-led outreach process which included ±135 hand-delivered bi-fold mailers to residents living within ±200m of the site and custom on-site applicant signage. Both of these materials provided project information and invited community members to share feedback with the project team through a dedicated engagement email and phone line. The project team also reached out to the ALCA, ALRA, and the Ward 2 Office to share information and offered opportunities for engagement including invitations to meet. The project team met with the Ward 2 Office on June 11 and September 3, 2024 to discuss the proposed development vision, and recieved feedback from the ALCA on September 25, 2024 which is included on page 47.

In response to feedback heard from community members, the project team advocated to extend the public feedback deadline an additional 5 days, create a dedicated project website with detailed information, project materials available for download, and an online feedback form, as well as another round of ±387 hand-delivered tri-fold mailers to a greater catchment area that included project updates and directed residents to the project website. In total, the project team has corresponded directly with 26 individual community households to listen to feedback and provide clarity where possible. A verbatim record of this correspondence is included on pages 16-46 of this Outreach Summary.

Through the outreach process, ATCO and the project team are committed to hosting open, honest conversations with community members and groups. As our outreach process draws to a close and we approach key decision points in the application process, this Applicant-led Outreach Summary will be shared with the Ward 2 Office, ALCA, ALRA, and The City, while also being advertised through custom on-site signage and hand-delivered mailers for broader public access. Most importantly, this Applicant-led Outreach Summary highlights key feedback themes, verbatim feedback from community members, and how we responded so all parties are informed of the outreach process and outcomes.



What We Heard Themes

Future Residents & School Capacities

What We Heard

The project team heard feedback from community members regarding the proposed tenancy, the introduction of new tenants in Arbour Lake, and existing school capacity.

"Excessive immigration and the needed housing is quickly transforming our communities in terrible ways"

"The building design looks "low rental" and Arbour Lake is not a low rental neighborhood."

"Arbour Lake School and Robert Thirsk High School are full. There is not room for the children currently living in the community, much less future development."

"There are no schools for the children to attend."

Team Response

The proposed development has been designed to operate as purpose-built rentals. ATCO will manage these rental units and is committed to being a part of the Arbour Lake community in the long-term. As such, ATCO has a vested interest in maintaining their asset and being a good neighbour over time through property upkeep and selecting reliable tenants. Although several community members have raised concerns about future tenants, the project team has indicated that tenancy is not a planning consideration in the land use redesignation process. The project team and ATCO are committed to providing a range of high-quality rental units. The proposed development vision offers a diverse

mix of unit types and rental rates that appeal to a variety of future residents across a range of lifestyles and stages.

While impact on surrounding property values from new development is not a planning consideration through the land use redesignation process, the project Architects, Kasian, have taken special consideration into the architecture, building materiality, and landscaping to create an aesthetic and high-quality design that is a contextual fit within the community and contributes to the public realm.

While an increase in the number of homes can have potential impacts on school capacity, it is beyond the purview of individual land use applications to effect change related to school capacity issues. The Calgary Board of Education (CBE) is circulated on development applications, and monitors population growth and change to make recommendations to the Government of Alberta about opening or closing schools. The Government of Alberta (Alberta Education) is responsible for reviewing, planning, forecasting and funding school capacity. In recent years, Alberta has seen record inter-provincial migration and international immigration, which has had a great impact on school capacity. These organizations will continue to work together to plan school capacity in Calgary based on its growth patterns. Recent announcements by the Alberta government also indicate significant future investment of more than \$8B for new and existing schools to meet demand.



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What We Heard Themes

Project Relocation & Future Landscaping

What We Heard

Several community members requested the proposed development be relocated to another parcel and instead asked ATCO to donate the site for use as a public community open space such as a community garden. The concluding recommendation from the ALCA is that ATCO propose a community garden instead to address food insecurity issues in surrounding schools.

"This site is more suitable for Community Garden, Children's Park or Trees with a Gazebo Garden"

"Directly north of the proposed site there is plenty of space. Parking lots and even a bus stop and better lighting."

"We were desperately hoping for a community garden on this site."

Team Response

ATCO can only pursue a development vision and land use redesignation for a parcel of land that they privately own. As ATCO does not own the parcel to the north of the site (8860 85 ST NW), they are unable to relocate the development vision.

As the land-owner of the site (8860 85 ST NW), ATCO has the right to develop their parcel within the confines of the Land Use Bylaw and the land use redesignation process. ATCO and the project team are committed to providing much-needed high-quality housing on this site. Although it is not the responsibility of a single private land-owner to provide a community-dedicated open space such as a community garden or park, the project team has passed along this feedback to City Administration for consideration in the planning of future public open spaces in Arbour Lake.

As part of the concurrent Development Permit (DP2024-05929), the Landscape Plan proposes planting ±21 new trees and ±63 new shrubs on the site, replacing the single existing tree. A combination of Prairie Spire Green Ash, Columnar Blue Spruce, Honeyberry, Alpine Current, Gold Current, and ornamental grasses are proposed – species that are resilient to Calgary climate, and will increase the natural vegetation on the site from current conditions.



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What We Heard Themes

Waste, Recycling & Organic Waste

What We Heard

Several community members raised questions and potential concerns regarding the storage and collection of waste, recycling, and organic waste.

"The garbage is open and will be dug thru by the bobcats living in the area."

"I appreciate you mentioning Molok systems as it was not something I was familiar with."

Team Response

The proposed development will use a private collections company for waste, recycling, and organic waste. Detailed in the the concurrent Development Permit (DP2024-05929), the waste, recycling, and organics will be stored in a below-grade Molok system that is enclosed, secure, and screened from the street. The use of a private collection contractor ensures that waste, recycling, and organic waste can be picked up more often than The City of Calgary's public collection program, and pickup frequency can be adjusted over time to meet future resident demand.

General Support

What We Heard

The project team heard general support for the development vision from several community members. Specifically, the increase in density on the site within close proximity to transit.

"I'm in support of this project because it is a high density housing close to existing LRT station. We need these kind of middle housing that is transite oriented."

"I'm looking forward to more dense housing being built along with more trees being planted..."

Team Response

The project team appreciates the support from community members for the application and development vision. The project team agrees that the site is well-suited for the proposed development, which will introduce a variety of unit types to Arbour Lake, accommodating a diverse range of future residents and families.



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What We Heard Themes

Policy Alignment

What We Heard

The ALCA and several residents raised questions and concerns about the alignment of the proposed development vision with the Municipal Government Act.

"As I have stated before, CMA restricts this project. It just won't work here! ... new proposed development would not unduly interfere with amenities of the neighborhood...Materially interfere with or affect use, enjoyment or value of neighboring parcels of land."

Team Response

Arbour Lake does not yet have a Local Area Plan (LAP) in place to provide development guidance for the subject site. In the absence of an LAP, the project team looks to contemporary higher order plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)*.

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.

In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the MDP specifically identifies ground-oriented housing as a key component of complete communities (Policy 2.3.1[a]) and encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options (Policy 2.2.5[a]).



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Verbatim Feedback Project Team Correspondence

Respondent #1

We received the plan for ATCO Arbour Lake and disagree with this proposal. Access to this site for 32 units will be via Arbour Wood Close and Arbour Wood Mews. We live on Arbour Wood Close and with cars parked on both sides of the street there is generally not room for two cars to pass each other. Arbour Wood Mews is more restricted - with cars on both sides, there is room for one way traffic only. Access for 32 more units will be a traffic disaster. With schools close to this area, there are more families with young children moving to the area and added traffic will be a serious concern. The only possible fix is to negotiate with Telus which has a wide road access off Arbour Lake Road to allow access in from the north of the proposed site. This road is steep, though, and will be a challenge to use in slippery conditions. When looking at the site itself, the plan has too many units for the size of site. The buildings and parking makes the site very very cramped. Please do not allow this development to proceed. I disagree with this planned development.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for reaching out about the proposed land use redesignation and providing your feedback regarding traffic and density.

Regarding your concerns about traffic, the applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake. This study identified the proposed development will generate a maximum of 18 new hourly trips at the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and your street, Arbour Wood Close NW, will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development.

The proposed Direct Control (DC) District, based on the Multi-Residential - Contextual Grade-Oriented (M-CG) District, will enable the development vision for 16 Townhouse Dwelling Units and 16 Secondary Suites on this site. The site is within close proximity to several other examples of similar existing multi-residential housing developments of up to 3-storeys, and several completed and under-construction 6-storey multi-residential developments. The future development vision and density complement the scale of the surrounding area development and provide a sensitive transition to the existing low-density residential context. Additionally, project architect, Kasian, has incorporated bylaw-aligned shared courtyard amenity spaces with landscaping for residents that will bring additional sunlight into the site.

Thank you again for providing your feedback which is being considered by the project team and included on record in an Outreach Summary Report to be shared with City decision-makers. I've also copied Julian Hall, the Planner at the City of Calgary managing the proposed land use change (LOC2024-0186), should you have any questions on city policies or processes. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Respondent #1 (cont.)

Thank you for your reply.

I believe your traffic study was flawed and there are a number of problems with the plan that I have documented in the attached with Photos.

PROBLEM 1: Access is limited to one-way only on Arbour Wood Mews and cars have minimal space to move out of the way to allow cars past

PROBLEM 2: There are already 24 houses just on this end of the street - adding "18 vehicles at rush hour" as described in the study will absolutely lead to serious traffic jams and frustration for ALL involved - the Traffic Study has NOT taken into account existing houses on this street

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PROBLEM 3: The new proposed site has 31 parking spots for 32 units - the reason there are cars already parked on Arbour Wood Mews is because these are the SECOND vehicles for these houses - they have back alleys but need the street parking for the second vehicles. WHAT ABOUT THE SECOND VEHICLES FOR THE NEW UNITS? If the plan is that they will use street parking, this will be a major failure since especially at the end of the street nearest the new development, there is already zero space for ANY additional vehicles

PROBLEM 4: With insufficient space on the street, the cars will overflow on the back alley that is shown. Is this the new city policy to use Back Alleys for primary access? As shown, with garbage cans in the back alley, there is one-way passage down the back alley

PROBLEM 5: Access into Arbour Wood Mews will add to the traffic on Arbour Wood Close - photo showing the view to the west. There is JUST enough space for cars parked on both sides of the street and moving vehicles to pass each other westbound and eastbound

PROBLEM 6: If the Traffic Study only reviewed traffic on Arbour Wood Mews, then there is a very serious oversight regarding the existing traffic problem associated with the portion of Arbour Wood Close that connects to Arbour Lake Road and goes past St Ambrose School. At School dropoff and pickup times, there have been numerous times when it has taken us 10 minutes to leave on Arbour Wood Close due to congestion at the school - if the dozens of cars and buses are not accounted for in the Traffic Study, this is a serious oversight. To add to the problem, just to west on Arbour Lake Road is Arbour Lake Middle School which further adds to the traffic in the area.

PROBLEM 7: When there are either activities at St Ambrose School or when the field beside the school is used for soccer games (which is several times each week), the parking on the section of Arbour Wood Close that goes past St Ambrose School is completely congested and cars park all the way along Arbour Wood Close, even as far as our house at 338 Arbour Wood Close with them using the south entrance into the field for access. This traffic needs to be accounted for as well since Arbour Wood Close past St Ambrose School is the ONLY access into this area for the existing 260 houses, not including the added 32 units that are planned

PROBLEM 8: By city bylaws, the site MUST have to Bus Stops and Transit. The Bus Stop is to the North up the Alley that is to the west of the Telus Building. As shown, there is ZERO LIGHTING which is a SERIOUS SAFETY HAZARD. Please identify the plan for Lighting Improvements along city patch to access Transit.

PROBLEM 9: Lighting to the South is no better and this is the primary path to the Crowfoot LRT Station. What is the LIGHTING PLAN to the south for this critical access path?

PROBLEM 10: VISITOR PARKING IN DEVELOPMENT SITE - the site plan includes 31 parking spots for 32 units, which is already a problem if ANYONE has a second vehicle - this doesn't account for ANY VISITOR PARKING. As mentioned in Problem 3 above, there is zero space for overflow onto Arbour Wood Mews for visitor parking so that is NOT a solution. The Site Plan must change to account for Visitor Parking.

Your response primarily referred to a flawed traffic study. Please consider all of the above problems as well for the proposed site.

Project Team Response

Hi [REDACTED]

Thank you again for the continued correspondence. To better understand your concerns regarding the capacity of Arbour Wood Mews NW, the applicant team conducted another site visit to observe and document the road and traffic conditions which will be included in our Outreach Summary Report.

Your concerns regarding Arbour Wood Mews NW have been noted and will be shared with City of Calgary Administration for the Mobility Infrastructure Department to review.

The proposed Direct Control District is based on the Multi-Residential - Contextual-Grade Oriented (M-CG) District which has a maximum Dwelling Unit density of 111 Dwelling Units per hectare which would equate to a maximum of 28 Dwelling Units on this site as noted on the City of Calgary Public Notice. ATCO's development vision for this site and the active Development Permit, DP2024-05929, proposes 16 Dwelling Units and 16

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Secondary Suites which is reflected in our application and outreach materials. A Development Permit Public Notice will be posted shortly on the site which will note the 16 Dwelling Units and 16 Secondary Suites proposed.

Thank you for bringing the site plan labeling to our attention. Please note the Transportation Study calculations and active Development Permit include 32 parking stalls as noted in our application and outreach materials.

Your concerns regarding the slope and lighting of the public 85 ST NW multi-use pathway have been noted and will be shared with City of Calgary Administration for the Mobility Infrastructure Department to review.

Thank you again for providing these comments and your remarks will be included on record in an Outreach Summary Report to be shared with City decision-makers.

Respondent #2

This letter is in opposition to the proposed land use redesignation at 8860 85 ST NW.

In the very least, we believe that this should be a concurrent application with a development permit in order to approve alternative vehicular access to the parcel. The proposed access to this site is a major concern for ANY proposed change of land use here, nonetheless a multi residential base district.

Civic Works' proposal shows access through an existing residential circle, rather than from the main Arbour Lake Road that already has an existing closed street with an existing curb-cut: 85 ST NW. A simple site visit would make it clear to anyone that access through the existing quiet residential circle, Arbour Wood Close, and then Arbour Wood Mews' culdesac and laneway, is an inappropriate access route for a proposed multi-residential development.

Other concerns & questions:

-Thus far, there has not been any attempt at community

engagement from the applicant, Civic Works, with the residents of Arbour Wood Close in order to collect feedback regarding their proposal. Furthermore, the current LOC sign is sitting in an area that is very hard for most residents to notice.

-Traffic congestion: Currently, school bus and parent drop off/pick up makes this area already very congested along Arbour Wood Close and Arbour Lake Road 4 times a day due to the existing school. This is something we feel should be taken into account when proposing a new land use district for the subject parcel. The proposed multi residential district, along with the new multi residential Arbour Lake West development (currently under construction near by) has already and will continue to greatly increase the traffic in this area within Arbour Lake.

-Using proper access from 85th ST NW would provide an opportunity to create a 'complete neighborhood street'. For example, there is space for the developer to create a tree lined street (increased canopy) that allows vehicles, a pedestrian pathway, and/or bike path, benches etc. rather than the current abandoned closed street.

-Will this development be built over underground Atco utilities and/or city water storage?

We believe this site would be better suited to a land use district that could accommodate an off-leash dog park (there are no off-leash dog parks in Arbour Lake yet many dogs in the community) or a children's playground (there are many young families and schools near by, however very limited existing playgrounds in the community).

We realize some of the community's concerns and questions may be more related to the development permit process, but we are asking you to maybe consider a concurrent application so that in the very least, the access issue and traffic concerns can be realized before it is TOO LATE. To reiterate, this parcel currently DOES NOT HAVE vehicular access, so any change to the parcel's proposed land use district will need to consider access and traffic as the largest impacts on the existing neighborhood, especially when the proposed base district is multi-residential, allowing for 32 dwelling units/suites.

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Please let us know if the applicant will engage with the community through an open house to gain public feedback, if a city planner/councillor site visit has been completed to really understand the proposed site access issues, and if there are any other opportunities to provide our feedback prior to the LOC going to council.

Please feel free to contact us to discuss further thanks.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for reaching out about the proposed land use redesignation and providing your feedback regarding the concurrent development permit, traffic, outreach, and the history of the site. I have expanded upon these topics below, but please follow up if you have further questions.

The applicant team submitted a Land Use Redesignation Application, LOC2024-0186, that was accepted for review on August 7, 2024. A concurrent Development Permit, DP2024-05929, was submitted on August 22, 2024. The concurrent Development Permit will be reviewed by City of Calgary Administration, including Mobility Infrastructure, to assess vehicle access to the site.

The applicant team launched our outreach on August 9, 2024, which included hand-delivered mailers to community members within ±200m of the site, custom on-site applicant signage on the site facing Arbour Wood Mews NW, and we shared information and offered opportunities for engagement with the Arbour Lake Community Association, the Arbour Lake Residents Association, and the Ward 2 Office. All of these outreach materials included a dedicated engagement email and voicemail, to offer an opportunity to ask questions and provide feedback to the applicant team. In addition to applicant-led outreach strategies, The City of Calgary has posted two large-format notices on the site facing Arbour Wood Mews NW and the 85 ST NW multi-use pathway and provided notice to surrounding community

members and groups. At this time, the applicant team has heard a low volume of community interest from a total of 3 households, including yourselves, and believes individual correspondence is the most appropriate outreach strategy at this time.

Regarding your concerns about traffic, the applicant team has conducted a site visit to document vehicle access to the site and initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake. This study identified the proposed development will generate a maximum of 18 new vehicle trips over the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Close NW has been included in the Transportation Study calculations for roadway capacities and is designed as a Primary Collector Street for the portion adjacent to St. Ambrose School to handle the additional pick-up and drop-off traffic. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development.

85 ST NW is owned by The City of Calgary and is closed to vehicle access but serves as a public multi-use pathway. As this parcel is not owned by ATCO and does not allow public vehicle access, it is not a feasible vehicle access route to the site. As mentioned previously, the proposed vehicle access to the site through Arbour Wood Mews NW will be reviewed for appropriateness by Mobility Infrastructure.

The project site previously operated as one of ATCO's natural gas meter stations. Due to improvements in distribution and monitoring technology, ATCO no longer requires the legacy meter station and completed decommissioning activities for the facility between September and October of 2021 to allow for redevelopment of the site.

Thank you again for providing your feedback which is being considered by the project team and included on record in an Outreach Summary Report to be shared with City decision-makers. I've also copied Julian Hall, the Planner at the City of Calgary managing the proposed land use change (LOC2024-0186), should

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you have any questions on city policies or processes. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #3

I am in opposition to the proposed development.

Population Density

In 2021, Arbour Lake had a population of 10,335 residents (population density 2,460 per sq km). Since that time, Arbour Lake West in development and will add an additional 2,200 persons (density 2,985 per square km) and when completed it will be over 3,000 people /km. Arbour Lake is NW Calgary's only lake community, the infrastructure including the Lake, transit, schools are unable to sustain additional population. This development erodes the enjoyment of the residents that built the community to what it is today.

Discrepancy Between Information Distributed to the Residents vs the City of Calgary

The information distributed to the residents of Arbour Lake reflects the development of 32 suites (see the flyer). The information provided to the City of Calgary reflects 28 suites. It seems suspicious that Civicworks would submit a lesser number of suites to the city than provided to the residents.

Timing of the Proposal

The information was distributed at a time when many residents are on vacation and as such unable to provide feedback. The 2nd week of September would have been a more optimal time to allow for feedback from residents.

Traffic Concerns

Arbour Wood Mews and Close experience a steady volume of traffic during the day. Both streets have a mixture of young families and seniors. There are sidewalks on one the side of the street. Before and after

school and in the evenings, there are many people out. With no stop signs at Arbour Wood Close and the Mews, pedestrians are at risk of being hit.

There will be additional pedestrians walking into Arbour Wood from Arbour Lake West to attend St. Ambroise School and reach Robert Thirsk. There will also be additional pedestrians walking up the path along 85th Street NW to attend Arbour Lake School.

Students attending St. Ambroise are picked up and dropped off on Arbour Wood Close. The traffic turns onto Arbour Wood Close and parks along the south and northbound lanes (depicted in red) waiting for their children to exit the school. The cars turn to go back north to exit onto Arbour Lake Way. This is the only drop off zone. There are hundreds of cars daily. This is an extraordinarily dangerous situation as children and parents are crossing the street not at the lights, but rather walking across the roadway. Traffic coming from the west end of Arbour Wood Close (depicted in blue) can wait 10 minutes to get turned onto northbound Arbour Wood Close during these times of day. This is also a concern for sporting events held outside school hours and events held in the evening.

Children cross Arbour Lake Way to get to the bus stop on the south side of the street. Parents in vehicles are picking up and dropping off children.

The speed limit is 30 km/hr from west of Arbour Lake School to beyond the bus stop located east of Arbour Wood Close.

Children cross Arbour Lake Way at Arbour Wood Close to make their way home or to the bus stop located near Arbour Lake. Traffic is backed up in every direction.

Adding 32 or 28 (whichever the number is), adds to the confusion and traffic woes.

There is no sidewalk on the west side of Arbour Wood Close where the mailbox is located. Even now it can be a challenge to cross the street without being run over by cars. There are two blind corners. This is especially concerning for seniors trying to cross the road.

Residents living on the south and west side of Arbour Wood Close wishing to cross the street to enter the

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school yard via the path, walk to transit must do so without a clear view of ongoing traffic from the south. This puts residents in danger of being hit by a car.

Mailbox located near 338 Arbour Wood Close. Note the sidewalk is on the opposite side of the street.

Parking Stalls

The information provided to residents reflects one parking stall per dwelling. Many families have two vehicles. Where will future residents park their second vehicle? Also, there is no mention of visitor parking stalls. As lot sizes on Arbour Mews are smaller (2,940 sq ft) many residents park one car on the street.

Elimination of Green Space

The residents of Arbour Wood have enjoyed the greenspace. It has provided a path for entering and exiting the school yard. Due to the development of Arbour Lake West, there remains only this small refuge from the noise of the city.

Schools

As the proposal shows stroller parking, that suggests there will be more school aged children shortly. Arbour Lake School and Robert Thirsk High School are full. There is not room for the children currently living in the community, much less future development.

Transit

The City of Calgary Friendly Design Guide (2006) recommends that proposed developments be within 400 metres and avoid steep hills. The hill on 85th Street NW is extraordinarily steep. The sidewalk is not maintained in the winter and poses a risk to pedestrians (falls).

Also, there is no lighting along the path in either direction. This poses a safety risk to people walking to or coming back from transit.

Enjoyment and Use of Personal Space

The application proposes the buildings will be 12 metres (four stories). That height will cause shadows on the backyards of the existing homes backing on to the development. Currently the homes are backing onto green space. This will certainly affect their ability to enjoy the privacy and quiet of their backyards and negatively affect their property values. The Municipal Government Act 640(6) states that "the proposed development would not (ii) materially interfere with or affect the use, enjoyment or value of the neighbouring parcels of land." The development as proposed would certainly negatively affect the homeowners backing onto the units. Residents have spent 10s of thousands of dollars fixing their backyards to have them ruined by rodents, the noise, dust during construction and the ongoing traffic that will ensue following construction.

Arbour Wood Mews

The Mews is a cul-de-sac. Homeowners purchased homes on this street as it has little traffic. Opening this to at least 28 or 32 more vehicles daily will negatively affect the value of their homes and their enjoyment. The Municipal Government Act section 640.6 states that "the proposed development would not (ii) materially interfere with or affect the use, enjoyment or value of the neighbouring parcels of land."

Wildlife

Wildlife including a bobcat, coyotes, rabbits, squirrels, gophers and birds use the existing greenspaces for hunting, and as a corridor to safely move to other areas of the community. Developing the site will put the animals at risk of being hit by vehicles or push them further into the community where they might be destroyed due to being nuisance.

Conclusion

This is not a case of "not in my backyard" as we have 2,200 new neighbours in our backyard. Rather it is a case of we can do better for our community. Arbour Wood lost an abundance of trees and greenspace that were on the property now known as Arbour Lake West. If ATCO were to create a forest, it would provide a place for neighbours to gather, to bathe in nature and to relax

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from the stresses of the world. It would help to reduce pollution, teach our children about forests.

Research shows that spending time in nature reduces stress and improves longevity for the population. It would help to reduce pollution, teach our children about forests. The Urban Forestry map shows that Arbour Lake has fewer trees than any other surrounding community. But the numbers don't just tell the truth as Urban Forestry counts only city owned trees. The trees that were destroyed in the development far outnumbered the ones planted by the city.

We bought our dream home 23 years ago. We had a spectacular mountain view, a greenspace in what is now Arbour Lake West to watch the deer, the coyotes, the hawks, to watch the fog lift from the small lakes, listen to the frogs (all of that is gone), traffic in the neighborhood was light, neighbours knew each other. The proposal as is, is not appropriate.

Warm regards,

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for reaching out about the proposed land use redesignation and providing your feedback regarding community capacity, outreach, traffic and parking, and open space. I have expanded upon these topics below, but please follow up if you have further questions.

The Land Use Redesignation Application, LOC2024-0186, and concurrent Development Permit, DP2024-05929, are currently being reviewed by City of Calgary Administration. This includes circulating the application with Mobility Infrastructure and local school boards so they are aware of current and future community populations to help inform resource allocation.

The proposed Direct Control District is based on the Multi-Residential - Contextual-Grade Oriented (M-CG) District which has a maximum Dwelling Unit density of 111 Dwelling Units per hectare which would equate to a

maximum of 28 Dwelling Units on this site as noted on the City of Calgary Public Notice. ATCO's development vision for this site and the active Development Permit, DP2024-05929, proposes 16 Dwelling Units and 16 Secondary Suites which is reflected in our application materials. A Development Permit Public Notice will be posted shortly on the site which will note the 16 Dwelling Units and 16 Secondary Suites proposed.

The applicant team launched our outreach on August 9, 2024, which included hand-delivered mailers to community members within $\pm 200\text{m}$ of the site, custom on-site applicant signage on the site facing Arbour Wood Mews NW, and we shared information and offered opportunities for engagement with the Arbour Lake Community Association, the Arbour Lake Residents Association, and the Ward 2 Office. To offer residents opportunities to engage when they return from summer holidays, the applicant team will continue to engage with community members and gather feedback throughout the application review process.

Regarding your concerns about traffic, parking, transit, and active transportation routes, the applicant team has initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand road infrastructure in Arbour Lake. This study identified the proposed development will generate a maximum of 18 new vehicle trips over the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Close NW has been included in the Transportation Study calculations for roadway capacities and is designed as a Primary Collector Street for the portion adjacent to St. Ambrose School to handle the additional pick-up and drop-off traffic. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development.

The proposed parking supply of 1 parking stall per Dwelling Unit or Secondary Suite exceeds the parking requirements of the proposed base Multi-Residential - Contextual Grade-Oriented (M-CG) District. This parking supply is also aligned with the parking requirements of the surrounding area, including your parcel, which is designated under the Residential - Grade-Oriented Infill (R-CG) District. Low-Density Residential and Multi-Residential Land Use Districts do not require visitor

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parking to be provided for Dwelling Units or Secondary Suites.

85 ST NW is owned by The City of Calgary and is closed to vehicle access but serves as a public multi-use pathway. As this parcel is not owned by ATCO and does not allow public vehicle access, it is not a feasible vehicle access route to the site. As mentioned previously, the proposed vehicle access to the site through Arbour Wood Mews NW will be reviewed for appropriateness by Mobility Infrastructure.

Thank you for bringing your safety concerns for the 85 ST NW public pathway to our attention and we will ensure this information is shared with The City for their consideration. As this is public property and not within the boundaries of the site, 8860 85 ST NW, improvements to the multi-use pathway would be the responsibility of The City. However, a lighting plan and strategy specific to the subject site will be developed as part of the Development Permit review process.

As noted in our application and outreach materials, the development vision is for 3-storey townhomes, which is reflected in the active Development Permit, DP2024-05929. This site is also unique as it only shares a property line with one residential parcel to the east. An additional 3.0m setback from the eastern property line with 2.0m Columnar Blue Spruce plantings and reduced east-facing windows are intended to mitigate overlooking and shadowing impacts.

Regarding open space and wildlife impacts, the active Development Permit, DP2024-05929, proposes 21 new trees and 63 new shrubs on the site which currently has 1 mature tree. Accommodating Calgary's growing population in established communities such as Arbour Lake that are already developed with existing infrastructure reduces the need to further develop intact natural habitats for wildlife and agricultural land on the edges of the city.

Thank you again for providing your feedback which is being considered by the project team and included on record in an Outreach Summary Report to be shared with City decision-makers. I've also copied Julian Hall, the Planner at the City of Calgary managing the proposed land use change (LOC2024-0186), should you have any questions on city policies or processes.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time.

Respondent #3 (cont.)

I continue to this project. A) traffic - this is a residential street and perhaps it is within the guidelines but the guidelines don't take into account the safety and enjoyment of the residents. No one has dealt with the concerns I expressed.

The garbage is open and will be dug thru by the bobcats living in the area.

Modular housing does not fit with Arbour Lake.

The privacy of the existing neighbours is taken away.

There is no safe way to get to transit.

The homes are too close together which affects the light entering their homes. Think of mental health issues.

There are no schools for the children to attend.

And they look like Atco trailers. How will they age, what will they look like in 25 years, who is responsible for the upkeep.

I will not support this project.

Project Team Response

Hi [REDACTED]

Thank you for providing additional feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted alongside your previous feedback and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process.

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The proposed development will use a private collections company for waste, recycling, and organic waste. Waste, recycling, and organics will be stored in a below-grade Molok system that is enclosed, secure, and screened from the street. The use of a private collection contractor ensures that waste, recycling, and organic waste can be picked up more often than the City of Calgary's public collection program, and pickup frequency can be adjusted over time to meet future resident demand.

A concurrent development permit, DP2024-05929, has been submitted by Project Architect, Kasian, which illustrates the sensitive interface tactics undertaken by the project team to mitigate privacy and shadowing concerns. Windows are strategically limited along neighbour-interfacing elevations and tree plantings are used to limit overlooking. Townhomes are separated by 7.5m shared courtyard spaces, exceeding Land Use Bylaw separation distances, to allow for greater sunlight penetration into the site and homes. The applicant team remains committed to exploring other means of creating a sensitively contextual transition to surrounding 2-storey homes, such as through window placement and frosting, tree and shrub plantings, and additional building setbacks where feasible.

While an increase in the number of homes can have potential impacts on school capacity, it is beyond the purview of individual land use applications to effect change related to school capacity issues. The Calgary Board of Education (CBE) monitors population growth and change to make recommendations to the Government of Alberta about opening or closing schools. The Government of Alberta (Alberta Education) is responsible for reviewing, planning, forecasting and funding school capacity. In recent years, Alberta has seen record inter-provincial migration and international immigration, which has had a great impact on school capacity. These organizations will continue to work together to plan school capacity in Calgary based on its growth patterns.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186. Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #3 (cont.)

Hi Nathan,

I appreciate you mentioning Molok systems as it was not something I was familiar with.

When looking at DPL1, I note there are two sites between the garages marked W, R,C, is this to be the location?

As well, what is the purpose of the retaining wall around the unit?

Will there remain a path for community residents to walk from the 85th street path to the school yard on the north side of the existing fence?

Thanks. I appreciate your continued conversation.

Project Team Response

Hi [REDACTED]

Thank you for the feedback and questions. I've provided explanations and answers to your questions below and your additional feedback will be noted in our Outreach Summary.

The "W,C,R" annotated on the DP2024-05929 Site Plan marks the locations of the proposed Moloks for waste, recycling, and organic waste.

The proposed maximum 1.0m retaining wall along the north and west property edges is required due to the existing site slope.

The informal walking path north of the subject site is located on a private parcel that is not owned by ATCO, and as such, I cannot comment on the future intent of this parcel.

ATCO is utilizing a standardized and repeatable off-site design-build-delivery system that decreases disruptive construction timelines and impacts. You mentioned that your street, Arbour Wood CL NW is currently cracked,

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and as with damage to any City of Calgary property, please contact 311 to report this.

Thank you for sharing your experience with winter driving conditions, and we will note this in our Outreach Summary for administration's consideration. Adjusting snow clearance routes is not within the purview of individual land use applications, but we can advocate for greater snow clearance through our Outreach Summary.

The proposed parking supply of 32 parking stalls for 16 dwelling units and 16 secondary suites exceeds the requirements of the proposed base M-CG District, and the parking supply is aligned with the parking requirements of the surrounding R-CG designated parcels, including your home.

The proposed Landscape Plan in the concurrent Development Permit, DP2024-05929, includes 6.5ft Columnar Blue Spruce and Prairie Spire Green Ash which can reach 50ft at maturity.

Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #3 (cont.)

Hi Nathan

Thank again for continuing the conversation.

I don't see where the on-site drainage will be. Would you advise please.

Thanks.

Project Team Response

Hi [REDACTED]

The proposed DC District, based on the M-CG District, requires a minimum of 30% of the landscaped area to be softscape. These regulations are intended to provide not just open space for residents, but also allow for appropriate drainage and ensure no overland drainage is permitted to leave the plan area per the Stormwater Management & Design Manual, except in conformance

with an approved Stormwater Management Report. Through the Development Permit review by Utility Engineers at the City of Calgary, it will be determined if the site can connect to an existing storm main pipe or if stormwater will be managed on-site through various techniques such as a dry well.

Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #4

Good evening,

Today I had neighbours tell me that, even though we were granted an extension until Sept 10th, as of Sept 7th, comments were closed. Was it closed Sept 5th?

As a good faith measure, I am requesting that it be reopened and extended until sept 30th.

Considering there is no new signage, that I have seen, nor have any neighbours received brochures informing them of this new development, I feel this request is more than fair.

More than half of our community has not yet learned of this proposed pilot project. We need more time to submit our comments.

We, the community, have been trying to get the word out, and encouraging neighbours to submit comments. Now I feel you have missed 3 days worth of comments. Please ensure you help inform the public by doing your part and keeping your word.

Thank you for your prompt attention to this matter.

Hope you all enjoy your weekend.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner at CivicWorks, the applicant team for the Land Use Redesignation,

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LOC2024-0186, on behalf of our developer-builder client, ATCO. Thank you for reaching out with your questions regarding the outreach process.

As part of the applicant-led outreach process, we installed custom on-site applicant signage and had hand-delivered information brochures delivered to residents living within approximately 200m of the site, 8860 85 ST NW. Due to feedback from community members, we will be doing another round of hand-delivered information brochures to an expanded catchment area, including all residences that use Arbour Wood CL NW to reach their homes. On behalf of requests from community members, the applicant team also requested that the public feedback deadline be extended from September 5th to September 10th which was granted. The applicant team promptly had the large-format signage located along the 85 ST NW Multi-Use Pathway and Arbour Wood Mews NW updated to reflect this.

Although the public feedback deadline is September 10th, members of the public may still provide feedback to the File Manager, Julian Hall, after this date which will be reflected in their report to Calgary Planning Commission and City Council. Additionally, community members are welcome to continue to provide feedback directly to the applicant team which will be captured in an Outreach Summary that will be reviewed by Calgary Planning Commission and City Council.

Thank you again for providing feedback on the outreach strategies to date. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #4 (cont.)

Good morning Nathan,

Thank you for getting back to me.

I'll be having a meeting this afternoon with the Community association. There is going to be changes. If there is anything to report, I'll let you know.

I have sent several emails so please forgive me that I'm not entirely sure which ones you have received.

With regards to the timeline extension, I understand that you are still planning to inform more community members.

I do appreciate that.

With that said, I am still requesting that the 21 day countdown begin after the entire community has been informed. This will give the entire community a chance to be informed, think and respond.

I know it wasn't you (yet) but this community has trust issues with developers. There's no way you could understand what we have already lost (43 acres of wetland with our beloved wildlife). We were steamrolled and still suffering because of it in ways you couldn't imagine.

We objected and presented reasons but the developer only tried to pacify us. Even when addressing our concerns the development went ahead. I think it was even the same time frame, during the summer, when people were on vacation, the spring wildlife had moved on etc. We feel this was by design, to get the least community engagement, the least traffic and the least push back.

I think the last development, even the closing date was Sept 5. This is de-ja-vu and we feel we have been steamrolled again.

Our concerns were ignored, all the things we said were going to happen, happened. I'd love to say we're not bitter, but we are. It's still fresh.

Right now we have no privacy, and are expected to be pacified knowing we are going to have a 4 storey pilot project towering over us.

Parking is a nightmare now, and you expect to pack more (low income) cars on our street. (FYI 30 years ago, the west side of arbour lake paid to have our own lane way paved. We paid for it so it could be put to use). It's not fair to expect us to give up our quiet cul-de-sac and lose our parking.

Verbatim Feedback Project Team Correspondence

We are not going to be pacified easily.

Residents believe developers only care about money, not people, not the happiness or peace of communities. That all they want to do is snatch up any green space they see and turn a profit with no concern for the happiness or well being of existing residents.

I'd like you to prove us wrong.

Your traffic study is based on some US text book based on a city of the same size as ours. It is not even based on our community, our traffic, our children or our residents. We are unique. We deserve better. I took the pictures, and another member counted traffic outside one school to show you just a brief picture of one day. U showed that with cars parked in either side of the street, there used to be only room for 1 driving car. 2 cars can't pass each other.

You need to have boots on the ground.

One thing I do know, there is a little red car that speeds down our street (3 times now). I'm certain it's someone from the development team, because we know our neighbours, and we know this car is not one of ours. A child is going to be hit on this street (not just this car, that is only an example of how traffic is going to affect us, as it has already started). We've been saying it for years. This is, was and we intend that it always will be a quiet cul-de-sac. This is what we purchased and envisioned for our future, our retirement, and our forever home.

This is a pilot project. I'm sure it's already crystal clear it will never have the support of the community. What if it fails after it's built? What happens to us then? We are fully aware that we are an experiment.

I understand your job is to pacify us. You have a job to do. I'm sorry to make your job difficult, but it will not get easier from here.

I also have a job to do. It's to convince you that this pilot project is not for our community.

Please re look at the map.

Directly north of the proposed site there is plenty of space. Parking lots and even a bus stop and getter

lighting. There is no need to infringe on the existing community.

This parking plan is absolutely the worst!

How many cars do you have in your household? Do you have kids that will eventually be getting cars? You don't need to answer that, but think about it. One parking stall per unit is not enough. Have you ever tried hauling in groceries or other items (kids?) from over a block away? Your parking plan was not distributed. Only a handful of people know. Seems like you are hiding it to prevent outrage. For good reason.

Calgary municipal act states a new development will not interfere with amenities, materially interfere with, affect use, enjoyment or value of neighbouring parcels of land. (I probably have that in the wrong order, but it's there). This new development infringes on each of those things, and more, as we have proven with our comments so far.

The bus stop is north of arbour wood mews. It just makes more sense that if you must build this project, you move it further North by the other buildings. It would be better suited and better fit with your missing middle housing plan. You will still get pushback to be sure, but we may be more easily pacified.

We always imagined turning this space into something for the community, like a community garden where pedestrians and students walk. For years this has been a vital walkway for hundreds of students. Their parents will never know until it's too late.

I am one of the few people right now that understand this pilot project is intended to be low income. I haven't said anything yet because I don't want our community to be part of the 'NIMBY' class. But if you wait to tell us, it will be worse.

Trying to slip it in under our noses is the shady business we expect from developers.

I know I've stereotypically clumped you in with developer types, and I would love for you to give me a reason not to.

As I'm pretty sure you understand, I am a squeaky wheel. I have been quite restrained so far.

Verbatim Feedback Project Team Correspondence

I have the power to pacify too. So convince me. If I don't believe you, or I think you're being greedy or shady, I will tell you. If you are willing to listen and understand and work with the people, I can help you try.

I respectfully ask that you extend the deadline (publicly and indefinitely) until the entire Arbour Lake community has been fully informed. Then begin the 21 day count down and you'll not hear another word about it.

Before distributing brochures. Please correct errors:

28 units or 32?

3 storeys or 4?

What is the dumpster plan?

Make clear on the brochures that parking is to be taken from Arbour Wood Mews. Is 85st and arbour Wood Mews being opened up to traffic?

Some information includes a retaining wall, some doesn't.

We have a right to be presented with all of this information without having to find fine print or search ourselves.

We keep finding things you haven't mentioned. And it's hurting your cause.

Anything less than full disclosure would be hiding information. It would be a lie to put it bluntly.

We all value honesty. You could make a huge difference by working with the community.

Please inform us extensively, and give us time to chat with each other and respond.

Just be honest.

Don't give us a reason to fight, to hate.

In the meantime, please ensure your staff, crews, your team and anyone involved drives slowly and carefully on our roads where children play, pets roam and

pedestrians walk! There is only one sidewalk on one side of arbour Wood Mews.

Anyone who lives here would never drive like that on our street.

I'm sure, and I hope we will speak again shortly.

Thank you for taking this seriously. Our livelihood is at stake.

I do wish you luck.

Project Team Response

Hi [REDACTED]

Thank you for continuing the conversation and providing your feedback. As a community member, it is helpful to hear about your lived experience in the Arbour Lake Community and this helps inform the project team beyond what we can learn through our review. As the applicant team, it is our role to share information and offer opportunities for engagement with nearby community members and community groups. Since no single design solution can satisfy all community members completely, the project team cannot integrate everything suggested by residents and the community at large. Our promise, however, is that we are transparent about how we reach our conclusions, and we are committed to providing affected community members with quality information about the project, asking for your thoughts on key areas of the project, and sharing what we heard and our team's response to it.

I have provided responses below to the topics and questions you raised in your previous email.

The City of Calgary and the Applicant team have met their commitments to community outreach through various strategies including sharing information and offering opportunities for engagement with nearby residents, posting multiple signage directly on the site, and reaching out to the Arbour Lake Community Association, the Arbour Lake Residents Association, and the Ward 2 Office, and extending the public outreach timeline. That being said, the applicant team is exploring further outreach strategies to reach more community members directly impacted by the proposed

Verbatim Feedback Project Team Correspondence

development vision.

I understand your concerns regarding outreach over the summer months when residents may be on vacation. Although applicant-led outreach was launched in August, the applicant team is continuing to engage with the community through the entire application review process which spans several months.

I am unable to comment on your experience with previous developers in the Arbour Lake Community. ATCO and the broader project team are committed to being good neighbours and hosting open, honest conversations within the communities we work.

A concurrent development permit has been submitted by Project Architect, Kasian, which includes a 3-storey townhome development. It is not the intent of the applicant team to pursue a 4-storey building. Specific details of the development vision are included in this application for your reference.

These homes will not meet the City of Calgary Affordable Housing Criteria and are not intended to be non-market housing. Ultimately, ATCO will be able to use advanced off-site construction techniques at a total cost that is more competitive than conventional construction which provides the opportunity for more affordability than what is being delivered by other developers.

I am unable to comment on the class of vehicles you are concerned will be parked on the public Arbour Wood Mews NW roadway. ATCO and the applicant team are committed to providing a diverse mix of unit types that appeal to a variety of future residents across a range of lifestyles and stages.

The transportation study, completed by transportation engineers, Bunt & Associates, is reflective of a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. To further understand community concerns regarding the capacity of Arbour Wood Mews NW, the applicant team has conducted several site visits to observe and document the road and traffic conditions which will be included in our Outreach Summary Report.

I would like to clarify that 85 ST NW is a public-owned

parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW.

The proposed parking supply of 32 parking stalls for 16 dwelling units and 16 secondary suites exceeds the requirements of the proposed base M-CG District, and this parking supply is aligned with the parking requirements of the surrounding R-CG designated parcels. The proposed parking supply and plan have been included in all outreach materials.

The site, 8860 85 ST NW, is privately owned by ATCO, it is not a public open space and does not have a public pathway on it. ATCO cannot make decisions regarding land use and the development vision for adjacent parcels of land that they do not own.

The proposed development will use a private collections company for waste, recycling, and organic waste. Waste, recycling, and organics will be stored in a below-grade Molok system that is enclosed, secure, and screened from the street. The use of a private collection contractor ensures that waste, recycling, and organic waste can be picked up more often than the City of Calgary's public collection program, and pickup frequency can be adjusted over time to meet future resident demand.

The proposed Direct Control District is based on the Multi-Residential - Contextual-Grade Oriented (M-CG) District which has a maximum Dwelling Unit density of 111 Dwelling Units per hectare which would equate to a maximum of 28 Dwelling Units on this site as noted on the City of Calgary Public Notice. ATCO's development vision for this site and the active Development Permit, DP2024-05929, proposes 16 Dwelling Units and 16 Secondary Suites which is reflected in our application and outreach materials. A Development Permit Public Notice will be posted shortly on the site which reflects this development vision.

Thank you again for providing these comments and your remarks will be included on record in an Outreach Summary Report to be shared with City decision-makers.

Verbatim Feedback Project Team Correspondence

Respondent #4 (cont.)

Good afternoon,

I was almost impressed!

We got an updated brochure from atco today. Detailed. I feel like several concerns were addressed. There are still things have have not been fixed.

But most importantly, the website engageatco.com does not exist.

Great effort though

Arbour wood mews will NEVER agree to increased traffic.

Our quiet cul-de-sac is being turned into a road.

Not acceptable.

Does no one consider the existing residents?

WE paid for the laneway.

Thank you

Sent from my iPhone

Websites up!

I guess I was just early

lol.

While I do very much appreciate the efforts taken to pacify us, it still won't work. It is better, so I'll give credit where it's due.

I am proposing building this project north of the current plan.

There 100% needs to be a separate road for them to get in and out and park.

The bus stop is closer if it's built north. It would solve concerns on arbour wood mews regarding privacy,

shadowing, parking

We were desperately hoping for a community garden on this site.

Again, we bought a peaceful forever home on a QUIET cul-de-sac by design.

It also backed on to 43 acres of wetland that was taken, which has already affected our home values. Instead of mountain views, green space and wildlife, we see windows.

We haven't even had time to adjust to losing it.

As I have stated before, CMA restricts this project. It just won't work here!

"... new proposed development would not unduly interfere with amenities of the neighborhood...Materially interfere with or affect use, enjoyment or value of neighboring parcels of land."

Thank you

Sent from my iPhone

Project Team Response

Hi [REDACTED]

Thank you again for providing additional feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted alongside your previous feedback and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process.

Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #5

Good morning Julian Hall and Atco

Verbatim Feedback Project Team Correspondence

Over the weekend the ONLY land use change sign was vandalized. This is not an acceptable way to protest. I am disappointed someone felt they had to do this to communicate how much this plan is upsetting our community.

You need to re open the portal so people can add their constructive feedback to you without spray paint. See picture.

This development is a bad and reckless idea. Please stop causing our community unnecessary distress and anguish by stopping this project now and forever.

Please leave Arbour Lake alone and help our community to deal with the harm that arbour

Lake West will bring when it's complete and occupied. Since school started over 300 new students have been added to the CBE Arbour lake school. I sent you a picture of the traffic the other day.

You need to stop this project now or open the portal and get more signs up in places people can see them with an extended deadline.

Thank you,

Respondent #5 (continued)

Good Evening Julian Hall and ATCO.

I am including Ward 2 Councillor Wyness as an addressee for my objection to document my submission before the extended deadline of September 10, 2024. The DMAP Comments Portal was closed before September 7, 2024.

Since I am unable to submit comments to the portal, I am writing to voice my strong opposition to the land use development plan LOC2024-0186 for the following reasons:

Opening 85th Street NW to traffic to become an active roadway is extremely thoughtless and very dangerous. Already, it is difficult for those living on properties that exit onto Arbour Lake Road NW because of all the traffic (Over 300 cars in a 75-minute period on September 9th). There are 300 additional new children attending the CBE

Arbour Lake School this year, never mind the additional schoolchildren attending St. Ambrose Catholic School, which shares the playground zone. The 85th Street NW has a steep grade and the top of the hill where vehicles are supposed to exit is where the school zone is located. This proposed new traffic will see very large back us daily for those who wish to exit into the Arbour Lake Road school zone because of the sheer volume of automobile and pedestrian traffic. You do not seem to care that the applicant will literally be endangering the lives of schoolchildren if any development is allowed in this area, and that is not an exaggeration. The large hill that is 85th Street will be icy and the inevitable traffic back ups in winter will be detrimental to the people who's bedrooms and living areas are aligned right beside a busy street that serves as a roadway for your 28 households and vehicles.

The walking path that is 85th Street sees constant foot traffic. Vulnerable residents in the area feel safe using this path as it is always busy, peaceful and offers a quick route to a calm nature environment. You will be removing this special area forever, and for nothing more than seeing profits to cover up your applicants gas line. We cannot lose this path. Previous Councillors have PROMISED that 85th Street will NEVER become an active roadway. Please have integrity and keep your word.

The current Arbour Lake West Property development is not yet complete. This development will eventually have over 850 households and all of their vehicles. No matter when the applicant completed a traffic study - if they even did, until Arbour Lake West is fully occupied and complete, they cannot possibly be able to adequately assess the impact on Arbour Lake Road NW traffic, playground zones and pedestrians and damage to our neighborhood. This project should not be allowed to be considered at all, and if someone is still so ill-advised as to think it should, no more planning should be allowed until all construction and occupancy is completed in Arbour Lake West. Once the destruction of that meadow is complete, you will be able to see if additional housing is actually required and if the real risk of killing children and our community with vehicles is worth a test project that will make your applicant richer at our great expense. As you can already see with the horrible apartment buildings in Arbour Lake West, once the unsuitable housing is created, it is for us to live with these monstrosities that will forever change the make-up and sense of community. Forcing a 4 storey building

Verbatim Feedback Project Team Correspondence

into a community that is comprised of tiny starter homes on the quiet cul-de-sac is not the answer and we do not want it.

Arbour Lake Mews is not interested in becoming a parking lot for the applicant's land use proposal. While the applicant owns a plot of property with a dangerous gas line running through it, it doesn't mean it needs to be developed as a pilot project for low-income individuals to live on and get sick from. There are other plots of land you can exploit that already have a main road and amenities, especially in Scenic acres or any of the community baseball diamonds with parking already attached. We have enough housing in Arbour lake. If you must hide your dangerous gas line and pretend your motives are altruistic towards poor people, please allow them to use it to place raised garden beds to grow food on it.

Please STOP Land USE CHANGE LOC2024-0186 immediately.

There is no good reason to put our neighborhood through more unnecessary construction and trauma.

Thank you,

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner at CivicWorks, the applicant team for the Land Use Redesignation, LOC2024-0186, on behalf of our developer-builder client, ATCO. Thank you for reaching out with your questions regarding the outreach process, traffic, and parking. I understand you have reached out through several emails, and I will attempt to address all of your questions and comments below.

As part of the applicant-led outreach process, we installed custom on-site applicant signage and had hand-delivered information brochures delivered to residents living within approximately 200m of the site, 8860 85 ST NW. To reach more community members, we will complete another round of hand-delivered information brochures to an expanded catchment area, including all residences that use Arbour Wood CL NW to reach their homes. On behalf of requests from

community members, the applicant team also requested that the public feedback deadline be extended from September 5 to September 10 which was granted. The applicant team promptly had the two large-format signs located along the 85 ST NW Multi-Use Pathway and Arbour Wood Mews NW updated to reflect this.

I agree that it is disheartening to see vandalism on these signs, and we are currently working to replace the damaged sign as soon as possible.

Although the public feedback deadline is September 10, members of the public may still provide feedback to the File Manager, Julian Hall, after this date which will be reflected in their report to Calgary Planning Commission and City Council. Additionally, community members are welcome to continue to provide feedback directly to the applicant team which will be captured in an Outreach Summary that will also be reviewed by Calgary Planning Commission and City Council.

Regarding traffic and parking, I would like to clarify that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW. The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Thank you again for providing feedback on the outreach strategies to date. I encourage you to stay up to date

Verbatim Feedback Project Team Correspondence

with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #5 (continued)

This is a TERRIBLE idea. There is no need for this development. Move the plans for this development to another location. There is no room for more students in the schools. We do not have the access you require on the roadways and there is no capacity for any more housing in arbour lake. Stop this development at least for another 10 years when you can see the actual impact of the overcrowding expected when all of the inappropriate buildings in arbour lake west are built and occupied. I am disgusted with ATCO and I will never use them for utilities because of this. Any goodwill I had for your company is gone. Do not proceed with this project. You will ruin our walking path and detract from our neighborhood. Build your experiment elsewhere.

Project Team Response

Hi [REDACTED]

Thank you for providing additional feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted alongside your previous feedback and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this multi-use trail.

While an increase in the number of homes can have potential impacts on school capacity, it is beyond the purview of individual land use applications to effect change related to school capacity issues. The Calgary Board of Education (CBE) monitors population growth and change to make recommendations to

the Government of Alberta about opening or closing schools. The Government of Alberta (Alberta Education) is responsible for reviewing, planning, forecasting and funding school capacity. In recent years, Alberta has seen record inter-provincial migration and international immigration, which has had a great impact on school capacity. These organizations will continue to work together to plan school capacity in Calgary based on its growth patterns.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186. Please reach out if you have any further questions or comments.

Thank you for your time,

Respondent #6

Hello,

I am a resident of Arbour Lake, in Calgary, AB. I am writing you today to oppose the Arbour Wood Development. I don't live directly in Arbour Wood, but I live in Arbour Crest.

My main opposition is traffic and safety concerns. The intersection of John Laurie Blvd and Arbour Lake Drive is, particularly at drop off and pick up times with the catholic school on the corner and Arbour Lake Middle School, a bit of a disaster. That intersection, as well as the one at Arbour Crest Road and Arbour Lake Drive NW, are places where I have been almost hit by a car too many times to count. (As well as my kids/husband). People don't obey the stop signs and right of way, go through red lights, are right at kids crossing while in the crosswalk, etc. People are parking in driving lanes to get their kids from school creating more issues. And the traffic in arbour lake has already increased due to the Arbour Lake West Development. Our community cannot handle another increase in traffic, particularly if the city won't listen to us on how we need some safety initiatives in our community. Some pedestrian crosswalks for when people are significantly speeding down Arbour Lake Way NW where myself and kids cross to the library, YMCA and the high school, etc.

I have already submitted one of the intersections

Verbatim Feedback Project Team Correspondence

above to the city, with no changes. And another area in Arbour Lake I felt needed to be safer, with no changes by the City (where we need a pedestrian crossway with lights). Plus others, again no changes. Our voices are not be heard, and these are significant safety concerns. It shouldn't take someone getting hit to deal with the traffic issues in our community.

I want our voices to be heard to have these intersections and pedestrian crosswalks safer. We need better flow to the schools for pick up/ drop off so people don't stay parked in driving lanes (also submitted this to the city with no changes). This development will negatively impact us and things are already quite bad with traffic and safety. Let's put in a green space and picnic tables/ gazebo/park, and let our kids have a neighbourhood over a development.

And while we are discussing all the safety issues, let's have those addressed as well. I am happy to chat with anyone who can help with the areas I have submitted via the city app.

Thanks

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for reaching out about the proposed land use redesignation and providing your feedback regarding traffic.

I hear your concerns regarding the traffic and safety concerns along Arbour Lake DR NW, and these have been shared by other community members as well. This feedback will be captured in our Applicant-led Outreach Summary that will be shared with Administration and decision-makers at The City of Calgary, and we will be sure to note these specific concerns.

The applicant team did initiate a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand local traffic capacity near the subject site in Arbour Lake. This study identified the proposed development will generate a maximum

of 18 new hourly trips over the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW, will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Thank you again for providing your feedback which is being considered by the project team and as I noted earlier, it will be included on record in an Outreach Summary Report to be shared with City decision-makers. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #7

WE DO NOT NEED ANYMORE DEVELOPMENT IN OUR COMMUNITY, WE'VE ALREADY HAD A TON OF GREEN SPACE REMOVED FROM ARBOUR LAKE WEST. Our community cannot handle more people.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding density. Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit

Verbatim Feedback Project Team Correspondence

move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #8

I'm in support of this project because it is a high density housing close to existing LRT station. We need these kind of middle housing that is transit oriented.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing your support for the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your support and feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #9

Entrance and exit to this development should be separate, from the path side and Arbour Lake Rd, and not from Arbour Wood. This new development will include many additional residents which will negatively impact Arbour Wood traffic. As residents, it's already very congested during school drop-off and pick up

times from the school.

This development should be serviced by a new road and not through Arbour Wood. Thanks

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW. The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

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Verbatim Feedback Project Team Correspondence

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #10

To whom it may concern,

I believe that this new development will add too much traffic to the already busy area between St. Ambrose and Arbour Lake School. We already have a large development under construction and I do not think another one will benefit the neighborhood. The new road also takes away part of a frequently used walking path. I am not in favour of this new development and think the land could be better used for a park or community garden.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this multi-use trail. The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and

Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #11

I just Wanted to find out when this project is expected to start ?

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in Arbour Lake on behalf of our client ATCO.

The proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, are both currently going through a review process at the City of Calgary which can take approximately 6-8 months. Following a final decision of the Land Use Redesignation and subsequent Development Permit, the project team will be able to start construction in 2025 if they receive approvals.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and

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reference LOC2024-0186.

Respondent #12

What about all the extra traffic to Arbour Wood Close. This complex appears to be only accessible via Arbour Mews, which means traffic has to go through Arbour Wood. Arbour Lake West is a mess with too many condos and apartments. This development will do nothing to help the community.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #13

The building design looks "low rental" and Arbour Lake is not a low rental neighborhood. Plus, irrespective of what the City's guidelines are, PARKING IS A HUGE PROBLEM !!! Don't turn a beautiful neighborhood into a ghetto.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing your feedback for the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, however, I am unable to comment on the class of the proposed development or your community, Arbour Lake. ATCO and the applicant team are committed to providing a high-quality, diverse mix of unit types that appeal to a variety of future residents across a range of lifestyles and stages.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Verbatim Feedback Project Team Correspondence

Respondent #14

The new dwelling is close to school. Every school day, the traffic is already terrible. Adding more traffic will make it worse.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Respondent #15

I have lived in Arbour Lake for 27 years. It has developed over the years however the roads are now jam packed with cars and not enough safety around the 2 schools. With the horrendously over developed previous Hawkwood farm area Crowfoot cannot support anymore infrastructures. There little to know restaurants with enough parking and there are only 2 grocery stores and one is highly overpriced. I do not support this development

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if

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you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #16

Please don't do this to the community.

This is an older neighborhood with lots of space and charm. By adding this comes more people and more traffic that this community does not want or need. If we wanted it we would go to a new development area. Please don't go through with this.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and

Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #17

To whom it may concern:

Today we received a pamphlet describing the intent of ACTO to continue to pursue the development of 3 story condos at 8860 85 St NW. I would like to share some of my thoughts and those of some of my neighbours re this matter.

The continued pursuit of this development continues to show the lack of common sense and the tone-deafness of ATCO and the city of Calgary. The opposition to such a development is high amongst the citizens of Arbour Lake and especially from those it will immediately effect in the connecting neighbourhoods, but yet in classic city of Calgary Fashion, the city feels it knows better and chooses to go against the wishes of its citizens.

The permitted allowable structural height of the homes in this quaint neighbourhood community of Arbour is 2 stories, or as far as I know, was at one time. Having a 3 storey condo unit put right in the middle our neighbourhood will not only not structurally fit in with the character of this community but add an element of claustrophobia. It's simply too many structures in such a tight spot.

The pamphlet stated that the townhomes will be facing towards each other and will limit, but yet not completely eliminate the overlooking of neighbourhood homes. This is unacceptable. Our homes and yards are meant to be places of privacy if we so choose, and should not

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have to worry about people gazing into our lives from above. Noise pollution will also be of concern if one of the condo units decides to have a party or other loud events on the third floor. Sound travels, and with it being the only 3 story structure in the neighbourhood, could disrupt the cohesiveness of this quiet community. I'm also not convinced the lighting will not be disruptive to our neighbourhood. Again, this is due to the fact that these are 3 story structures and any light emitted on the top floors will have an effect on surrounding homes, as will any light emitted from the ground parking on neighbouring homes.

The study conducted by the transportation engineers is not only laughable and does not in any way reflect reality, but is based on outdated methods and generic models. But when these same engineers, city planners and ATCO work close in proximity to each other, I'm not surprised at the results. These engineers are not from our neighbourhood and do not see the everyday occurrences and issues we have with the transportation corridor through our neighbourhood. The school zone can get extremely busy on school days and cause a lineup of sorts on those wishing to exit our community. There is only one way in and one way out of our community, that consists of a variety hidden closes and culdesacs that require skillful maneuvering around the many blind corners and turns that one must take care as to not hit the vast amount of parked cars lining our streets, people walking and children playing. Adding this large 4 unit, 3 story condo unit at the end of a small street in a quiet residential area will only add to the congestion, pollution, noise and danger to those in our neighbourhood. The study you conducted says otherwise but this could not be more wrong. Do the math. Proposed are 32 units with 32 parking stalls. Most if not all of these units will have 2 occupants, with a possibility of 3 or more occupants per unit. This is common and I dare you to prove me otherwise. That being said, we could have anywhere from 64 to 100+ additional vehicles coming in and out of our small neighbourhood, single file, some speeding (this is already an issue) creating a lineup of cars in front of our homes. Even if it's an extra 32 cars or even half of that, where will these people park? Our streets are already at their max with vehicles. This will create a very uncomfortable, resentful and even dangerous situation if there is ever an emergency (such as a large fire) at these complex's or one of the homes on this already overburdened, small, street.

ATCO is trying to sell this as a gift to Arbour Lake, believing they are our saviours bringing much needed homes to our city. We are not fooled. This is all about ATCO's ROI and greed. These units will be sold at a premium and will do absolutely nothing harbouring the real issue at hand. The lack of affordable housing. This is not an area meant to be developed into high density housing. It is a small greenspace at the end of a small, nearly single lane residential neighbourhood. If ACTO really cared about the residents of Arbour Lake it would make this spot into a small park, adding to the value of our community and to the City's much preached about green initiative. All this has done is given the already exasperated citizens of Arbour Lake and the citizens of this city more reason to distrust ATCO and the city. If this development goes through, I can guarantee you this distrust will turn into resentment, and that is not a healthy place to reside in.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. I have provided responses below to the topics and questions you raised in your previous feedback.

When considering the appropriateness of a development vision, the project team considers the immediate and surrounding neighbourhood context, including similar development. When looking at the subject site and the surrounding land uses, there is an eclectic mix of 2-storey single-detached homes, 3-storey townhomes, and 6-storey apartment buildings, all within 350m of the site. The project team has carefully tailored the development vision of 3-storey townhomes to be compatible with this diversity of building typologies and create a considered interface with adjacent residential homes.

A concurrent development permit, DP2024-05929, has been submitted by Project Architect, Kasian, which illustrates the sensitive interface tactics undertaken by the project team to mitigate privacy and shadowing

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concerns. Windows are strategically limited along neighbour-interfacing elevations and 21 new tree plantings are used to limit overlooking. The applicant team remains committed to exploring other means of creating a sensitively contextual transition to surrounding 2-storey homes, such as through window placement and frosting, tree and shrub plantings, and additional building setbacks where feasible.

The lighting strategy, included in DP2024-05929, proposes downlights and wall sconces that are oriented towards the site and away from neighbouring properties to mitigate interference. As currently proposed in DP2024-05929, there are no downlights or wall sconces proposed on the third-storey of any building.

The transportation impact study by transportation engineering firm, Bunt & Associates, is reviewed by Mobility Infrastructure at the City of Calgary to assess roadway capacities and the proposed parking supply. Decision makers at the City of Calgary and the project team take into account both the findings of this technical study as well as feedback provided by community members through the outreach process when considering the appropriateness of the proposed increase in traffic and parking.

While these homes are not intended to be non-market housing, ATCO will be able to use advanced off-site construction techniques at a total cost that is more competitive than conventional construction which provides the opportunity for more affordability than what is being delivered by other developers.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #18

This visual plan does not indicate where residents of the new development would access a street. If the pathway to Arbour Lake Rd. is intended to be that street, that is very problematic for the community, the schools and residents of Stonecroft Condominium Development.

Project Team Response

Hi [REDACTED]

Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this multi-use trail.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186. Please reach out if you have any further questions or comments.

Thank you for your time.

Respondent #18 (cont.)

That's great. I will let my neighbours know this. Thank you for providing this information.

Respondent #19

I object to having a high density project built in this area, especially when this will increase the traffic flow on Arbour Wood Close. Currently this road has a high traffic especially with the Mews residence and Arbour Wood Close residence. Add another 30 vehicles to this area will make it not safe for pedestrians and children who live in

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this area or who walk to the 2 local schools close by.

Reducing the complex to maybe 2 storey or townhomes and transferring traffic on to 85st down to Arbour Lake Rd NW maybe more beneficial and feasible. Having it go through an established area now is bad.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic.

The applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study identified the proposed development will generate a maximum of 18 new hourly trips over the course of the peak afternoon hour when individuals are returning home, which does not meet the threshold to result in road network operational impacts. Arbour Wood Mews NW and Arbour Wood Close NW will continue to operate well below the daily traffic volume guideline threshold with the additional traffic from the proposed development. The roadway daily volume review was based on a City of Calgary Traffic Count completed on Thursday, June 8, 2023, during school hours. Mobility Infrastructure at the City of Calgary is also reviewing the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and

reference LOC2024-0186.

Thank you for your time,

Respondent #20

I feel the City Planning Department may have lost their mind. We are already living in cramped quarters due The Hopewell Development. This really is The Straw that broke the camel's back. This announcement has created great unrest in our Community that was once livable. Consider this an invitation to reconsider building in another area. This site is more suitable for Community Garden, Children's Park or Trees with a Gazebo Garden. Thank you for listening

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding density. Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #21

Please abandon these plans. The traffic study data is outdated and is not taking the hundreds of unoccupied units in the Arbour Lake West development into account.

The community resources are going to be stretched

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thin as it is and parking is already challenging before the addition of even more units being built without adequate parking. How many single car families do you know?

This community needs green space. The residents want more trees. Turn that small corridor into a nature path or community garden.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding traffic and parking.

As you are aware, the applicant team initiated a transportation impact study by transportation engineering firm, Bunt & Associates, to better understand traffic capacity and parking trends in Arbour Lake which is available for download on the project website, www.engageatco.ca/arbour-lake. This study considers the surrounding road network, and Mobility Infrastructure at the City of Calgary is also reviewing the study in addition to the Land Use Redesignation and Development Permit Applications to assess roadway capacities and the proposed parking supply. Through the outreach and application review process, the applicant team is taking into account a balanced consideration of first-hand accounts from community residents and findings from technical studies.

The proposed parking supply of 32 parking stalls for 16 dwelling units and 16 secondary suites exceeds the requirements of the proposed base M-CG District, and the parking supply is aligned with the parking requirements of the surrounding R-CG designated parcels in Arbour Lake.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #22

Arbour Lake has experienced development in the form of thousands of units in West Arbour Lake. This development requires the pavement of an Arbour Lake pathway artery between residences and the schools further north. Furthermore, hundreds of people use this pathway for exercise and I see elderly and school aged children utilizing it. To pave it, and eliminate that artery for the sake of so few units when already thousands of units are being built is a slap in the face of Arbour Lake residents. Lastly, the pavement of the pathway was not advertised and I think that's shamefully inaccurate of both the COC and ATCO.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding the public multi-use pathway.

I will note that 85 ST NW is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. All vehicle traffic to and from the site will be through Arbour Wood Mews NW, and it is not the intention of the applicant team to propose vehicle movement on 85 ST NW or take away any portion of this multi-use trail.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application

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details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #23

Will you be restricting residents to one vehicle per unit? Will existing residents be forced to get permit parking on our street? The paved alleys should not be used for vehicular traffic as many children play and used these alleys to ride their bikes. Have you considered what you are doing to existing property values by adding these units to an already crowded street as there is no off street parking on our street? Are these units going to be rental units or condos? Your lack of consultation with our community is insulting.

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding parking, property values, future tenants, and the engagement process.

The proposed parking supply includes 32 parking stalls for 16 Dwelling Units and 16 Secondary Suites. The proposed parking supply of 1 parking stall per Dwelling Unit or Secondary Suite exceeds the parking requirements of the proposed base Multi-Residential - Contextual Grade-Oriented (M-CG) District. This parking supply is also aligned with the parking requirements of the surrounding area, which is designated under the Residential - Grade-Oriented Infill (R-CG) District. Although the site is in Residential Parking Permit (RPP) zone XX, there are no parking restrictions near the site that would restrict public on-street parking for existing or future residents. I will also note that the proposed development vision and site access will not impede the existing public on-street parking supply on Arbour Wood Mews NW. Regarding the rear lane, this is a public right-of-way and it is not possible to restrict public use of

the lane. Arbour Wood Mews NW is the primary vehicle access to the site and connects to the private internal lane and on-site parking stalls.

While potential impacts on surrounding property values from new development are not a consideration of decision-makers through the land use redesignation process, the project architect, Kasian, has taken special consideration into the architecture, building materiality, and landscaping to create an aesthetic and high-quality design that is a contextual fit within the community and contributes to the public realm.

The proposed development has been specifically designed to operate as purpose-built rentals. ATCO will manage these rental units and is committed to being a part of the Arbour Lake community in the long term. As such, the developer has a vested interest in maintaining their asset and being a good neighbour over time through property upkeep and selecting reliable tenants.

Regarding your comments about the lack of community consultation, the project team engagement strategies included ±135 hand-delivered bi-fold mailers to residents living within ±200m of the site and custom on-site applicant signage. Both of these materials provided project information and invited community members to share feedback with the project team through a dedicated engagement email and voicemail box. The project team also reached out to the Arbour Lake Community Association, Arbour Lake Residents Association, and the Ward 2 Office to share information and offer opportunities for engagement including invitations to meet. In response to feedback heard from community members, the project team advocated extending the public feedback deadline an additional 5 days, created a dedicated project website with detailed information, project materials available for download, and an online feedback form, as well as completed another round of ±387 hand-delivered tri-fold mailers to a greater catchment area that included project updates and directed residents to the project website. Through this outreach process, ATCO and the project team are committed to hosting open, honest conversations with community members and groups. 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 the area Ward Councillor's Office, community groups, and The City, while also being advertised through custom on-site

Verbatim Feedback Project Team Correspondence

signage and hand-delivered mailers for broader public access. Most importantly, this Applicant-led Outreach Summary will highlight key feedback themes, verbatim feedback from community members, and how we responded so decision-makers at the City of Calgary are informed of the outreach process.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #24

This is terrible news. Our neighbour will change to the negative. It's crazy that instead of keeping our streets and residents safe, we will have more traffic in a playground and an elementary school!!!! Not wanted!!!

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO.

Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929. Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #25

Hello,

I'm a resident just down the street from the proposed development at the north end of Arbour Wood Mews NW and I had some comments on the project.

I'm looking forward to more dense housing being built along with more trees being planted, however, I'm concerned about traffic. I understand a transportation impact study was done, which I appreciate, but I'm wondering if it would be possible to have enforced guest parking in the area. Many of my neighbours park on the street which makes the road more narrow. There are also many children in the area and with limited front yard space, they inevitably play on the sidewalk and near the road. More vehicles driving through and parking on an already narrowed street would make it even less safe. I would also suggest expanding and extending the multi-use pathway to connect Arbour Wood Mews NW and Arbour Lake Road. Though I've heard there has been some protest to this in the neighborhood, it would make a much more convenient route to John Laurie Boulevard NW and reduce the number of additional vehicles driving through Arbour Wood Mews NW.

Thanks for your time,

Project Team Response

Hi [REDACTED]

I'm Nathan, an Urban Planner with CivicWorks, the applicant team representing the land use change proposal in your community on behalf of our client ATCO. Thank you for providing feedback on the proposed Land Use Redesignation, LOC2024-0186, and Development Permit, DP2024-05929, specifically regarding parking and traffic.

To first address parking, the project team has carefully catered the proposed parking supply of 32 vehicle parking stalls to exceed the parking requirements of the proposed base Multi-Residential - Contextual Grade-Oriented (M-CG) District, and align with the parking requirements of the surrounding area, which

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Verbatim Feedback Project Team Correspondence

is designated under the Residential - Grade-Oriented Infill (R-CG) District. Both the M-CG and R-CG Land Use Districts do not require visitor parking to be provided for Dwelling Units or Secondary Suites, and it is not possible to provide additional vehicle parking stalls with the current site plan and constraints. I will also note that the proposed development vision and site access will not impede the existing public on-street parking supply on Arbour Wood Mews NW.

Thank you for sharing your feedback regarding the 85 ST NW multi-use pathway. This is a public-owned parcel of land that is closed to vehicles and currently operates as a multi-use pathway. As such, it is not within the scope of the development vision and applications to propose opening this parcel to vehicle movement. All vehicle traffic to and from the site will be through Arbour Wood Mews NW.

Your feedback for this application has been noted and will be shared with the project team as the land use redesignation and anticipated development permit move through the review process. Please reach out if you have any further questions or comments.

I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Respondent #26

In 2020 the community of Arbour Lake lost the entire Hawkwood meadow, levelled to make way for high density housing, 800 units, soon to be fully occupied as Arbour Lake West. ATCO's new proposed development at 8860 - 85 St. NW is completely unnecessary. Adding yet another multi unit dwelling, and on top of a now defunct release station to boot, makes NO SENSE at all! The citizens are clearly telling you NO. The message is the same regardless of the point of concern - they don't want "inner city modular housing" dropped into an established residential NW neighborhood! What our community needs now more than ever is greenspace.

Clearly ATCO is trying to push this project as "feel good" PR stunt. So do the right thing and plant trees, create an

outdoor exercise circuit. We don't want more housing.

Project Team Response

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Through the concurrent Development Permit, DP2024-05929, a total of 21 new trees and 63 new shrubs are proposed on the site as part of the landscape plan that will replace the 1 tree on the site currently. A combination of Prairie Spire Green Ash, Columnar Blue Spruce, Honeyberry, Alpine Current, Gold Current, and ornamental grasses are proposed that are resilient to Calgary climate and will increase the natural vegetation on the site from current conditions.

Thank you again for providing your feedback which is being considered by the project team and included on record in an Outreach Summary Report to be shared with City decision-makers. I encourage you to stay up to date with application details, and opportunities to get involved, through the City's Website (developmentmap.calgary.ca) and reference LOC2024-0186.

Thank you for your time,

Verbatim Feedback Arbour Lake Community Association



September 22, 2024

Nathan Stelfox
Civic Works
460-5119 Elbow Drive SW
Calgary, AB
T2V 1H2
nathan@civicworks.ca

Dear Nathan,

RE: Proposed Land Use Change LOC2024-0186 and Concurrent Development Permit

The community of Arbour Lake is concerned regarding the proposed Land Use Redesignation application, and Concurrent Development Proposal submitted by ATCO.

Members of the Community Association have spoken with numerous community members and the consensus is that residents have several concerns about this development.

We refer to the **Municipal Government Act (CMA) Section 640 (6) (page 401) which states**

- (a) The proposed development would not
 - (i) Unduly interfere with the amenities of the neighbourhood, or
 - (ii) materially interfere with or affect the use, enjoyment or value of the neighbouring parcels of land.

The Community Association herewith submits the concerns of its residents on the ATCO proposal for the following reasons:

PO Box 68006 Crowfoot RPO, Calgary, Alberta T3G 3N8
www.arbourlakecommunity.com

Verbatim Feedback Arbour Lake Community Association

Traffic

There is considerable traffic experienced daily by the Arbour Wood Community. A resident volunteer Marilyn Vrooman-Robertson counted traffic on September 9, 2024. Please see the traffic counts below.

9/9/2024

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48

Verbatim Feedback Arbour Lake Community Association

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After a snowfall, residents that park on the street must clear the snow from around their vehicles to leave for work. It would be discouraging to return at the end of the workday to find that someone from the proposed development had parked in their cleared spot to park or plug in your car.

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The City's Calgary Transit Friendly Design Guide recommends that bus stops be within 400 meters and not require walking up steep inclines and be along a secure, well-lit path. The closest stop would require a walk up a steep incline along 85th Street or a 1.1 km walk along a uncleared utility corridor with no lights to the Crowfoot Train Station.

Density and Amenities

The 2021 census reported 10,335 residents. The completed Arbour Lake West development will add 2,200 new residents to the area, resulting in a density of 2,985 residents per km.

We do not yet understand or appreciate how this increased population will affect the use of streets, commercial areas, and amenities of Arbour Lake yet. Is it prudent to increase its population again without this understanding.

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Verbatim Feedback Arbour Lake Community Association

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We want to be a partner in these decisions. Might a community garden be a potential solution? A local resident recently enquired about food insecurity in the three schools in the area. It was discouraging to learn that the teachers and the office are purchasing food for children and the high school offers the brown bag program. A community garden could make a real difference in our community.

We look forward to continued discussions that will serve the community now and in the future.

Yours truly,

Arbour Lake Community Association

info@arbourlakecommunity.ca

Verbatim Feedback Community Petition (Sept. 25)


change.org

Start a petitionMy petitionsBrowseMembership

Log in

Petition detailsComments

Stop the new ATCO subdivision at walking path on 85 St. NW



702

Signatures

1,000

Next Goal

55 people signed this week

Sign this petition

First name

Last name

Email

Calgary, T2T
Canada


Started

August 20, 2024

Petition to

Ward2@calgary.ca (Jennifer Wyness, Ward 2 Councillor) and 2 others

Why this petition matters

 Started by [Concerned In Arbour Lake Community](#)

UPDATED September 18, 2024

Thank you for adding your name to this petition.

The [ATCO Website](#) is also available to accept comments. Please forward any response you receive from the Applicant, Mr. Steffox, to the the City of Calgary File Manager (Julian.hall@calgary.ca) and Ward 2 Councillor (ward2@calgary.ca).

If you wish to comment directly to the City of Calgary File Manager, please email your comments to oppose LOC2024-0186 directly to julian.hall@calgary.ca and cc. Ward 2 Councillor at ward2@calgary.ca.

ATCO's application to the City of Calgary promotes the addition of "Missing Middle" housing on their surplus natural gas utility site adjacent to the Arbour Lake walking path at 85th Street NW.

ATCO defines this proposed development as: "a broad range of 2 to 3 storey buildings with multiple units and a variety of unit sizes, located in a walkable inner-city."

ARBOUR LAKE IS NOT AN INNER-CITY.

For years, the walking path on 85 Street NW in Arbour Lake has served as a gateway to nature, a haven for healthy living, and an essential walkway for the school children, seniors and other residents of our community. However, recent Land Use Rezoning Proposals by the City of Calgary and ATCO threaten one of the last remaining and important walkways in the neighborhood. They plan to build along this serene pathway to support a new, overcrowded 3-story complex of 32 households and vehicles, forcing significantly more vehicles directly into existing and busy school and playground zones in front of St. Ambrose School and CBE Arbour Lake School.






















"... it is beyond the purview of individual land use applications to effect change related to school capacity issues." - Land Use Change Applicant Nathan Steffox, ATCO

The traffic study that was conducted on behalf of ATCO was completed in June 2023.






















CPC2024-1208 Attachment 4
ISC:UNRESTRICTED

Page 51 of 54

Verbatim Feedback Community Petition (Sept. 25)

<p> Anne Koth 2 weeks ago</p> <p>Of all the reasons listed previously</p> <p>0 2</p> <p>Report</p>	<p> Keith Baker 3 weeks ago</p> <p>Squeezing a 3 story 4 building complex in a tiny greenspace in the middle of a residential neighborhood at the end of a cul-de-sac that has only one way in and out on the smallest of streets in this quiet neighborhood has 0 common sense and is completely driven by greed ... Read more</p> <p>0 0</p> <p>Report</p>
<p> Shobana Akbar 2 weeks ago</p> <p>This is really irresponsible of the city to even consider this project</p> <p>0 2</p> <p>Report</p>	<p> Anne T 3 days ago</p> <p>I believe this development will negatively impact our community of Arbour Lake. It will take away a vital green space, remove property value and put far more stress on our small streets which could result in fatal accidents and emergencies</p> <p>0 0</p> <p>Report</p>
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<p> Laura MacNeil 2 weeks ago</p> <p>Deplorable</p> <p>0 3</p> <p>Report</p>	<p> Alan Brown 2 weeks ago</p> <p>Parking in Arbour Wood and traffic in residential neighborhoods. We already have enough development since Arbour Lake West. The apartments are too high for area. We do not need more development.</p> <p>0 0</p> <p>Report</p>
<p> Anne Jean Clark 2 weeks ago</p> <p>Every citizen in Arbour Lake needs in response to this proposed land use change. Terrible idea that will cause the residents (of all ages) to be adversely affected by traffic, as well as the loss of the nature corridor!</p> <p>0 2</p> <p>Report</p>	<p> Anthony Howard 2 weeks ago</p> <p>I'm signing as this is a treasured area in Arbour Lake which must be maintained as is, the city is pushing it's agenda on citizens that live in established areas</p> <p>0 0</p> <p>Report</p>
<p> Sam Beaupre 2 weeks ago</p> <p>I am opposed to still more families being crowded into a neighborhood where the lake is as big as a little pond!!</p> <p>0 0</p> <p>Report</p>	<p> Lyndee DeBenedictis 4 weeks ago</p> <p>I live on Arbour Wood Mews and the added traffic would turn our small kid friendly cul de sac into a nightmare.</p> <p>0 1</p> <p>Report</p>
<p> Luke Green 3 weeks ago</p> <p>I agree do not disturb the peace of the area.</p> <p>0 0</p> <p>Report</p>	<p> CJ 4 weeks ago</p> <p>There are 2 schools in the area and congestion is unreal with parents picking up and dropping off kids. I have witnessed many near accidents many times with people/kids crossing the streets when I had to drive back to my house just on the other side of 85 St. Imagine if that ... Read more</p> <p>0 4</p> <p>Report</p>
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Verbatim Feedback Community Petition (Sept. 25)

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

P 403.201.5305
F 403.201.5344

civicworks.ca

Community Association Response



September 22, 2024

Nathan Stelfox
Civic Works
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Calgary, AB
T2V 1H2
nathan@civicworks.ca

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Yours truly,

Arbour Lake Community Association

info@arbourslakecommunity.ca

**Planning & Development Services Report to
Infrastructure and Planning Committee
2024 November 06**

**ISC: UNRESTRICTED
IP2024-1169**

Proposed Amendments to the Online Advertising for Planning Matters Bylaw

PURPOSE

The purpose of this report is to amend the Online Advertising for Planning Matters Bylaw (30M2022) to include road closure applications so that they are no longer required to be advertised in the newspaper.

PREVIOUS COUNCIL DIRECTION

On 2022 November 02, Council gave three readings to Bylaw (30M2022), which enabled The City to advertise Planning Matters on calgary.ca, rather than in the newspaper (Attachment 1).

RECOMMENDATION:

That the Infrastructure and Planning Committee recommend that Council give three readings to the proposed amendments to the Online Advertising for Planning Matters Bylaw (Attachment 2).

**RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE,
2024 NOVEMBER 6:**

That Council give three readings to **Proposed Bylaw 5M2025** for the Online Advertising for Planning Matters Bylaw (Attachment 2).

Opposition to Recommendation: Councillor Chu and Councillor Chabot

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. Expanding online advertising to include road closures aligns with advertising requirements for other Planning Matters and improves the accessibility of this information for Calgarians.

HIGHLIGHTS

- Shifting to online advertising for road closures will continue to deliver these notices to a broader audience than The Calgary's Herald's readership, will reinforce Calgary.ca as the information hub for all planning matters and will reduce costs for public notices.
- The recommendation follows Council's recent approvals of Online Advertising for Planning Matters (IP2022-0934), Online Advertising – Public Works Notices, Property Tax Sale and Annual Report (PFC2021-0503) and Public Hearing Process Improvements – Recommended Approaches (EC2022-0328), which transitioned the advertisement of other notices online.
- Planning Matters identified in Part 17 of the *Municipal Government Act* (MGA) are already advertised online. This recommendation would add road closures, which are identified in Part 3 of the MGA, to the list of items advertised on Calgary.ca.

DISCUSSION

The Online Advertising for Planning Matters Bylaw (30M2022) was approved by Council on 2022 November 02 (IP2022-0934). The Bylaw enables Administration to advertise Planning Matters online at Calgary.ca instead of in The Calgary Herald, in accordance with Section

**Planning & Development Services Report to
Infrastructure and Planning Committee
2024 November 06**

**ISC: UNRESTRICTED
IP2024-1169**

Proposed Amendments to the Online Advertising for Planning Matters Bylaw

606.1(1) of the MGA. The Bylaw defines Planning Matters as any bylaw, resolution, meeting, public hearing or something else required to be advertised by Part 17 of the MGA.

Road closures are contained in Part 3 of the MGA and are therefore not currently subject to the Bylaw. In order to advertise road closures electronically, an amendment to Bylaw 30M2022 is required to expand the definition of Planning Matters to include Part 3 of the MGA (Attachment 2). Currently road closures are advertised in The Calgary Herald and on Calgary.ca.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input type="checkbox"/> Public/interested parties were informed | <input checked="" type="checkbox"/> Public communication or engagement was not required |

Public communication or engagement was not required due to the scope of the proposed amendment to Bylaw 30M2022, which will identify road closures as forming part of the definition of Planning Matters. As part of the work on the Online Advertising for Planning Matters Bylaw, the public was informed of the proposed advertising transition by email and newsletter in 2022 prior to the Bylaw proceeding to the Public Hearing of Council and additional communications were undertaken via organic social media, email and newsletter after the Bylaw was adopted.

IMPLICATIONS

Social

The advertising of Planning Matters online reaches a wider variety of Calgarians than print and paper materials. The proposed amendments will continue supporting The City's ongoing efforts to foster a more equitable, diverse, inclusive and accessible planning process.

Environmental

Discontinuing advertising of road closures in the printed form may assist in reducing paper waste as less space will be needed in the newspaper.

Economic

Adoption of the proposed bylaw amendments promote fiscal responsibility by reducing advertising expenses and streamlining the advertising process.

Service and Financial Implications

Cost savings

Road closure applications make up only a very small percentage of the overall Planning Matter advertisements, however removing the requirement to advertise in the newspaper will result in a minor cost savings.

RISK

It is likely that there may be some Calgarians who do not use digital media who will be frustrated by the proposed change. However, switching to online advertising is likely to engage more

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Proposed Amendments to the Online Advertising for Planning Matters Bylaw

Calgarians in Planning Matters, which is consistent with one of Council's guiding principles from Resilient Calgary: Council's Strategic Direction 2023-2026, which is to strengthen relationships with Calgarians. Impacts from this change will be mitigated by the communications plan that accompanied the adoption of the Online Advertising Bylaw.

ATTACHMENTS

1. Previous Council Direction
- 2. Proposed Bylaw 5M2025**
3. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning and Development Services	Approve
Jill Floen	Law	Consult

Author: Steve Jones, Community Planning

City Clerks: C. Doi / K. Picketts

Background and Previous Council Direction

Background

Administration recommended to transition the advertisement of Planning Matters in the newspaper to advertisement online at Calgary.ca, which followed Council's recent approvals of other notices that had been moved online. At that time, advertising of Planning Matters was required in a newspaper as per the Municipal Government Act (MGA). However, the MGA authorizes Council to, by bylaw, provide for electronic means of advertising Planning Matters where Council is satisfied that the method provided in the proposed bylaw is likely to bring things required to be advertised to the attention of affected residents. The City of Calgary's website, Calgary.ca, has become the primary source of information related to municipal affairs, including planning and development and therefore has become the most effective medium for delivering public notices at a reduced cost while reaching a more diverse audience than that of the newspaper.

Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2022 November 02	IPC2022-0934	Council approved the Bylaw (30M2022) to Authorize Online Advertising for Planning Matters which enabled The City to advertise Planning Matters on Calgary.ca rather than in the newspaper.

PROPOSED

IP2024-1169
ATTACHMENT 2

BYLAW NUMBER 5M2025

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE ONLINE ADVERTISING FOR PLANNING MATTERS BYLAW 30M2022

WHEREAS it is desirable to amend the Online Advertising for Planning Matters Bylaw 30M2022;

AND WHEREAS this Bylaw has been advertised in accordance with Section 606 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended (the “Act”) and a public hearing has been held in accordance with Section 216.4 of the Act as required by Section 606.1 of the Act:

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

1. The Online Advertising for Planning Matters Bylaw attached to and forming part of Bylaw 30M2022, is hereby amended as follows:

- (a) In the fourth “And Whereas” Statement, delete the text and replace it with the following:

“**AND WHEREAS** there are provisions under Part 3, Division 2, Section 22(2) and Part 17 of the Act that require advertising;”

- (b) In the fifth “And Whereas” Statement, delete the text and replace it with the following:

“**AND WHEREAS** Council is satisfied that the method provided in this bylaw is likely to bring proposed bylaws, resolutions, meetings, public hearings and other things required to be advertised under Part 3, Division 2, Section 22(2) and Part 17 of the Act to the attention of substantially all residents in the area to which those proposed bylaws, resolutions, meetings, public hearings and other things required to be advertised under Part 3 and Part 17 relate;”

- (c) In subsection 2(c) Definitions, delete the text and replace it with the following:

“Planning Matters” means any bylaw, resolution, meeting, public hearing or something else required to be advertised by Part 3, Division 2, Section 22(2) or Part 17 of the Act; and”

COMING INTO FORCE

2. This Bylaw comes into force on the day it was passed.

READ A FIRST TIME THIS ____ DAY OF _____, 2025.

READ A SECOND TIME THIS ____ DAY OF _____, 2025.

READ A THIRD TIME THIS ____ DAY OF _____, 2025.

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

Amendments to the Online Advertising for Planning Matters Bylaw IP2024-1169

November 6, 2024



RECOMMENDATION

The Infrastructure and Planning Committee recommend that Council give three readings to the proposed amendments to the Online Advertising for Planning Matters Bylaw (Attachment 2).

Public Notices that have moved online:

SDAB Appeal Notices - 2018

Development Permit Public Notices - 2019

Public Works & Property Tax Notices - 2021

Planning Matters Notices - 2022



Current Advertising for Road Closures – Current Methods



The Calgary Herald

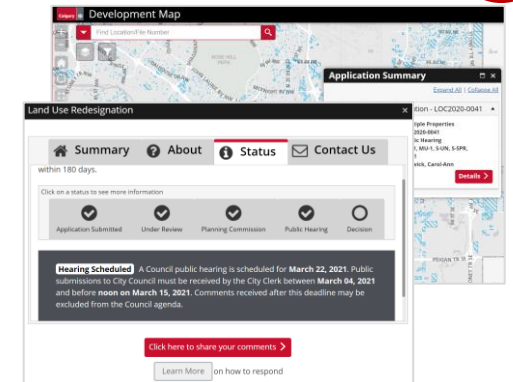
Required per the MGA



Calgary.ca

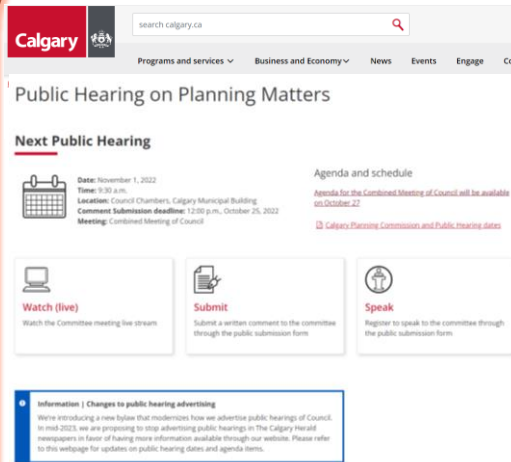


Notice Posting Signs



Development Map on
Calgary.ca

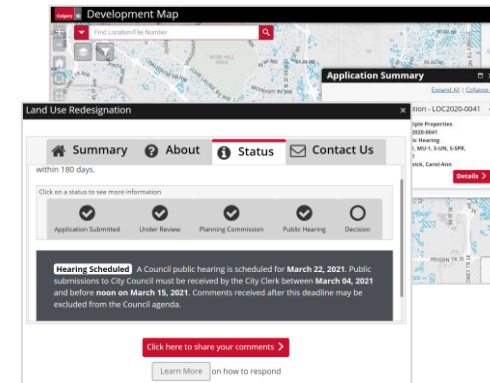
Proposed Advertising for Road Closures



Required per the MGA



Notice Posting Signs



Development Map on
Calgary.ca

Benefits of Transitioning to Online Advertising



- Streamline advertising process
- Reduce reliance on paper
- Reinforce Calgary.ca as the information hub for municipal matters
- Reduce costs (approx. \$70,000 in 2024)

**RECOMMENDATION**

The Infrastructure and Planning Committee recommend that Council give three readings to the proposed Amendments to the Online Advertising for Planning Matters (Attachment 2).

**Planning & Development Services Report to
Infrastructure and Planning Committee
2024 December 11**

**ISC: UNRESTRICTED
IP2024-1262**

**Calgary Planning Commission Governance Review and Bylaw Amendments –
Phase Two**

PURPOSE

The purpose of this report is to provide an update on the governance review of Calgary Planning Commission (CPC) and to seek approval for the second and final phase of updates.

PREVIOUS COUNCIL DIRECTION

On 2024 July 30, as a result of phase one recommendations, Council gave three readings to the amendments to the Calgary Planning Commission Bylaw (28P95) which updated CPC membership requirements (Attachment 1).

RECOMMENDATIONS:

That the Infrastructure and Planning Committee:

1. Forward this report (IP2024-1262) to the 2025 January 14 Public Hearing Meeting of Council;

That the Infrastructure and Planning Committee recommends that Council

2. Give three readings to Proposed Bylaw 6P2025, The Calgary Planning Commission Bylaw (Attachment 2);
3. Give three readings to Proposed Bylaw 7P2025, The Development Authority and Subdivision Authority Bylaw (Attachment 3); and
4. Give three readings to Proposed Bylaw 8P2025 to amend Land Use Bylaw 1P2007 (Attachment 4).

**RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE,
2024 DECEMBER 11:**

That Council:

1. Give three readings to Proposed Bylaw 6P2025, The Calgary Planning Commission Bylaw (Attachment 2);
2. Give three readings to Proposed Bylaw 7P2025, The Development Authority and Subdivision Authority Bylaw (Attachment 3); and
3. Give three readings to Proposed Bylaw 8P2025 to amend Land Use Bylaw 1P2007 (Attachment 4).

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The proposed amendments will complete our efforts to modernize Calgary Planning Commission, helping to best position Commission as a technical advisory committee providing expert planning advice to Council.

Calgary Planning Commission Governance Review and Bylaw Amendments - Phase Two

HIGHLIGHTS

- The proposed amendments and process changes will support the modernization of CPC and ensure that Commission's role as a technical review body is strengthened.
- The improvements will help to reduce certain application review timelines as some applications will be forwarded directly to Council for decision.
- Phase two of the CPC governance review work focused on strengthening purpose, adding value in the decision-making process for all application types, improving governance and ensuring efficiencies in CPC meetings.
- To implement the proposed process improvements, updates are required to three bylaws: The Calgary Planning Commission Bylaw, The Development Authority Bylaw and Land Use Bylaw 1P2007.
- Should Council approve these recommendations, implementation is proposed to begin in 2025 Q1.

DISCUSSION

In 2023 Administration engaged a consultant to conduct a governance review of Calgary Planning Commission. Phase one adjustments were approved by Council on 2024 July 30 and were centred around governance and membership improvements. Phase two of the proposed improvements are focused on strengthening processes, ensuring CPC is adding value to the decision-making process and improving the workload and workflow of CPC.

In an effort to improve CPC timelines and efficiencies the following updates are being considered, in alignment with the recommendations included in the Governance Review Summary Report (Attachment 5). These improvements do not form part of the CPC Bylaw and are provided here for information. These include:

- Creating a stream of land use amendment applications that go directly to Council when they meet certain criteria (e.g. comply with Council approved policies or location criteria, as well as items currently located on the consent agenda such as low density residential redesignations).
- Updating the list of development permit applications where CPC acts as the Development Authority to ensure CPC is reviewing applications where they can add value in the decision-making process.
- Forwarding street and community naming applications directly to Council.
- Allowing Administration to make decisions on minor outline plan applications, no longer requiring all Outline Plan applications to go to CPC for decision.

Administration is also considering the types of files that should go to CPC for early review and comment in closed sessions including new policy documents and Land Use Bylaw amendments. This will ensure CPC comments can be included earlier in the review process and impact outcomes.

Calgary Planning Commission Governance Review and Bylaw Amendments - Phase Two

Bylaw Amendments

To allow implementation of the proposed changes, updates are proposed to three Bylaws. First, a new CPC Bylaw is proposed (Attachment 2). This new bylaw includes a new purpose statement for CPC and updates language on the applications that are referred to CPC for recommendation and decision. The proposed Bylaw also removes several references to Subdivision Authority powers. Currently, all Subdivision Authority powers are embedded within the CPC Bylaw.

The second new Bylaw proposed is The Development Authority and Subdivision Authority Bylaw (Attachment 3). Administration is proposing to integrate the Subdivision Authority powers within this Bylaw in order to simplify and reduce the number of Bylaws.

Finally, an amendment to Land Use Bylaw 1P2007 (LUB) is proposed (Attachment 4). The LUB states in Section 17 that Administration must make recommendations on land use designation applications to CPC. An amendment to this language is proposed to allow flexibility for certain items to be forwarded directly to Council for decision.

Implementation

In addition to the bylaw amendments proposed, additional updates are proposed that were identified through the governance review including the assignment of scribe duties to Administration to summarize the discussion at CPC meetings. This information would be provided to Council to aid in their decision making during Public Hearings. A governance manual is also being developed to clearly outline the role, responsibilities and expectations of CPC that will be available to not only support Commissioners, but Administration and all members of the public who work with CPC. These items do not require approval by Council and would be implemented in conjunction with other improvements.

Should Council approve the recommendations, implementation would begin in 2025 Q1. This will include a number of application process changes, communication with applicants and the public and updates to report templates and timelines.

Following implementation of the recommendations in this report and the related process improvements, it is anticipated that:

- There will be a sound understanding of roles and responsibilities for internal and external parties involved in the CPC process.
- Clear value is being added to the decision-making process across a variety of application types to support the work of Council.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2024 December 11**

**ISC: UNRESTRICTED
IP2024-1262**

**Calgary Planning Commission Governance Review and Bylaw Amendments -
Phase Two**

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|--|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

During this project (phases one and two) a total of 44 interviews were conducted by the external consultant. The interviewees included:

- The Mayor and Members of Council;
- Current Calgary Planning Commission members;
- Past Calgary Planning Commission members;
- Members of Administration;
- Frequent applicants; and
- Federation of Calgary Communities and Community Association representatives.

Interviews were focused on their past and/ or current experiences with CPC as well as expectations as to what the future of Commission should be. Comments received from the interviews were summarized in a What We Heard Report (Attachment 6) and informed all recommendations related to the governance review. Follow up meetings were held with most of those originally engaged in the process to review the phase two recommendations.

IMPLICATIONS

Social

Having certain applications be forwarded directly to Council for decision will remove a step in the application process and reducing application timelines to decision, which can assist in bringing additional housing and other services to market quicker.

Environmental

None.

Economic

The proposed recommendations will simplify processes, reduce timelines to decision and reduce fees for certain common application types.

Service and Financial Implications

No anticipated financial impact

There are no financial impacts associated with this report.

RISK

Should Council not approve the proposed recommendations, Administration cannot implement the recommendations of the CPC governance review and CPC would continue to review standard applications. There are no risks associated with public participation included in these

Planning & Development Services Report to
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2024 December 11

ISC: UNRESTRICTED
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Calgary Planning Commission Governance Review and Bylaw Amendments -
Phase Two

recommendations. Community members will still have the opportunity to comment on applications during Public Hearing Meetings of Council. .

ATTACHMENTS

- 1. Previous Council Direction
- 2. **Proposed Bylaw 6P2025**
- 3. **Proposed Bylaw 7P2025**
- 4. **Proposed Bylaw 8P2025**
- 5. Governance Review Summary Report
- 6. What We Heard Report
- 7. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning & Development Services	Approve

Author: Steve Jones, Community Planning

City Clerks: K. Picketts / C. Doi

Background and Previous Council Direction

Background

In 2023, Administration engaged a consultant to conduct a governance review of Calgary Planning Commission (CPC). The scope of the review included evaluating the recruitment process and composition of Commission members, ensuring efficiencies in CPC meetings, improving governance and strengthening processes to ensure that CPC is adding value to the decision-making process on land use and planning items. Targeted engagement with Council, CPC members, community representatives, Administration and external parties occurred in late 2023/ early 2024.

Phase one adjustments were approved by Council on 30 June 2024. These changes included updates to the CPC Bylaw, removal of Members of Council from CPC, removal of the Mayor as ex-officio Member and the addition of four new positions for public members for a total of 10 public members. New Commissioners will now begin their terms in January rather than after the Organizational Meeting of Council in October to allow for additional onboarding and training opportunities.

Following approval of the bylaw amendments, an updated position description and skills matrix were developed to broaden the skills and experience required for Commission. These were put in place prior to recruitment for Boards, Commissions and Committees in 2024 September and were used in the selection of new Commissioners beginning their terms in 2025.

Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2024 July 30	IPC2024-0784	Council approved amendments to the Calgary Planning Commission Bylaw (28P95) which were primarily related to updating membership requirements for Commissioners.

PROPOSED

IP2024-1262
ATTACHMENT 2

BYLAW NUMBER 6P2025

BEING A BYLAW OF THE CITY OF CALGARY TO ESTABLISH A MUNICIPAL PLANNING COMMISSION (IP2024-1262)

WHEREAS Section 625 of the Municipal Government Act authorizes Council to establish by bylaw a municipal planning commission;

AND WHEREAS Sub-Section 8(1)(c) of the Municipal Government Act R.S.A. 2000 cM-26, as amended, authorizes a Council to establish fees for licences, permits and approvals including fees for licences, permits and approvals that may be in the nature of a reasonable tax for the activity authorized or for the purpose of raising revenue;

AND WHEREAS if Council establishes a municipal planning commission, the bylaw establishing it must provide for the procedure, conduct, functions and duties of the commission and its members;

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

1. This Bylaw may be cited as the "Calgary Planning Commission Bylaw".

DEFINITIONS

2. (1) In this Bylaw,
 - (a) "*Applicant*" means a person or entity to which a fee applies in accordance with the fees approved pursuant to this Bylaw;
 - (b) "*City*" means the corporation of The City of Calgary or the area contained within the boundaries of the City of Calgary as the context requires;
 - (c) "*Calgary Planning Commission*" or "*Commission*" means the municipal planning commission for the City as established by this Bylaw;
 - (d) "*Chief Administrative Officer*" means the Chief Administrative Officer of The City of Calgary or the employee of The City of Calgary who has been delegated the authority to exercise the powers, duties, and functions of the Chief Administrative Officer under this Bylaw;
 - (e) "*Council*" means the municipal council of the City;
 - (f) "*Development Authority*" means a person or body appointed as a Development Authority as contemplated by and in accordance with the Municipal Government Act;

PROPOSED

BYLAW NUMBER XXP2025

- (g) “*Employee Member*” means an individual who has been appointed to the Commission by Council who is an employee of the City and a representative of City administration;
 - (h) “*Organizational Meeting*” means the meeting of *Council* held under section 192 of the Municipal Government Act, RSA 2000, c. M-26;
 - (i) “*Outline Plan*” means a conceptual scheme that relates a subdivision application to future subdivision and development of areas adjacent to a subdivision application to be submitted to a subdivision authority;
 - (j) “*Tentative Plan*” means a plan of subdivision proposed in accordance with sections 652 to 660 inclusive of the Municipal Government Act;
 - (k) “*Public Member*” means an individual who has been appointed to the Commission by Council who is not a member of Council or an Employee Member; and
 - (l) “*Subdivision Authority*” means a body to exercise subdivision powers and duties on behalf of the municipality and which may include a designated officer, the Calgary Planning Commission or any other person or organization.
- (2) If this Bylaw refers to any statute, regulation or bylaw, the reference is to the statute, regulation or bylaw as amended, whether amended before or after the commencement of this Bylaw, and includes reference to any statute, regulation or bylaw that may be substituted in its place.

ESTABLISHMENT AND TERM

3. The *Commission* is hereby established. The *Commission* shall exist until such time as this Bylaw is repealed by *Council*.

MANDATE

4. (1) *Calgary Planning Commission* is a technical review committee that engages experts in making decisions about how our city grows.
- (2) The *Commission* shall have the following duties and functions:
- (a) review and approval of *outline plans* that have been referred to it;
 - (b) advising *Council* on land use matters referred to it;
 - (c) review and make recommendations on municipal projects referred to it;
 - (d) review and approval of non-conforming *tentative plans* referred to it;
 - (e) review and approval of development permit applications referred to it as a *Development Authority* pursuant to The Development Authority Bylaw; and
 - (f) any other planning matter referred to it.

PROPOSED

BYLAW NUMBER XXP2025

COMPOSTION

5. (1) The *Commission* is established as a municipal planning commission by this bylaw to consist of the following:
 - (a) ten *public members*; and
 - (b) two *employee members*.
- (2) All members are voting members.
- (3) Members of *Council* shall not be appointed to the *Commission*. For clarity, notwithstanding Section C.8 of the Procedure Bylaw 35M2017, the Mayor shall not be an ex-officio member of the *Commission*.

PUBLIC MEMBERS

6. *Public members* of the *Commission* referred to in Section 5(1)(a) shall:
 - (a) be appointed at the annual *Organizational Meeting* of Council and shall serve for a period of two years or until their successors are appointed, whichever occurs last. *Public members* first appointed pursuant to these provisions may be appointed for a period of one year so as to provide for staggered appointments.
 - (b) be appointed for either one or two year terms that commence on January 1 and end on December 31.
 - (c) be required to disclose any pecuniary interest in the same manner as required of an elected representative pursuant to Sections 169, 170 and 172 of the Municipal Government Act.
 - (d) serve no more than six consecutive years.

EMPLOYEE MEMBERS

7. (1) *Employee members* of the *Commission* referred to in Section 5(1)(b) shall:
 - (a) be a General Manager, Director or Manager appointed by the *Chief Administrative Officer*.
 - (b) remain a member of the *Commission* for so long as such person holds the position of the General Manager, Director or Manager as applicable, or until such appointment is revoked by the *Chief Administrative Officer*.
 - (c) in the event of temporary absence, the *employee member* shall, in writing, appoint an employee of the *City* to act in his or her place.

PROPOSED

BYLAW NUMBER XXP2025

- (d) in the event of the temporary absence of a member where the *employee member* has not appointed an employee of the *City* to act in his or her place pursuant to subsection 7(1)(c), the *Chief Administrative Officer* shall appoint an employee of the *City* to act in place of the absent member on an interim basis.
- (2) The *Chief Administrative Officer* shall appoint one of the two *employee members* as Chairperson of the Commission.

PROCEDURES AND CONDUCT

- 8. (1) The procedure and conduct of the *Commission* shall be as follows:
 - (a) the *Commission* shall meet from time to time following a schedule set following the *Organizational Meeting*.
 - (b) meetings of *Commission* may be added or cancelled at the call of the Chair.
 - (c) six members of the *Commission*, including at least one of the *employee members* in subsection 5(1)(b), shall constitute a quorum.
 - (d) in the temporary absence of the *employee member* designated as Chairperson pursuant to Section 7(2), such *employee member* may appoint to act as Chairperson in his or her place either:
 - (i) another member of the *Commission*, or
 - (ii) the employee designated to act in their place pursuant to subsection 7(1)(c).
 - (e) the City Clerk's Office will provide legislative services for the *Commission*.

ADMINISTRATION

- 9. (1) An *applicant*, at the time of making an application, shall pay to the *City* the applicable fee.
- (2) The fees payable in respect of matters coming before the *Commission* shall be those fees approved by resolution of *Council*.
- (3) The fees last in force prior to the passing of any resolution pursuant to subsection (2) shall continue in force until the first resolution is passed pursuant to subsection (2).

COMING INTO FORCE

- 10. Bylaw Number 28P95, as amended, is hereby repealed.

PROPOSED

BYLAW NUMBER XXP2025

11. 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

IP2024-1262
ATTACHMENT 3

BYLAW NUMBER 7P2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO PROVIDE FOR DEVELOPMENT AUTHORITIES
AND SUBDIVISION AUTHORITIES
(IP2024-1262)**

WHEREAS Section 623 of the Municipal Government Act requires a Council to provide for a subdivision authority and a development authority to exercise subdivision and development powers and duties on behalf of the municipality;

AND WHEREAS Sub-Section 8(1)(c) of the Municipal Government Act R.S.A. 2000 cM-26, as amended, authorizes a Council to establish fees for licences, permits and approvals including fees for licences, permits and approvals that may be in the nature of a reasonable tax for the activity authorized or for the purpose of raising revenue;

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

1. This Bylaw may be cited as the “The Development Authority and Subdivision Authority Appointment Bylaw”.

DEFINITIONS

2. In this Bylaw:
 - (a) “*Applicant*” means a person or entity to which a fee applies in accordance with the fees approved pursuant to this Bylaw.
 - (b) “*Calgary Planning Commission*” means the municipal planning commission for The City of Calgary established pursuant to Bylaw 6P2025, the Calgary Planning Commission Bylaw, as amended or substituted from time to time.
 - (c) “*City*” means the corporation of The City of Calgary.
 - (d) “*Chief Administrative Officer*” means the Chief Administrative Officer of The City of Calgary or the employee of The City of Calgary who has been delegated the authority to exercise the powers, duties, and functions of the Chief Administrative Officer under this Bylaw.
 - (e) “*Development Authority*” means a person or body appointed as a development authority as contemplated by and in accordance with the Municipal Government Act.
 - (f) “*Outline Plan*” means a conceptual scheme that relates a subdivision application to future subdivision and development of areas adjacent to a subdivision application to be submitted to a subdivision authority.

PROPOSED

BYLAW NUMBER 7P2025

- (g) “*Subdivision Authority*” means a body to exercise subdivision powers and duties on behalf of the municipality and which may include a designated officer, the Calgary Planning Commission or any other person or organization.
- (h) “*Tentative Plan*” means a plan of subdivision proposed in accordance with sections 652 to 660 inclusive of the *Municipal Government Act*.

COMPOSITION

- 3. (1) The following are each appointed as a *development authority* to exercise development powers and duties on behalf of the *City* pursuant to section 623(b) of the *Municipal Government Act*:
 - (a) the *Calgary Planning Commission*; and
 - (b) those employees of the *City* so appointed by the *Chief Administrative Officer*.
- (2) The appointment of a person as a *development authority* pursuant to Section 3(1)(b) shall continue for so long as such person remains an employee of the *City*, or until such time as the appointment is revoked by the *Chief Administrative Officer*.
- 4. (1) The following are each appointed as a *subdivision authority* to exercise subdivision powers and duties on behalf of the *City* pursuant to section 623(a) of the *Municipal Government Act*:
 - (a) the *Calgary Planning Commission*; and
 - (b) those employees of the *City* so appointed by the *Chief Administrative Officer*.
- (2) The appointment of a person as a *subdivision authority* pursuant to Section 4(1)(b) shall continue for so long as such person remains an employee of the *City*, or until such time as the appointment is revoked by the *Chief Administrative Officer*.

POWERS AND DUTIES

- 5. (1) The powers and duties of a *development authority* shall be exercised in accordance with The City of Calgary Land Use Bylaw 1P2007, as amended or replaced from time to time.
- (2) A person appointed as a *subdivision authority* pursuant to Section 4(1)(b) has the power to make decisions on the following matters:
 - (a) review and approval of *tentative plans* which conform in all respects, or conform with variances which are in the opinion of the decision maker of a minor nature, with an *outline plan* approved by *Calgary Planning Commission*;

PROPOSED

BYLAW NUMBER 7P2025

- (b) refusal of any subdivision matter which could not be approved by the *Calgary Planning Commission*;
 - (c) review and approval of subdivisions by instrument;
 - (d) subdivision applications which comply in all respects to the applicable enactments.
- (3) *Calgary Planning Commission* as a *subdivision authority* pursuant to Section 4(1)(a) has the power to make decisions on the following matters:
- (a) review and approval of non-conforming *tentative plans* referred to it.
- (4) The powers to grant extensions under section 657(6) of the Municipal Government Act are hereby delegated to the *Chief Administrative Officer* who may further delegate any such power.

ADMINISTRATION

6. (1) An *applicant*, at the time of making a subdivision application, shall pay to the *City* the applicable fee.
- (2) The fees payable in respect of subdivision matters shall be those fees approved by resolution of *Council*.
- (3) The fees last in force prior to the passing of any resolution pursuant to subsection (2) shall continue in force until the first resolution is passed pursuant to subsection (2).

PROPOSED

BYLAW NUMBER 7P2025

COMING INTO FORCE

7. Bylaw Number 10P99, as amended, is hereby repealed.

8. 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

IP2024-1262
ATTACHMENT 4

BYLAW NUMBER 8P2025

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (IP2024-1262)

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, 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 City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
 - (a) In section 17, delete subsections (1) and (2) and replace with the following:
 - “(1) Upon receipt of an application for a change in land use designation in accordance with the requirements of section 16, the **General Manager** must process the application and make a recommendation to the Calgary Planning Commission or **Council**.
 - (2) Where the application proceeds to Calgary Planning Commission it must communicate its decision to the applicant, who must decide whether to pursue his application to a public hearing before **Council**.”

PROPOSED

BYLAW NUMBER 8P2025

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 _____

Governance Review Summary Report



Calgary Planning Commission Governance Review

JUNE 2024

SUMMARY REPORT

Overview

In 2023, the City of Calgary Planning and Development Services engaged Colliers Project Leaders to conduct an external governance review of the Calgary Planning Commission (CPC). The review process included 44 interviews with individuals engaged with CPC including from political, administrative and community perspectives. Comparator jurisdictions were also examined.

Based on this work, four options were explored for the future of CPC:

1. Make incremental improvements over time;
2. Modernize CPC as a technical review body;
3. Delegate more approval authority to CPC and limit the role of Council in planning matters; and
4. Phase out CPC.

This report recommends, in principle, the second approach: **modernize CPC as a technical review body, with a specific focus on strengthening its purpose, improving governance, and increasing the value-add from the resources invested in CPC.**

To strengthen the purpose of CPC, the role of CPC must be clarified in a collaborative way between those who are directly involved in planning and development at the City of Calgary, with a refocused purpose. This more focused approach can be operationalised through a comprehensive review and rewrite of the bylaw. Improving governance practices can involve changing the composition of CPC as well as ensuring the necessary perspectives and expertise are represented in the group. Finally, to ensure that value is being added, CPC's role should shift and be clarified specific to the types of applications being reviewed.

Recommendations

The Calgary Planning Commission has played a role in the planning process in Calgary for 113 years, a time of remarkable growth and progress producing a highly livable city and desirable place to live.

The purpose of this governance review, informed by interviews with those directly engaged with CPC as well as an examination of CPC in the context of the planning process in other municipalities, is to:

1. Ensure efficiencies and value add from CPC meetings;
2. Provide opportunities to increase value in decision-making processes, particularly for Outline Plans, Land-use Redesignations, and Development Permits; and
3. Explore opportunities to strengthen processes and structure for all interested parties.

Several options and alternatives were considered in producing this review. Options were evaluated against the following questions:

- What is the problem(s) that this option would address?
- What problem(s) would this option not be able to address?
- What would be some of the anticipated improvements of this option compared to CPC as it exists today?
- What would be some of the anticipated challenges of this option compared to CPC as it exists today?
- How many resources would need to be invested in the transition to this option – and is it worth it for the anticipated improvement from the status quo?
- Would shifting to this model reduce or increase conflict between individuals and groups engaged in the planning process?
- What would be different, if anything, about the built form or life in the City of Calgary if this option was implemented compared to today?

Broadly the options considered are expressed here in four categories:

Option 1: Incremental improvements	<p>This option imagines that CPC continues to function in Calgary as it does today, but with a continued effort to incrementally improve the operation of CPC, as has already been underway for some time.</p> <p>Specific areas where relatively straightforward changes could be made include:</p> <ul style="list-style-type: none">• Increasing the diversity of members as a focus in future recruitment processes, with defined targets for gender and cultural diversity on CPC• Increase the number of members on CPC• Moving to an external recruitment process• Improve the definition of the Chair and Vice Chair roles, and adopt a selection process which minimized real or perceived conflicts of interest• Define a process for capturing input from CPC members during discussions for the purpose of sharing with Council; this could include identifying a “scribe” for CPC members to produce more detailed summaries of discussions at CPC meetings, eliminating the need for members to write comments but likely requiring added resources from staff• Continue with process changes which can limit or eliminate time spent on largely routine matters• Continue with consent agenda and evolve the scope over time
Option 2: Refocus CPC as a Technical Review Body	<p>This option imagines making changes to CPC to reorient the purpose, focus and form of CPC as a strictly technical review committee rather than a decision-making body. The definition of what is</p>

“technical” will also need a much stronger and more widely understood definition, ideally including a wider range of expertise.

This scenario could involve a number of important changes, including those mentioned under Option 1 with the addition of

- Changing the role of Council and Administration as voting members on CPC
- Engaging an external recruitment firm to assist with identifying and selecting CPC members, informed by a developed matrix of perspectives and areas of expertise required on CPC – noting that this should be interpreted as being more than just different types of professional expertise, but also ensure a range of perspectives brought forward to decisions by the members themselves with experiential expertise as residents of Calgary
- Adjust decision-making authority, and whether this is aligned with the idea of a technical review body, and this consideration should take place on an ongoing basis as the broader legislative context, planning process, and volume and types of applications being received by the City of Calgary evolve

**Option 3:
Increase
Decision
Authority at
CPC**

Local governments can create bodies with delegated decision-making authority on a focused scope of topics or issues (eg. municipal agencies, boards, and commissions). For CPC, movement in this direction could take many forms. It could mean delegating more decision-making authority to CPC where items do not need to come to Council (or perhaps, only come to

Option 4: Phase out CPC	Council on appeal). Decision making authority could be delegated from City Council altogether and vest it in a new elected version of CPC, more akin to planning commissions in some cities in the United States.
	A final option considered would involve a planned phase out of CPC. This would require a thoughtful redistribution of CPC's current responsibilities and the planning process more broadly.
	<p>In this scenario, it is likely that applications would go directly to Council (or to a new committee of Council) after review and decision by Administration. The expectations and experience of both the internal staff review as well as the public Council deliberations may need to change.</p> <p>In the long term, this may free up resources which could be redistributed elsewhere.</p>

Recommendations

The City of Calgary, like major cities across Canada, faces major pressures when it comes to planning and development. City building has always been a complex effort, but contemporary challenges – from population growth, to climate change, to the national housing crisis – make this work even more difficult, and important.

This governance review has highlighted a few important findings. First, **CPC has and continues to play an important role in city building in Calgary.** It is a rather unique feature to the planning and development governance process in Calgary, embodying an “all hands on deck” ethos where expertise from the community is engaged to broaden perspectives involved in the decision-making process. CPC, in its current form, has real

authority, as Council has delegated authority to them because of the expertise represented. Eliminating the role of community experts from the planning process would mark a step backwards, not forward; it would make some planning decisions an entirely political rather than expert or community-informed process and would decrease the level of review for important planning decisions. **For this reason, Option 4 to phase out CPC is not being recommended.**

Second, **there is ample opportunity to improve on the operation of CPC to ensure that value is being added.** This is consistent with the decades of CPC's existence where improvements have been made, while inconsistent in timing. This and other work ongoing at the City of Calgary may also make positive improvements for CPC (namely, the remuneration review, the expression of interest across the corporation of the CPC Vice-Chair, and overall improvements to the management of the agenda). CPC is in an era of improvement and should be viewed through the lens of the next evolution of the Commission. The task, then, to evolve over time to meet the challenges of the moment. The City of Calgary owns this process and has significant opportunity to improve it over time. Increasing alignment with the rest of the planning process is a necessary part of this evolution. **For this reason, Option 3 to detach CPC from the City of Calgary Council and larger planning and development processes is not recommended.**

The remaining two options – Option 1 and Option 2 – both imagine a continuation of CPC, including continued interface with Calgary City Council. Option 1 is a more limited possibility, essentially continuing what is already an established practice of making minor changes and improvements over time. Option 2 is a more intentional departure from current practice, taking deliberate steps to redesign the mandate, composition, authority, and other fundamental elements of CPC. Given the number and range of concerns voiced during the interviews, the more ambitious option – Option 2 – seems more appropriate and well suited to address the concerns raised during the interviews.

In sum, **this report recommends a specific variant of Option 2: modernize CPC as a technical review body. with a focus on strengthening its purpose, improving governance, and increasing the value-add from the resources invested in CPC.** We offer three specific recommendations on how to do this.

Recommendation	Reform CPC as a technical review body, with emphasis in three areas: 1. Strengthen the purpose of CPC 2. Improve governance 3. Focus on opportunity for higher value add
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Recommendation #1: Strengthen Purpose of CPC

The most important opportunity emerging from this review is to **clarify, strengthen and focus the purpose of CPC** – including the definition of CPC’s role and relationships – and of CPC members.

Today	Future
The role and purpose of CPC is not well understood.	CPC’s role and purpose is clear and concise.

The following **four actions** are recommended as a way of strengthening the purpose and focus of CPC:

- a. Develop a new **Purpose Statement**, beginning with a workshop process focused on defining the role of CPC with as much clarity and precision as possible. This process should first engage those most directly involved with CPC (Administration, followed by City Council, and then opportunity for other interested parties). This work should take place before the drafting of a new bylaw, as a way to inform the content of the bylaw.

- b. Develop a clear definition of **CPC Members' Roles and Responsibilities** to be included in new bylaw, with careful consideration of the unique role of each member. These roles will evolve over time and so too should the definition of roles, requiring regular review and periodic updates. A matrix of expertise and perspectives needed at CPC should be developed as part of this process (see Recommendation 2b).
- c. Undertake a **comprehensive Bylaw Review Process**, to provide a clear and concise expression of the role and responsibilities of CPC as well as relationships to other bodies including Calgary City Council and the Urban Design Review Panel.
- d. Improve **onboarding and training offerings** to CPC members, both at the time of joining CPC and throughout the duration of each members' term. This can ensure CPC members are well supported and equipped to address the large scope and complexity of the work associated with serving on CPC.

Clarifying and building consensus around the role of CPC as a whole, followed by a much better-defined understanding of the role of each CPC member, may address some of the differences in expectations (which leads to differences in evaluation of how CPC functions). Engaging interested parties in this process can build support and understanding. Bylaw changes can then formalize these more precise expectations and operationalize the strengthened purpose.

Recommendation #2: Improve Governance

Governance generally refers to the arrangements and norms associated with making decisions, for the purposes of overseeing a system or organization. When done well, good governance practices bring out the very best in a group: the individual contributions of members are optimized,

and the collective product is maximized. Good government fundamentals such as a strong and shared sense of purpose, well established and agreed upon norms of how to work together, trust and transparency both internally and externally, are all important. When not done well, weak governance practices can create less functional groups and poorer outcomes. Governance is not a fixed state (“good” or “bad”) but instead a continuum where efforts towards continuous improvement are in themselves an expression of good governance.

In addition to a strengthened purpose, CPC would benefit from these **intentional efforts to improve governance practices including recruitment, composition, and operational processes.**

Today	Future
Concerns from CPC members and others about governance matters	Ongoing, intentional efforts to improve governance at CPC

The following three actions are recommended, as an important part of putting the strengthened purpose statement into practice. This should include:

- a. **Review the recruitment process**, with a particular focus on nominations, the selection process, onboarding and training (particularly improved training for members on the appropriate legislative and procedural tools). This work should be aligned to the City of Calgary’s broader efforts to strengthen governance bodies, including the remuneration review.
- b. **Complete a composition review** which includes a focus on equity, diversity and inclusion (EDI), defining expertise needed on CPC, the role of Council and community members, and the potential of adding

a member of the Urban Design Review Panel to CPC for development permits.

- c. Review the **workload and workflow of CPC** once the new bylaw is developed. This will need to involve examining meeting formats, scheduling, procedures and the flow of applications to CPC as a means of addressing current challenges and aligning the operation of CPC to the new bylaw.

Improving the governance practices of CPC will operationalise the strengthened purpose of CPC and ensure that CPC has the needed composition and range of perspectives to make well informed decisions.

Recommendation #3: Add Value

Finally, there are opportunities **for improvements to the value that CPC adds for specific types of applications**. This will require clearer articulation of the authority and processes.

Today	Future
Uneven sense of value added by CPC; in some cases, value is contested	Value of CPC in planning process is well understand; decision making authorities and processes well defined

The following are recommended in terms of level of authority and specific changes with respect to development permits, land-use items (consent), land-use items, Outline Plans and planning policies:

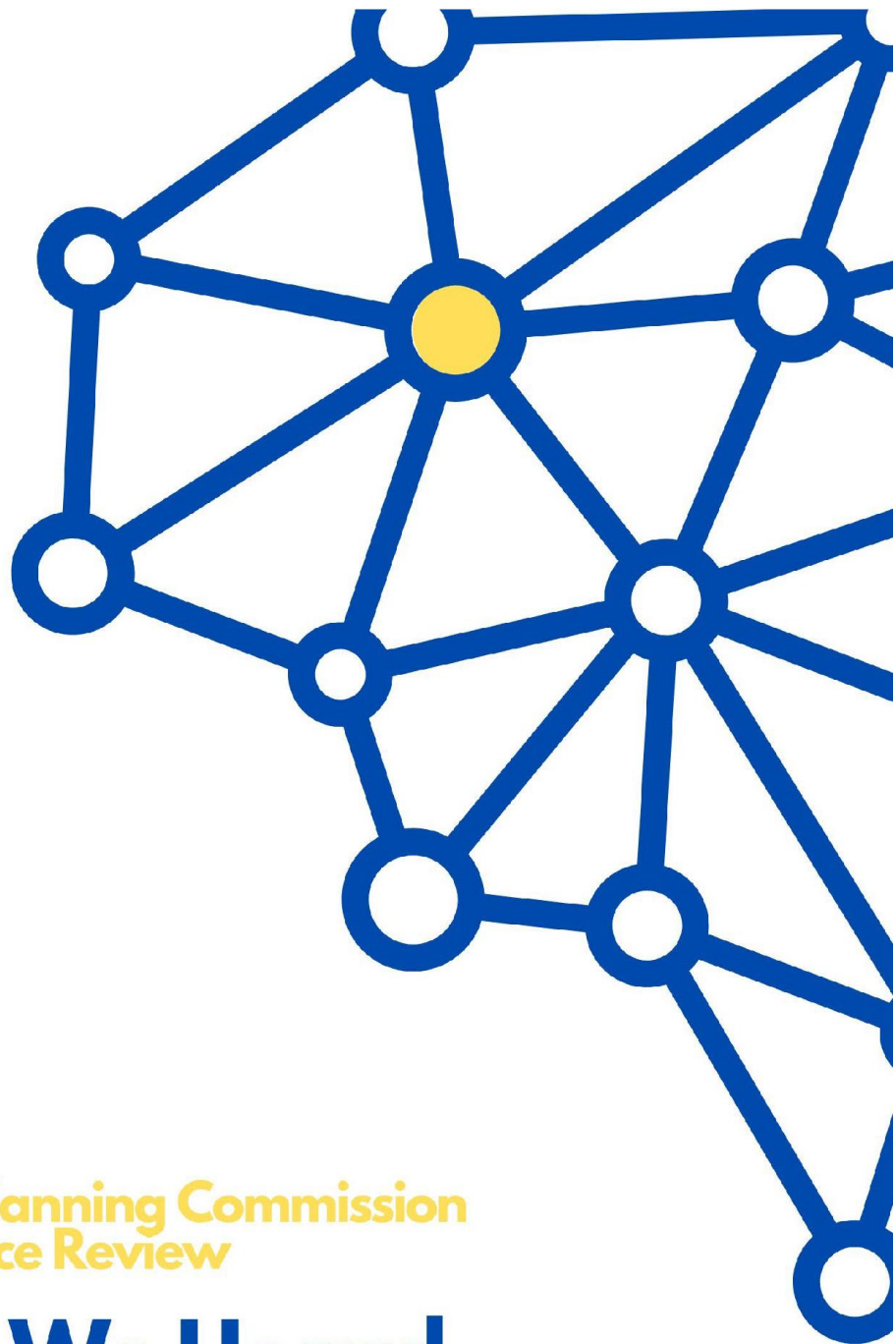
Development Permits (DPs)	<ul style="list-style-type: none">• Authority: Development Authority
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	<ul style="list-style-type: none"> • Current State: Varying value but for most applications it is too late in the process with duplication of comments already shared at UDRP; opportunity to increase value add by changing the process • Opportunity: <ul style="list-style-type: none"> ○ Update and more clearly define what DPs come to CPC, with continued Administrative discretion for any DP to go to CPC and with refusals going to CPC (noting that not all refusals should go to CPC, as for minor applications this may not be required) ○ For larger DPs, create opportunities for early feedback at pre-app stage, such as applicant coming to a closed session to present and to receive feedback ○ As part of reporting and discussions on DPs at CPC, more clearly articulate in reports and presentations the steps taken as part of the design review process including UDRP ○ Define the rationale for Closed Session and make consideration for the inclusion of the applicant on private applications
<p>Land Use Items (Consent)</p>	<ul style="list-style-type: none"> • Authority: Makes Recommendations to Council • Current State: Very little value • Opportunity:

	<ul style="list-style-type: none"> ○ Create an updated Consent Item listing, including Child Care Service Direct Control Districts and H-GO applications ○ Take all low-density residential land use applications directly to Council, saving considerable time for the applicant, administration and CPC
<p>Land Use Items (Planning Items)</p>	<ul style="list-style-type: none"> ● Authority: Makes Recommendations to Council ● Current State: Very little value ● Opportunity: <ul style="list-style-type: none"> ○ Items with an approved Local Area Plan (LAP) could go directly to Council ○ Land-use items that have to go to CPC should have a synopsis of the discussion included in Council package ○ Consider improvements and clarifications for the Master Plan process
<p>Outline Plans</p>	<ul style="list-style-type: none"> ● Authority: Approving Authority ● Current State: Provides a strong basis for subdivision for the applicant and provides the design of the infrastructure framework for the entire community. Need to develop a more consistent approach and process. ● Opportunity: <ul style="list-style-type: none"> ○ Changes to approved Outline Plans would not require CPC approval, depending on the scope of change

Planning Policies	<ul style="list-style-type: none">○ Limit number of Outline Plans coming to CPC by developing criteria on what Outline Plans should come to CPC○ Create opportunity for early feedback on draft Outline Plans (prior to first detailed review)○ Referrals back could be to Administration, adding Conditions of Approval to be implemented at the Subdivision stage
	<ul style="list-style-type: none">● Authority: Providing Feedback and Comments to Council● Current State: Offers a closed session opportunity for debate, review and consideration from multiple perspectives to offer advice to City Council● Opportunity:<ul style="list-style-type: none">○ Adjust authority to make recommendations to Council

What We Heard Report



Calgary Planning Commission
Governance Review

What We Heard

What We Heard

A total of 44 interviews were conducted to inform the Calgary Planning Commission (CPC) Governance Review. The interviews lasted between 30-60 minutes each and were conducted virtually between October and December 2023. The interviewees included:

- 13 members of Calgary City Council
- 16 members of the City of Calgary Administration
- 15 community representatives, including current and past members of CPC, as well as experienced applicants and representatives of community associations

Interviewees were invited to share their perspectives, experiences, expectations, and future ambitions for CPC – and were advised that their comments would inform this review but would be presented in an anonymized way to prevent comments and direct quotations from being reasonably attributed to any specific individual.

This **What We Heard** summary makes careful effort to deliver on this commitment of anonymity, while also presenting the comments of interviewees in a fulsome and comprehensive manner. Attention is paid to places where different perspectives emerged between the three groups of interviewees (political, administrative and community – each reflecting approximately one third of the interviewees), as well as where there was clear consensus.

Acknowledgement with gratitude is extended to each interviewee for making time to contribute to this review.

Looking Back: What's worked?

Before examining the current day operations of CPC, interviewees were asked to first look back on the historical contributions of CPC to Calgary's planning process. As more than a century-old institution in Calgary, what is the value-add that explains this longevity? Of course, most interviewees could only comment on the most recent part of this history (the average duration of engagement with CPC among interviewees was 10.75 years).

Most interviewees readily identified positive contributions that CPC has made to the planning process in Calgary. Common phrases¹ included “*adding technical expertise*” to the process, being a “*second set of eyes*” on applications, offering a “*sober second thought*” before applications move forward to Council. Many interviewees identified a specific role that CPC has played, in design and in practice, in terms of elevating the expectations and quality of applications:

- *“When people know their work is going to be publicly scrutinized by others with technical knowledge, it improves the work they put forward.”*
- *“CPC has improved the quality of applications by giving a technical review of applications by peers, in addition to the staff review.”*
- *“CPC is a big hammer. It communicates to applicants that there will be scrutiny and a rigorous level of technical review.”*
- *“The very existence of CPC urges applicants to do better.”*
- *“Sure, sometimes applicants get a tongue-lashing – but it shows other developers that they can't just glide by and put in the bare minimum.”*

¹ Quotes have been edited for clarity and readability, and sometimes to remove content which might reasonably be attributed to a specific individual.

Several interviewees spoke about specific types of expertise that individual CPC members, past and present, have contributed and the value that has brought for specific applications. Others identified steps that have been taken to improve CPC over time, notably including efforts to expand the definition of what constitutes “expertise” to include a wider range of perspectives and the recent shift to a consent agenda format to increase the efficiency of meetings. In the view of many, CPC is – and should always be – in a state of continual improvement and evolution.

Perhaps most importantly, Calgary as a community and city has grown tremendously over the past 113 years– and CPC has played a role in this development. In the words of one interviewee: *“CPC has played an important role in having planned a really good city – one of the best planned cities in Canada. That matters.”*

Looking Back: What hasn’t worked?

Interviewees were also asked to comment on any longstanding, historical challenges with CPC. Are there any lingering, persistent challenges with the CPC model, in design or in practice?

Interviewees raised many different challenges in response to this question, but three main themes emerged – raised by interviewees from political, administrative and community perspectives alike.

Being “Too Political”

First, interviewees expressed concerns with CPC being “*too political*.” For some, the inclusion of Council members on CPC shifted the dynamics away from a technical review into a more politicized discussion. Other spoke about politicization in reference to the (sometimes extensive) lobbying efforts targeted towards members of CPC – or the dynamics that can exist among CPC members themselves, particularly those within the

development industry sitting on CPC and also sometimes as applicants (or close colleagues of applicants). For others, this concern was more ideological: whether CPC had a particular political orientation towards development and growth; whether the appointment process meant that CPC was becoming more of a political extension of Council preferences; or, whether CPC (as a group, and as individual members) engaged in virtue signalling, advocacy and lobbying towards Council.

Time and Effort

Second, it seems well understood that CPC requires a significant investment of time and effort. Members of the City of Calgary Administration spoke often of the hours invested in preparing for, presenting at, and attending CPC meetings – sometimes duplicating efforts already required for going forward to Council. Members of Council who have sat on CPC spoke of the extensive time demands of their Council role, and the challenge of adding CPC. For citizen members who sit on CPC, including those who work in the industry, the time commitment required is also significant. Interviewees also acknowledged the time that CPC adds to the planning process, and the tension this can produce – particularly in periods where there is intense pressure for growth. CPC members are not compensated for their time by the City of Calgary (other than members of Council or Administration, where CPC engagement could be considered a part of their role; and, noting that some citizen members are employed in the development industry where time invested in CPC may be considered part of the role).

The Approval Role

Third, interviewees seemed to share a sense that most of what is presented to CPC is approved by CPC. Varied perspectives about whether this is a positive or negative feature of CPC emerged through the discussions. For some, this was a mark of efficiency. Common approvals reflects the work that is done by applicants and Administration in advance of coming to CPC towards preparing an application that is ready for CPC's

review and meets requirements. Others questioned whether CPC has mostly served as a “*rubber stamp*” for administration’s recommendations (“*is CPC just an extension of the review that already happens with Administration?*”). The very idea of convening a group that includes political, administrative and community representation – as well as new areas of expertise – suggests for some that the CPC process should heighten the level and scope of review beyond the work that happens between the applicant and Administration. In other words, this question about the approval role of CPC is a question of whether CPC has added sufficient value to the planning process when technical review is already taking place within the City of Calgary’s Administration.

Other historical challenges identified by interviewees included the lack of diversity of members, periods of poor attendance or uneven contributions from members, too much time invested in routine matters (with acknowledgement that the shift to a consent agenda has addressed some of this problem), difficulty finding and retaining new members, and general issues with role clarity – for CPC, or for others about CPC.

What is the purpose of CPC?

The *Calgary Planning Commission Bylaw* expressed the duties of CPC – but what do those engaged with CPC see as the most important function of CPC? Interviewees were asked to express the main purpose and contribution of CPC in as few words as possible. The range of answers to this question was wider than anticipated. **Table 1** captures the answers shared by respondents to this question, sorted by the perspective of the interviewee:

Table 1: Summary of Comments on the Purpose of CPC

Political Members of Calgary City Council	<ul style="list-style-type: none">• “technical oversight”• “technical review”• “advocacy role to Council”• “bridge between staff and Council”
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<i>(including those on CPC and not currently on CPC)</i>	<ul style="list-style-type: none"> • “saves Council time” • “takes debate time out of Council” • “to elevate the planning process” • “non-biased decision-making” • “expert opinion check” • “to give Council advice”
Administrative <i>Staff at the City of Calgary</i>	<ul style="list-style-type: none"> • “technical review” • “reviewing applications for consistency” • “to advise Council” • “a quality assurance device” • “an approval authority” • “to offer technical advice” • “to engage a broader expertise in reviewing applications”
Community <i>Applicants, community associations, citizen members</i>	<ul style="list-style-type: none"> • “to de-politicize planning matters” • “to give the appearance of arms-length decision making” • “to provide alternative points of view” • “to engage experts in shaping our city” • “to improve quality” • “to evaluate staff’s recommendations” • “technical, but more of a professional advisory kind of role than a ‘will the water flow?’ form of technical advice” • “to mediate public and private interests” • “a city building commission” • “to check the Is and cross the Ts on applications” • “a fact check” • “to put some distance between the file manager and the decision maker”

- *“to be a public forum for decisions, so the public can see how decisions are made and why”*
- *“to be a backstop for the planners”*
- *“to ensure we are getting the best applications for Calgary”*
- *“I don’t know”*

This simple question proved to be an insightful one. As demonstrated in the chart above, interviewees did not share uniform perspectives – across or within groups – about the central purpose of CPC. Importantly, these different ideas about the core *function* of CPC were often coupled with different ideas about the *form* that CPC should take (who should sit on CPC, what kinds of applications CPC should see, etc.).

Composition of CPC

Interviewees were asked to comment about how well various aspects of CPC function today in practice today, asked: is this something that is going well, or not so well? The following table presents a summary of the responses, sorted into political, administrative and community perspectives. If an interviewee responded with “going well” or some other positive affirmation, the response was coded as “good.” If they said “not so well” or a negative response, it was coded as “poor.” If the response was something in the middle, it was coded as “fair.” This same table and methodology are repeated in several of the following sections.

As identified in **Table 2**, when asked about the current composition of who sits as members of CPC – including the specific perspectives members bring to CPC as representatives of broader groups, the recruitment process, and the diversity of individuals represented – interviewees identified this as an area for improvement.

Table 2: Evaluations of the Composition of CPC Today

	Political	Administrative	Community
Good	0%	13%	0%
Fair	31%	19%	20%
Poor	62%	63%	73%
Don't know / no answer	7%	5%	7%

Three specific concerns were frequently raised. First, the **lack of diversity of members** (specifically gender, ethnicity and age diversity), and at times the lack of diversity of expertise (specific professional groups being underrepresented or lived experience related to the application) was raised as an ongoing issue. In the words of one interviewee, *“for too long, it’s been an old boys club.”* Some interviewees identified that increasing diversity has already been an area of focus, and some improvement has been made – but a more concerted and consistent effort in this area is needed.

Second, **challenges with the recruitment process**, ranging from difficulty finding applicants to the political nature of Council appointments. Experiences with past recruitments were shared, with interviewees from Administration and from Council often sharing how difficult it is to find qualified individuals in the community who are willing to make the extensive time commitment given the busy demands of their professional lives. Finding qualified individuals who also represent a diversity of backgrounds and perspectives is also challenging. Several interviewees felt the recruitment process and/or selection process should be conducted by an external recruiter rather than Calgary City Council.

Third, **concerns about the composition** including City Councillors, members of Administration, and individuals from the development

community who also present at CPC as applicants (or work with or have close relationships with applicants). In all three cases, interviewees identified both positive and negative aspects of membership in CPC:

- **Members of Council**

- *Positives*: can improve alignment with Council; opportunity for more information sharing between CPC and Council; broadens the discussion and consideration; great vantage point into the broader agenda at the City of Calgary
- *Negatives*: politicizes CPC; shifts discussions away from technical review; not necessarily technical expertise

- **Members of Administration**

- *Positives*: high level of technical knowledge; strongest familiarity with the planning process; brings significant resources and insight to discussions
- *Negatives*: difficult to dissent with recommendations of colleagues; possibly duplicates or increases the influence administration already has over applications; conflict of interest (real or perceived)

- **Members who work in development industry**

- *Positives*: high level of technical knowledge; ability to increase the range of professional expertise consulted in the review of an application; peer to peer dynamics brought to the review process; higher familiarity with practical dynamics of implementing new developments
- *Negatives*: can create perceived (or potentially real) conflicts of interest; may be competitive dynamics between members and applicants which either make the approval process much easier or much harder, depending on the dynamics

The question of compensation also came up several times. Some interviewees felt that the time commitment was significant enough to

warrant – or even need – compensation for citizen members. Some postulated that payment may increase the number of interested candidates, improve retention, or address inequities among CPC members. Others were concerned about the large number of groups and committees at the City of Calgary where public members do not receive compensation, and that CPC members are usually drawn from a group of people holding paid professional positions, so there may be less need than with other groups. Several interviewees were aware of the larger efforts to examine remuneration of community members on various City of Calgary bodies.

Contributions from CPC Members

Interviewees were much more positive about the contributions and engagement of CPC members, with many expressions of gratitude for the time invested in this work. Across perspectives, feedback seemed to be that engagement levels are either fair or good. The higher level of non-responses to this question (reflecting individuals who felt they did not have a clear enough vantage point on CPC to comment on this question) is reflected in **Table 3** below.

A few notable positives raised by interviewees included: strong leadership and organization of meetings from the CPC Chair and Administration team supporting the work of CPC; the significant time invested from all members, with recognition that many have demanding workloads and still make time for CPC work; and, a sense that attendance has been an issue at times for CPC but this has been resolved by the consistent attendance from the current CPC membership.

Table 3: Evaluations of the Engagement of CPC Members

	Political	Administrative	Community
Good	23%	44%	33%

Fair	38%	25%	20%
Poor	15%	6%	0%
Don't know / no answer	24%	25%	47%

The only repeated concern raised on this topic was the imbalance that can exist in terms of how much each individual member can contribute, largely due to variation in terms of availability and other demands. Preparing comments after meetings for members of Council, for example, was recognized as a time-consuming expectation that some members have more or less ability to manage in practice. Some interviewees were very concerned about this, others less so. In the words of one interviewee, “*I have no sympathy here. If you're too busy, that's OK. Move on and give someone else a chance.*”

CPC Meetings

Generally, the operation of CPC meetings received another positive review. Interviewees were asked about the frequency, duration, and general rhythm of CPC meetings, and most agreed that this was working reasonably well.

Table 4: Evaluations of the Operation of CPC Meetings

	Political	Administrative	Community
Good	31%	13%	33%
Fair	31%	50%	20%
Poor	0%	6%	0%
Don't know / no answer	38%	31%	47%

Members of Administration were most likely to raise concerns about the frequency of meetings, usually raising important considerations about the time crunch involved to prepare materials for meetings rather than the meetings themselves. The frequency of meetings can be demanding for everyone engaged with CPC; but, interviewees also shared a clear motivation and understanding of the growth pressures in Calgary and need for as efficient of a process as possible. Long wait times between meetings seemed to most to be a larger problem than the more minor concern about meeting frequency. Finally, the consent agenda format was also raised with very positive comments by several interviewees, reflecting a more efficient meeting structure. Interviewees across perspectives felt this marked a significant improvement, reducing time spent on minor items and providing greater clarity on the process for both applicants and CPC members alike.

Scope of Applications

Interviewees were asked about the scope of applications at CPC. The responses were mixed, as captured in **Table 5**: some felt this was working reasonably well; others felt it was mostly working with a few exceptions; others identified this as an area which needs improvement.

Table 5: Evaluations of the Scope of Applications at CPC

	Political	Administrative	Community
Good	8%	13%	7%
Fair	62%	31%	47%
Poor	15%	19%	33%
Don't know / no answer	15%	37%	13%

There seemed to be a general consensus that CPC offers the most value for more complex projects, particularly where the mix of technical expertise represented at CPC would be needed. Similarly, a common issue raised was “*seeing too many simple applications*” – but with recognition that adding further items to the consent agenda will help address this concern.

Interviewees responded to this question about the scope of applications with a variety of perspectives:

- *“We need to determine what goes to consent and what has a public hearing. The public doesn’t have any idea what it means to be on the consent agenda, and this needs to be known earlier for applicants too.”*
- *“Planning matters should not go to Council as often. Council should increase the delegating authority to CPC, with the ability to make final decisions on basic things. If something shows up on the consent agenda and everyone agrees it is valid, I don’t know why it goes to Council. We should re-evaluate how many things can actually be approved at the development authority stage without coming to Council.”*
- *“Some things don’t need to go to CPC, especially when there are political issues around density. We end up with two projects across the street from one another, and one is approved, and the other is not. Maybe some things should just stay with Administration and not got to CPC.”*
- *“The scope could be reduced. Every land use application goes to CPC, and Administration has to write the reports anyway. Perhaps development permits could be reduced at CPC. It’s hard to say.”*
- *“CPC should no longer review land use or policy amendments and should reduce the number of development approvals that are reviewed.”*

Calgary Planning Commission Governance Review – What We Heard | **Page 14**

- *"It's not working well for outline plans. CPC is the authority but there doesn't seem to be an appeal process."*
- *"Certain types of land uses don't need CPC. There should be some development permits that go to CPC, but not all."*
- *"This is an area for improvement. There was a fair bit of discussion about the consent agenda as a way to deal with some of these applications, but then it starts to look like a rubber stamp committee. Land use and outline plans should be seen by CPC. In some cases, there should be a cycle through of applications to come back later. We need more rigor around this process of what goes to CPC and what does not."*
- *"If we change what goes to CPC, it just has to be extremely consistent. It's tempting to scale back, but it's very important that we apply equal rigor to plans at all levels."*

Timing of Applications

Interviewees were asked if applications generally go to CPC at the right time in the process. This is another area interviewees felt was going reasonably well while also noting some opportunities for improvement, as captured in **Table 6**.

Table 6: Evaluations of the Timing of Applications at CPC

	Political	Administrative	Community
Good	15%	6%	7%
Fair	46%	50%	33%

Poor	8%	19%	13%
Don't know / no answer	31%	25%	47%

The most common opportunity for improvement raised was for **major, complex, contentious, or unusual applications to come to CPC earlier in the process** for technical input rather than only when it is ready for a decision – on all application types, with priority for those with unique complexities or characteristics. Members of Administration noted that this has already taken place on a few occasions, yielding useful discussion and feedback for the applicant.

Current members of CPC were also more likely to note that engaging with the more complex and strategic projects is where they felt they as CPC members could add the most value.

- *“If an application has a major impact on city planning or city building, CPC should see it at an earlier stage.”*
- *“This is not working well, especially when complexities are encountered at the tail end where it’s too late in the game and the application has already been in the works for months. If it came in earlier, then there is more of an opportunity to influence.”*
- *“For timing, it really depends on what it is. For Local Area Plans, CPC sees them early and then doesn’t see them again before Council. Some things should go to CPC more than once – like complex local area plans, which should have multiple versions going to CPC.”*
- *“If complex applications came in earlier, it could be more of a collaborative process rather than a show and tell.”*
- *“For some applications, it can be a really long process, negotiating for a year with the landowner – so then it’s hard to make changes. At CPC then it becomes more of a cross examination.”*

Communications & Reports

Interviewees were asked about the communications, information, and reports both used for CPC purposes but also that may emanate from CPC to external bodies or other parties. Generally, this appears to be an area with room for improvements.

Importantly, the source of discontentment was a bit different depending on the perspective of the interviewee. City of Calgary staff often spoke about the report format, including the volume of work associated with preparing CPC reports. Two individuals remarked that there are some conflicts between the City of Calgary's standardized report format and the CPC style planning guide. While the value of consistency was recognized, the inflexibility sometimes meant that too much information – or less important information – can reduce the impact of the written reports on planning matters. Senior Administrators also noted the volume of time associated with reviewing all the reports while also keeping up with CPC's biweekly schedule.

Table 7: Evaluations of Communications and Reports

	Political	Administrative	Community
Good	15%	13%	13%
Fair	38%	31%	20%
Poor	15%	19%	27%
Don't know / no answer	32%	27%	40%

Members of Calgary City Council tended to speak more about the comments written by CPC members. Several members spoke very positively about the value of these comments – and a recognition of the

time involved in preparing them: *"I would like to have all members provide comments, but I understand that it is a large time commitment for volunteers. But we don't have time to re-watch or attend all the meetings. I rely on these comments to understand CPC's decisions."* The nature of the comments also came up in the interviews: *"we need to see comments that are objective and not biased, but if they are advocating or justifying decisions then it's walking on thin ice. Are they truly making a technical decision or promoting themselves as a technical body?"*

For members from the public, the expectations of communications and reports varied most significantly. Some would like shorter, more direct, and more visual report formats (*"more maps and drawings, and I'd like to get to the punch line sooner."*); others felt there were important pieces of information (specific reference to environmental assessments or other background reports; another interviewee wanted standard variables such as number of schools within Xkm of the site included in reports) that would provide more context and reduce the number of questions raised at CPC.

A few interviewees spoke about the less-visible forms of communications between CPC members or used in the lobbying of CPC members: text message chats, the *"meeting before the meeting."* It seemed well known that CPC members often hear from applicants in advance of CPC meetings, sometimes for informational or clarification purposes; sometimes this was described as lobbying, aimed to influence the perspectives of CPC in advance of an application being reviewed. The boundaries on what is considered appropriate informal communications seemed undefined to some interviewees, and this may be an opportunity for clarification.

Decision Making Processes

The discussions about decision making were fairly consistent across perspectives: generally, interviewees felt that meetings were well run, the decisions were clearly structured, and the process is working well. This is captured in **Table 8**.

Several people spoke about the value of a strong chair, and specifically how the chairing capabilities of the current CPC chair has improved the flow of meetings.

Table 8: Evaluations of the Decision-Making Process at CPC

	Political	Administrative	Community
Good	15%	19%	7%
Fair	38%	38%	33%
Poor	15%	6%	33%
Don't know / no answer	32%	37%	27%

The reason cited for most interviewees ranking this area as “fair” was question whether CPC's value is really in the decision making vs. discussions and deliberations.

- *“It’s labelled as a debate but it’s not a debate. We go around and ask questions and people make statements and then we vote. I think SDAB and UDRP do this a bit better, where it’s more of a discussion and comprehensive conversation.”*
- *“I’d like to see more robust discussion around the horseshoe, and less rubber stamping.”*
- *“Sometimes we ask a lot of questions, and sometimes there are none. The format and discussion felt different when we changed rooms. So, I guess it varies.”*

Alignment with Council & Other Bodies

Interviewees were asked: **how well are the connections and linkages between CPC and Calgary City Council working? What about CPC and other key groups engaged in the planning process?** Interviewees were asked to comment on these questions, and again the response was mixed as captured in **Table 9**.

Table 9: Evaluations of Alignment Between CPC and Other Bodies

	Political	Administrative	Community
Good	15%	6%	7%
Fair	38%	13%	33%
Poor	15%	25%	13%
Don't know / no answer	32%	56%	47%

A range of specific concerns and opportunities for improvement were cited by interviewees, specific to the intersection between CPC and Council:

- *“There’s a tension there because we use a different lens. CPC makes technical decisions, and Council must look at the broader picture including what constituents are saying. [...] Maybe CPC members and Council members should meet and talk more often. I don’t think there is much of a relationship there, in many cases.” (political perspective)*
- *“Not working. They should leave the politics to us. It’s a purely technical decision for them, and some commissioners are making political decisions.” (political perspective)*

- *"I want to hear more about the ones that are contentious at CPC. I would like to know more about when CPC has trouble approving rather than about the rubber-stamping ones." (political perspective)*
- *"I know we're encouraged to write comments, but what's the point? I don't think they are really valued by Council. When it goes to Council it just becomes about political views, not the technical stuff." (community perspective)*
- *"Some Councillors appreciate CPC input, others less so. Perhaps there needs to be better awareness of roles and responsibilities between Council and CPC." (administrative perspective)*
- *"Going to CPC and Council is a lot of work for staff, between preparing the reports, going through the reviews, doing presentations, and then being grilled by CPC. It has to add value, otherwise it's just a lot of time spent just doing process. It impacts staff retention. I've had exit interviews where the person says they are burned out and taking a job with the same pay but less stress, less workload, and they can work as a planner in another position with the City or outside and not have to go to CPC." (administrative perspective)*

A few interviewees spoke about other bodies, particularly the Urban Design Review Panel, and opportunities for more information sharing between these groups – but most interviewees focused their comments on the point of intersection with Council.

Future Ambitions: Changes to CPC

Interviewees were asked: ***if you had a magic wand and could make three specific changes to CPC today, what would you change?*** The opportunity to imagine improvements without concern for the practical constraints proved to be a fruitful exercise, generally well over 100 specific ideas shared by interviewees about things they would like to see change at

CPC. The list below captures the ideas that were shared, sorted with those with the highest frequency at the top:

- **Improve the role clarity of CPC, including the scope of work, and clarify the role and relationship between CPC and Council**
 - *“Clearer definition of CPC’s role”*
 - *“It’s not clear what the role of CPC is, so fix that”*
 - *“Shift the role to be less about technical ‘expertise’ and more about city building; add more citizen experts”*
 - *“Take the politics out and get clearer role of CPC to give technical advice”*
 - *“Clearer scope of what goes to CPC and what does not”*
- **Improve the nominations and recruitment process and address the persistent lack of diversity at CPC**
 - *“Not just white men!”*
 - *“Hire an external recruiter to find the right mix of people and perspectives”*
 - *“Increase the pool of applicants with a better recruitment process”*
- **Better information sharing between CPC and Council**
 - *“More frequent comments”*
 - *“Improved comments”*
 - *“Have Clerks document more of the discussion so Council has more insight into discussions at CPC”*
 - *“Better documentation about dissenting opinions”*
- **Remove members of Council and/or Administration from CPC**
(each of these ideas were raised by at least three people)
 - *“Focus just on community members and experts”*
 - *“Less political, less tied to Administration”*

The following ideas were also shared, but less frequently (with bolded items raised by at least three people):

- **Better training or onboarding for CPC**
- **Review CPC compensation**
- **“Ditch the lobbying!”**
- **Expand the consent agenda**
- Have reserve list of members / have multiple panels for CPC
- “Abolish or extremely strip down” / “take as much off the table as possible”
- “Mash up UDRP and CPC – create a stronger body with more teeth”
- Make role more advisory rather than approval authority
- More than 6 citizen members
- No more unnecessary grilling of Administration
- More big picture focus; more emphasis on policy and city building
- Work on bigger files, not small files
- Get engaged earlier in process
- Better public awareness of CPC
- Narrow scope of applications in terms of what CPC does
- Take away CPC’s ability to kill Outline Plans, have them go to Council
- Better messaging to the public
- More members and more meetings
- More meetings so there are fewer items on each meeting
- Address conflicts of interest issue
- Have selection of Chair and Vice Chair be done by CPC as a whole
- More information shared in reports
- Earlier conversations, bigger picture city shaping stuff
- Simplify the reports
- Change the Land Use Bylaw

These ideas represent several opportunities to strengthen CPC, with a focus on greater role clarity and improving composition emerging at the top of the list among this group of interviewees.



Calgary Planning Commission Governance Review Phase Two

December 11, 2024



That the Infrastructure and Planning Committee:

1. Forward this report (IP2024-1262) to the 2025 January 14 Public Hearing Meeting of Council;

That the Infrastructure and Planning Committee recommend that Council:

2. Give three readings to Proposed Bylaw 6P2025, The Calgary Planning Commission Bylaw (Attachment 2);
3. Give three readings to Proposed Bylaw 7P2025, The Development Authority and Subdivision Authority Bylaw (Attachment 3); and
4. Give three readings to Proposed Bylaw 8P2025 to amend Land Use Bylaw 1P2007 (Attachment 4).

Project Overview

- In 2023, Planning and Development Services engaged an external consultant to conduct a governance review of the Calgary Planning Commission.
- The first phase of recommendations were approved by Council on 30 July 2024 and included:
 - **Removal of Councillors**
 - **Removal of Mayor as ex-officio member**
 - **Addition of four new positions for public members**
 - **Moving the start date for new Commissioners from October to January**

CALGARY
**PLANNING
COMMISSION**
CENTENNIAL



1911  2011

A CENTURY OF
VISION

Phase Two Improvements

- Phase two improvements are focused on strengthening processes and ensuring CPC is adding value in the decision-making process including:
 - New CPC Bylaw with an updated purpose statement
 - New and amended Bylaws will allow updates to the application types that are forwarded to CP for review, decision or recommendation





Calgary Planning Commission Bylaw

- New Bylaw
- New purpose statement
- Updates to application list



Development and Subdivision Authority Bylaw

- New Bylaw
- Includes subdivision authority powers
- Allows CPC or Administration to make decisions on Outline Plans



Land Use Bylaw 1P2007

- Bylaw Amendment
- Allows Administration to make land use recommendations to CPC **or** Council

Additional Improvements

- Administration to summarize CPC's reasons for recommendation for Council to assist in decision making and address workload
- Development of a governance manual to assist Commissioners and ensure roles and responsibilities of CPC are clear to all interested parties
- Establishment of opportunities for feedback by interested parties as changes to CPC are implemented beginning in 2025 Q1



Value Added for Calgary Planning Commission

- Greater variety of skills, experience and perspectives
- Sound understanding of roles and responsibilities for all involved in CPC
- Improved efficiencies



That the Infrastructure and Planning Committee:

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That the Infrastructure and Planning Committee recommend that Council:

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**Planning & Development Services Report to
Infrastructure and Planning Committee
2024 November 06**

**ISC: UNRESTRICTED
IP2024-1162**

Westbrook Communities Local Area Plan Heritage Guidelines Policy Amendment

Purpose

The purpose of this report is to seek approval to replace the Heritage Guidelines placeholder policy in the Westbrook Communities Local Area Plan with specific Heritage Guidelines.

PREVIOUS COUNCIL DIRECTION

The Westbrook Communities Local Area Plan (IP2022-1145) was presented at the 2023 January 17 Public Hearing Meeting of Council and the Westbrook Communities Local Area Plan was approved on 2023 April 25. Administration committed to amend the Heritage Guidelines placeholder policy acknowledged through the placeholder text approved in the Westbrook Communities Local Area Plan. Background and Previous Council Direction is included as Attachment 1.

RECOMMENDATION:

That the Infrastructure and Planning Committee recommends that Council:

1. Give three readings to the proposed bylaw for amendments to the Westbrook Communities Local Area Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for amendments to the Land Use Maps in the Land Use Bylaw to include the Heritage Guideline Area (Attachment 3).

**RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE,
2024 NOVEMBER 6:**

That Council:

1. Give three readings to **Proposed Bylaw 3P2025** for amendments to the Westbrook Communities Local Area Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 4P2025** for amendments to the Land Use Maps in the Land Use Bylaw to include the Heritage Guideline Area (Attachment 3).

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The proposed Heritage Guidelines will help guide the design of new developments, ensuring compatibility with the existing homes in these heritage-rich areas of the Westbrook Communities Local Area Plan.

HIGHLIGHTS

- Specific Heritage Guidelines in the Westbrook Communities Local Area Plan will ensure that new development in heritage rich areas is contextually sensitive, honours existing heritage assets and is consistent with policies in other Local Area Plans. The amendment does not prevent redevelopment. It sets clear development policies for redevelopment in the Heritage Guideline Area, providing direction on key architectural elements, including roof style, front-yard setbacks, window and door patterns, façade projections, and building massing.

Westbrook Communities Local Area Plan Heritage Guidelines Policy Amendment

- Both Calgarians and residents living in the Heritage Guideline Area will benefit from knowing that new development will be contextual to the history of this unique part of the city.
- The Westbrook Communities Local Area Plan establishes a vision for growth and change; celebrating and honouring the area's heritage is one of the Westbrook Communities Local Area Plan's core ideas. The amendments respond to feedback heard through engagement sessions.
- Amendments to the Land Use Maps of the Land Use Bylaw are included so that the Heritage Guidelines can be applied to new development through the discretionary development permit process.

DISCUSSION

Heritage Conservation Incentives and Programs

Heritage Guidelines are one of three policy tools comprising the City's [Heritage Conservation Incentives and Programs](#). The Heritage Conservation Incentives and Programs provide policy tools and financial incentives to support heritage conservation by making it more desirable to retain heritage assets. Heritage conservation incentives and programs do not prohibit new development or the demolition of buildings. Instead, they are designed to incentivize the retention of heritage assets and ensure new development in heritage rich areas better fit the historic character of these areas.

Westbrook Communities Local Area Plan - Heritage Guideline Area

Late in the development of the Westbrook Communities Local Area Plan, after the final phase of engagement, six heritage rich blocks were identified in the community of Shaganappi as warranting inclusion as a Heritage Guideline Area. This resulted in Administration creating placeholder language in the Westbrook Communities Local Area Plan (C2023-0465), including a map identifying those blocks.

Section 2.6.2 of the Westbrook Communities Local Area Plan states "through future updates, the Westbrook Communities Local Area Plan will apply locally specific Heritage Guidelines to the identified Heritage Guideline Area". The proposed Heritage Guidelines will replace this section (Section 2.6.2) to realize the Westbrook Communities Local Area Plan's vision and core ideas.

Heritage Guidelines

The Heritage Guidelines encourage new development to draw design references from nearby heritage buildings in ways that complement the unique and historic qualities of the Heritage Guideline Area while still allowing for modern designs.

The Heritage Guidelines address general characteristics of buildings rather than enforcing strict architectural rules and are divided into four general sections: Site and Landscape Design, Roofs and Massing, Front Facades, and Windows, Materials and Details. The Heritage Guidelines reference key building elements common among heritage assets in the community of Shaganappi while not prescribing designs or architectural styles for new development. The Heritage Guidelines do not limit the specific number of dwelling units or housing type nor prevent the development of a variety of housing types in the Heritage Guideline Area.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2024 November 06**

**ISC: UNRESTRICTED
IP2024-1162**

Westbrook Communities Local Area Plan Heritage Guidelines Policy Amendment

A Heritage Guidelines Implementation Guide (Attachment 4) has been developed to guide applicants and file managers with implementing the Heritage Guidelines.

Land Use Bylaw Amendments

Amendments to the Land Use Maps in Land Use Bylaw 1P2007 are necessary to ensure that the Heritage Guidelines policy can be applied to new development in the Heritage Guideline Area.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|---|
| <input checked="" type="checkbox"/> Public engagement was undertaken | <input checked="" type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

The project employed a variety of engagement and communication tactics to raise awareness and gather input to develop the Heritage Guidelines (Attachment 5). This included engagement with a working group, in-person and online public engagement, and mail-outs.

In 2024 May, an 11-member working group comprised of area residents, community association members, Heritage Calgary and the development industry was formed. The working group met three times and provided feedback that was used to develop the Heritage Guidelines.

In 2024 September, the final draft Heritage Guidelines were shared with the public to inform residents in the Heritage Guideline Area. This included both an in-person information session and an Engage Portal where Administration could gather feedback to finalize the Heritage Guidelines.

Letters of Response (Attachment 6) supporting the proposed Heritage Guidelines were provided by Heritage Calgary and the Shaganappi Community Association.

IMPLICATIONS

Social

Communities have expressed a desire to have locally specific development guidelines in heritage rich areas of the city. This policy amendment responds to this by providing Heritage Guidelines for one of Calgary's oldest neighbourhoods in the Westbrook communities. The Guidelines will help ensure that new development is more contextually sensitive to the historic context of this area while still allowing for modest intensification in the Heritage Guideline Area as set out in the Westbrook Communities Local Area Plan.

The preservation of heritage assets serves as physical reminders of a community's history and help a community maintain a sense of identify and continuity.

Environmental

The Heritage Guidelines supplement the overall vision and policies of the Westbrook Communities Local Area Plan which allows for more compact growth near varied mobility options. This will help reduce greenhouse gas emissions and advance the City's climate objectives as well as balance growth between greenfield and established areas.

Planning & Development Services Report to
Infrastructure and Planning Committee
2024 November 06

ISC: UNRESTRICTED
IP2024-1162

Westbrook Communities Local Area Plan Heritage Guidelines Policy Amendment

Preservation and adaptive reuse of heritage buildings reduces the environmental impact of new construction and contributes to the sustainability within a community.

Economic

The Heritage Guidelines allow for the contextual redevelopment of heritage properties and the creation of additional dwelling units in inner-city communities ([The City of Calgary's Housing Strategy](#)). Having more people living near existing amenities and services will help support businesses in the Westbrook communities.

Service and Financial Implications

No anticipated financial impact

RISK

If the amendments to the Westbrook Communities Local Area Plan and Land Use Bylaw are not approved, there is risk of eroding community trust in the local area planning process and undermining the vision and core ideas of the Westbrook Communities Local Area Plan. Without the proposed Heritage Guidelines, redevelopment could be more likely to have a negative impact on the historic character of this area. Failure to approve the Heritage Guidelines would create inconsistency with heritage policies in approved local area plans.

ATTACHMENTS

1. Background and Previous Council Direction
2. **Proposed Bylaw 3P2025**
3. **Proposed Bylaw 4P2025**
4. Westbrook Communities Heritage Guidelines Implementation Guide
5. Engagement Summary
6. Letters of Response
7. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning & Development Services	Approve

Author: Michele Bussiere, City and Regional Planning

City Clerks: C. Doi / K. Picketts

Background and Previous Council Direction

Background

Late in the development of the Westbrook Communities Local Area Plan (Plan), six heritage rich blocks were identified in the community of Shaganappi as warranting inclusion as a Heritage Guideline Area. As approved by Council in 2023, the Plan includes Section 2.6.2 Heritage Guideline Area, which identifies one Heritage Guideline Area in the community of Shaganappi. Administration committed to the Shaganappi community to amend the placeholder policy in the Plan, as acknowledged by Council through the placeholder text.

Previous Council Direction

The table below provides details of Council direction since 2023 that have guided Administration's work on amendments to the Westbrook Communities Local Area Plan proposed in this report.

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2023 April 25	C2023-0465	Regular Meeting of Council Council voted on second and third readings, approving the Westbrook Communities Local Area Plan (LAP). Administration committed to the Shaganappi community to amend the placeholder policy in the Plan, as acknowledged by Council through the placeholder text.
2024 January 17	IP2022-1146	Public Hearing Meeting of Council Council approved first reading and directed Administration to return for second and third readings after circulation to Calgary Metropolitan Region Board.

PROPOSED

IP2024-1162
ATTACHMENT 2

BYLAW NUMBER 3P2025

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE WESTBROOK COMMUNITIES
LOCAL AREA PLAN BYLAW 5P2023
(IP2024-1162)**

WHEREAS it is desirable to amend the Westbrook Communities Local Area Plan Bylaw 5P2023;

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 Westbrook Communities Local Area Plan attached to and forming part of Bylaw 5P2023 is hereby amended as follows:

- (a) In Section 2.6.2, delete the text in its entirety and replace with the following:

“To recognize and celebrate the unique history and resulting built form that is seen in part of the Westbrook Communities, A **Heritage Guideline Area** that has concentrated groupings of residential **heritage assets** has been identified in the community of Shaganappi. These residential **heritage assets** are privately owned buildings, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern, and architectural details or materials. Concentrations of residential **heritage assets** that help define the **Heritage Guideline Area** are identified on Map 5. These guidelines apply to block faces where more than 25% of the buildings have been identified as residential **heritage assets**. Buildings that qualify as residential **heritage assets** may be listed on the Inventory of Evaluated Historic Resources, but it is not a requirement.

The Plan applies specific guidelines to the **Heritage Guideline Area** to ensure new development fits into the area’s historic fabric and context. They aren’t intended to directly recreate historical architectural styles or limit new development, but to incorporate design elements that allow them to contribute to and enhance the historic character of the **Heritage Guideline Area**. The guidelines will be applied through the development permit review process to ensure new development responds to and contextually fits with existing residential **heritage assets**.

PROPOSED

BYLAW NUMBER 3P2025

Policy

General

- a. Land use redesignations that would allow for development with permitted use dwelling units should not be supported in the **Heritage Guideline Area**.
- b. Development should draw design references from nearby **heritage assets** within the applicable **Heritage Guideline Area**, without directly mimicking historic styles.

Site and Landscape Design

- c. Notwithstanding the minimum **Land Use Bylaw** setback,
 - i. front yard setbacks should be informed by the existing **heritage assets** on the block; and
 - ii. where existing front yard setbacks on the block face are generally consistent (meaning a variance in setbacks of 2.0 meters or less for all parcels), the front setback for new development should not be less than the shortest existing front setback on the block face.
- d. Development should provide well-defined and direct pathway connections from front doors to the sidewalk and public space.
- e. Where a public boulevard with canopy trees is not present, landscaping should include at least one deciduous tree in the front setback area or within the boulevard, that will contribute to a mature tree canopy.
- f. Relaxation of **Land Use Bylaw** landscaping requirements may be considered in the front setback where two mature trees are retained in the front yard or boulevard.
- g. Front setbacks should be soft landscaped.

Roofs and Massing

- h. Roof styles should be informed by and complement the **heritage assets** in the area. The design should:
 - i. incorporate a roof profile informed by the existing **heritage assets** on the block with a strong emphasis on visual continuity along the street;
 - ii. have a minimum primary roof pitch of 6:12;

PROPOSED

BYLAW NUMBER 3P2025

- iii. have a minimum primary roof pitch of 4:12 when **heritage assets** in the **Heritage Guideline Area** have a similar roof form;
- iv. not include a flat roof or **contemporary asymmetrical roof pitches** where visible from the street.
- i. Decks above the main floor are encouraged to be incorporated into the roofline or recessed into the facade to diminish their visual impact.
- j. Foundation height is encouraged to conform to the foundation height of existing **heritage assets** on the block.
- k. Where new development is larger than nearby **heritage assets**, the visual impact of upper storeys of buildings should be reduced by employing design measures such as:
 - i. the use of **compound roofs** (e.g., cross-gabled or combination roof pitches) to hide the upper storey;
 - ii. shifting massing away from smaller-scale buildings; or
 - iii. reduced building massing on upper storeys.
- l. Developments with more than one unit should have distinct rooflines that accentuate individual units.
- m. Buildings with a front facade width exceeding 12.0 metres or a height exceeding two storeys are encouraged to mitigate their visual impact through variations in:
 - i. massing;
 - ii. rooflines; or
 - iii. materials.

Front Facades

- n. Development should provide a front projection on the main floor that may be covered or enclosed, and that comprises at least a third of the width of the front main floor facade for each unit visible from the street. This front projection could include elements such as:
 - i. porches;
 - ii. patios;
 - iii. verandas;
 - iv. sunrooms; or
 - v. bay windows.
- o. Front facades should reference the vertical and horizontal pattern of the streetscape, maintaining the proportions and depth of existing **heritage assets** on the block.

PROPOSED

BYLAW NUMBER 3P2025

- p. Front projections beyond the main facade of the building should include a roof that is informed by the existing **heritage assets** on the block and integrated into the overall building design.
- q. A full-width front veranda or porch should be informed by and complement the horizontal lines and roof pitches of existing **heritage assets** on the block by integrating it within the primary roof; where this is not possible, the veranda or porch should be integrated into the front facade under an integrated secondary roof.
- r. Where a roof is supported by columns, the style of those columns should be informed by the existing **heritage assets** on the block.

Windows, Materials and Details

- s. Window patterns should be informed by and complement the existing **heritage assets** in the area and:
 - i. large uninterrupted floor-to-ceiling windows are discouraged;
 - ii. horizontal window openings are encouraged to be divided into groupings of smaller vertically oriented windows; and,
 - iii. windows are encouraged to include wide casings or frames.
 - t. The use of natural or natural-looking building materials, such as masonry, wood or wood-pattern cement board, is encouraged.
 - u. Where multiple building materials are used, heavier-looking materials (e.g., masonry or masonry veneer) should be used on the base of the building.”
- (b) In Section 4.4, between **Built Form** and **Core Zone** add:
- “**Compound Roof** – includes hip and valley, cross-hipped, dormer, intersecting or combination roofs and pitches.
- Contemporary Asymmetrical Roof Pitch** – includes single slope roofs such as butterfly, shed, sawtooth, lean-to, saltbox, flat and **skillion**.”
- (c) In section 4.4, between **Transportation Demand Management (TDM)** and **Work-Live Units** add:
- “**Skillion Roof** – A skillion roof design consists of only one single flat slope or mono pitch roof.”
- (d) Insert the images shown in Schedule “A” into Section 2.6.2 Heritage Guideline Area.

PROPOSED

BYLAW NUMBER 3P2025

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

BYLAW NUMBER 3P2025

SCHEDULE A



Image: Example of front setback, tree planting and front facades



Image: Example of roofs and massing.

PROPOSED

BYLAW NUMBER 3P2025



Vertical style windows



Natural materials



Heavier materials at base of building

Image: Example of windows, materials and details.

PROPOSED

IP2024-1162
ATTACHMENT 3

BYLAW NUMBER 4P2025

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (IP2024-1162)

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, 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 City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
 - (a) Add the maps attached as Schedule "A" to the Heritage Guideline Areas Maps, to be deposited with the City Clerk.
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

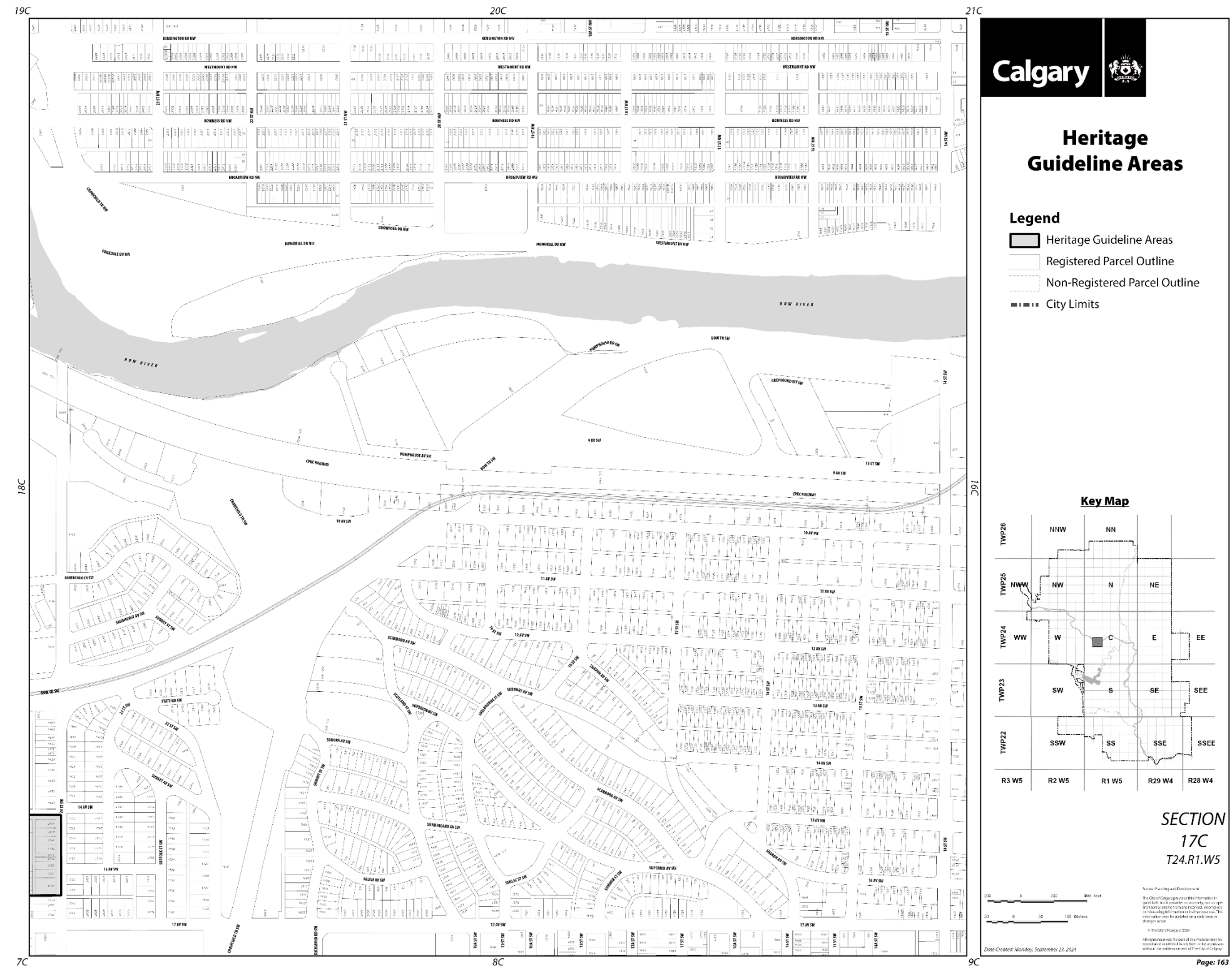
SIGNED ON _____

PROPOSED

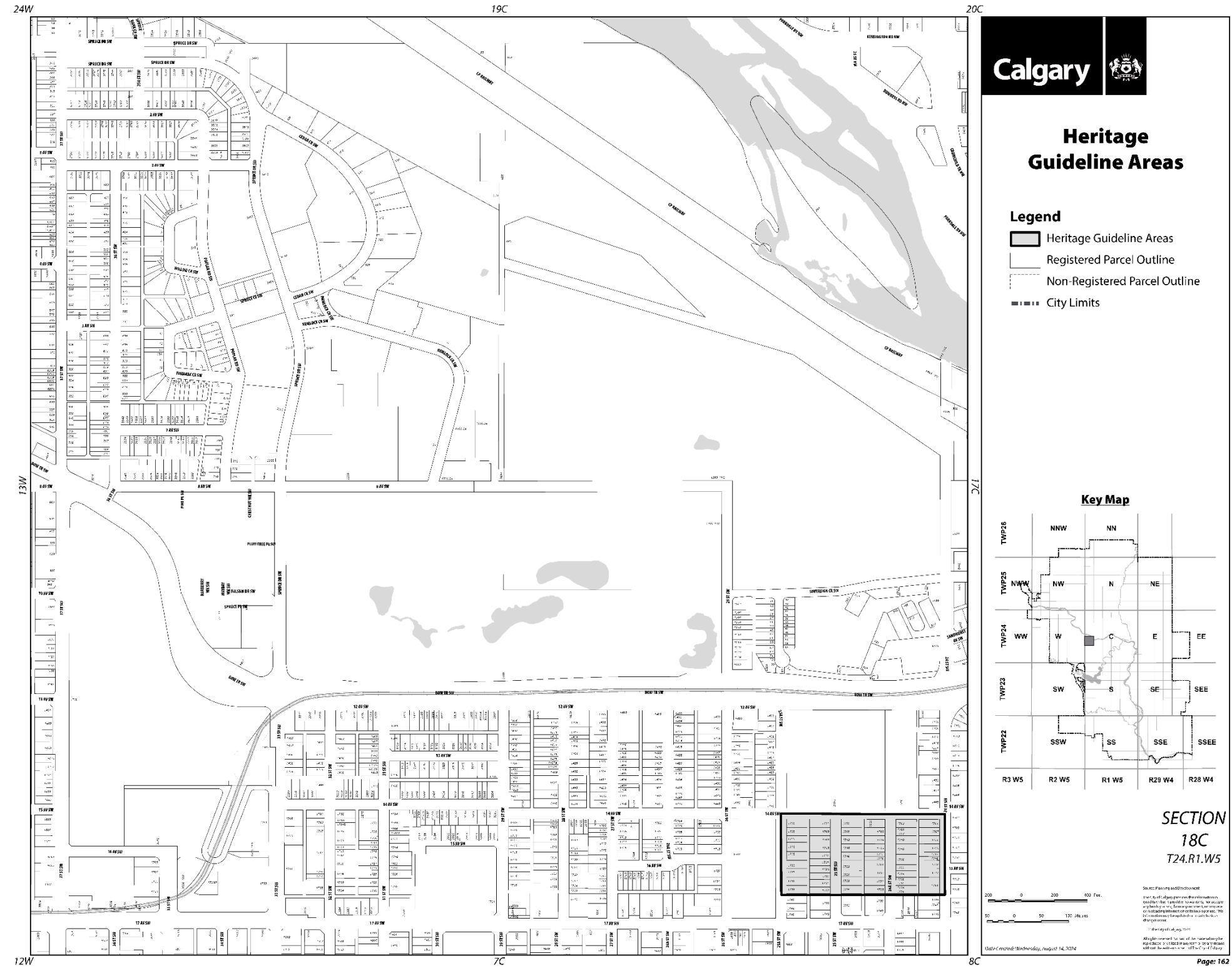
BYLAW NUMBER 4P2025

SCHEDULE A

Heritage Guideline Areas – Section Map 17C



Heritage Guideline Areas – Section Map 18C



Westbrook Communities Heritage Guidelines Implementation Guide



Westbrook Communities Heritage Guidelines **Implementation Guide**



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Windows, Materials and Details.....	9

Heritage Guideline Area

What Is a Heritage Guideline Area?

Heritage Guideline Areas are identified in a local area plan and indicate where there are concentrations of **heritage assets**, sometimes referred to as “character homes.” In these areas, both new developments and major exterior renovations to existing buildings are made subject to a discretionary review and approval process by The City. The application design guidelines also promote the integration of historic design characteristics found in local **heritage assets**.

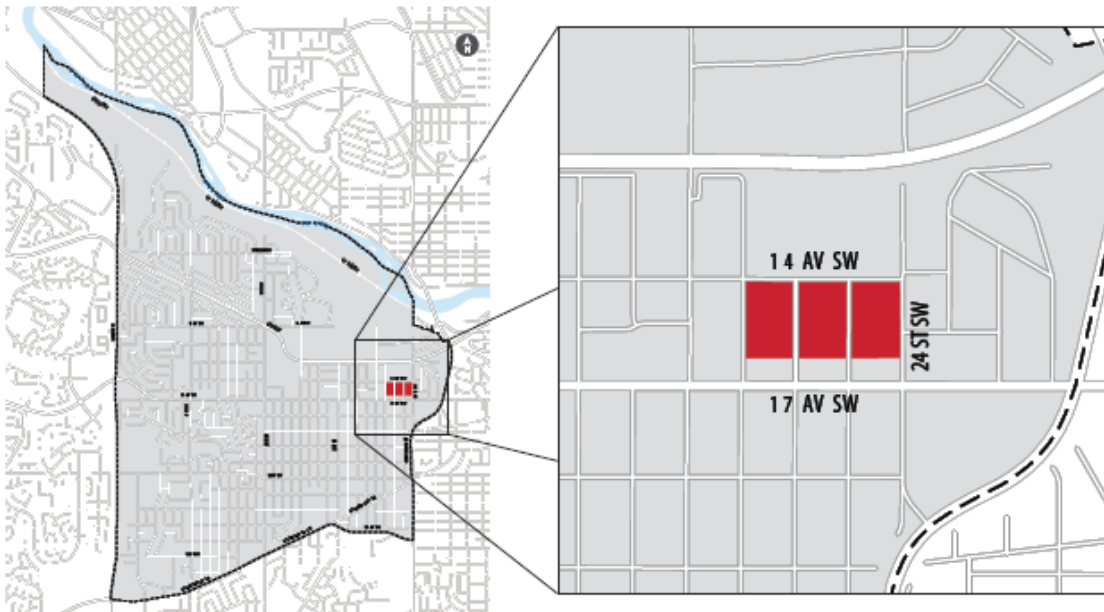
The Heritage Guidelines address general characteristics of buildings rather than enforcing strict architectural rules. Although the design of new development needs

to be sensitive to and respect the existing **heritage assets**, the intent of the guidelines is not to require new development to have a fake historic appearance. Instead, the guidelines are written to encourage modern development that is highly-contextual and echoes the past context established by **heritage assets**.

What are heritage assets?

Heritage assets are privately-owned buildings, typically constructed before 1945, that retain most of their original style, design, details and construction materials as determined through a visual assessment.

Westbrook Communities Heritage Guidelines Area



Guidelines Overview

The Heritage Guidelines apply to new development and significant exterior renovations in the **Heritage Guideline Area**. They ensure that new development responds to and supports the historic character in this area. The Heritage Guidelines address four overarching design categories:

- Site and Landscape Design
- Roofs and Massing
- Front Façades
- Windows, Materials and Details

Overall, the Heritage Guidelines encourage new development to take design inspiration from nearby **heritage assets** in ways that complement the unique and historic qualities of **heritage assets** while allowing for modern interpretations.

The images shown throughout this implementation guide show various ways that new development can respond to existing **heritage assets**. For example, various scales of development may occur in the **Heritage Guideline Area** and the images included show how these varying scales can incorporate the design guidelines.

Example block within the Heritage Guideline Area



Site and Landscape Design

Site and landscape design are important factors in how a building fits in with the surrounding area. Proper building setbacks from the street and trees in the front yard or boulevard help a building fit in with existing homes.

Applicable Heritage Guidelines:

- Front setbacks for new development should be generally aligned with **heritage assets** on the block.
- If a public boulevard with canopy trees is not present, at least one canopy tree should be planted in the front setback area or within the boulevard, where possible.
- Where existing front yard setbacks on the block face are generally consistent (meaning a variance in setbacks of 2.0 meters or less for all parcels), the front setback for new development should not be less than the shortest existing front setback on the block face.



Aligned front setback



Aligned front setback



Canopy tree in front setback

Example of front setback and tree planting within a Heritage Guideline Area



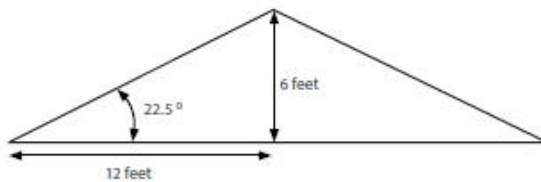
Roofs and Massing

The roof style and design of a building influence how well it fits in with surrounding **heritage assets**. The intent of policies in this section are to reduce the visual impact of new development by considering roof design and building massing (e.g., size and shape), particularly in how they relate to **heritage assets**.

Applicable heritage guidelines:

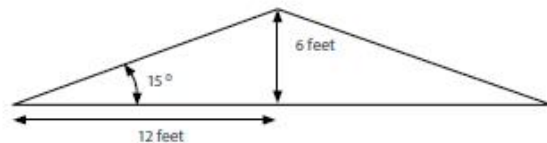
- Roof styles should be informed by and complement the **heritage assets** in the area. The design should:
 - incorporate a roof profile informed by the existing heritage assets on the block with a strong emphasis on visual continuity along the street;
 - have a minimum primary roof pitch of 6:12;
 - have a minimum primary roof pitch of 4:12 when **heritage assets** in the **Heritage Guideline Area** have a similar roof form;
 - not include a flat roof or **contemporary asymmetrical roof pitches** where visible from the street.
- Foundation height is encouraged to conform to existing **heritage assets** on the block.
- Where new development is larger than nearby **heritage assets**, the visual impact of upper storeys of buildings should be reduced by using design measures such as:
 - Using **compound roofs** (e.g., cross-gabled or combination roof pitches) to hide the upper storey;
 - Shifting massing away from smaller-scale buildings.
 - Reducing building massing on upper storeys.

6:12 Pitched roof example



Compound roof form

4:12 Pitched roof example



Compound roof form

- Developments with more than one unit should have distinct rooflines that accentuate individual units.
- Buildings with a front facade width exceeding 12 metres or a height exceeding two storeys are encouraged to mitigate their visual impact through variations in:
 - massing;
 - rooflines; or
 - materials.
- Decks above the second floor are encouraged to be incorporated into the roofline or recessed into the facade to diminish their visual impact.



Contemporary
asymmetrical roof



Contemporary asymmetrical
butterfly roof



Upper deck incorporated into roofline



Recessed upper deck



Front Façades

The front façade of a building provides an important relationship between a building and the street. This is how the building is most often viewed and therefore it is important that the front façade take cues from surrounding **heritage assets**.

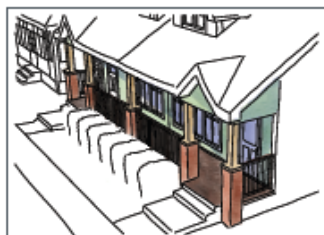
Applicable Heritage Guidelines:

- Development should provide a front projection on the main floor, which may be covered or enclosed (with significant glazing), that makes up at least a third of the width of the front main floor façade for each unit visible from the street. This front projection could be in forms such as porches, patios, verandas or sunrooms.
- Front façades should reference the vertical and horizontal pattern of the streetscape, specifically existing **heritage assets** on the block.

Front projections beyond the main facade of the building should include a roof that is informed by the existing **heritage assets** on the block and integrated into the overall building design.

- A full-width front veranda or porch should be informed by and complement the horizontal lines and roof pitches of existing heritage assets on the block by integrating it within the primary roof; where this is not possible, the veranda or porch should be integrated into the front facade under an integrated secondary roof.
- Where a roof is supported by columns, the style of those columns should be informed by the existing **heritage assets** on the block.

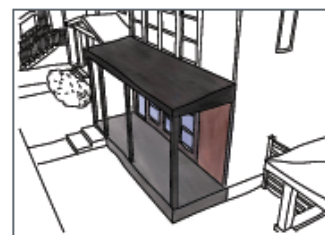
Examples of front projections



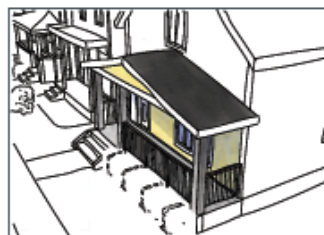
Full width verandah



Enclosed entryway



Shed verandah



Gable verandah



Hipped verandah

Windows, Materials and Details

Throughout the **Heritage Guideline Area** certain defining historical details exist, visible in the **heritage assets**. The Heritage Guidelines ensure new developments include some of these details, while also allowing for modern interpretation and design.

Applicable Heritage Guidelines:

- The use of natural or natural-looking building materials, such as masonry, wood or wood-pattern cement board, is encouraged.
- Where multiple building materials are used, heavier-looking materials (e.g., masonry or masonry veneer) should be used on the base of the building.
- Large uninterrupted floor-to-ceiling windows are discouraged.
- Horizontal window openings are encouraged to be divided into groupings of smaller vertically oriented windows.
- Windows are encouraged to include wide casings or frames.
- The use of natural or natural-looking building materials is encouraged.



Smaller vertically oriented windows

Example of windows, materials and details within a Heritage Guideline Area



Vertical style windows



Natural materials



Heavier materials at base of building

Engagement Summary

Overview

Since 2024 May, community association members, area residents, and heritage advocates have been involved in the development of the Westbrook Communities Heritage Guidelines. The engagement for the project consisted of two approaches:

Working Group engagement

- From 2024 May to 2024 August, the Working Group helped to define and refine a list of heritage character elements within the community of Shaganappi, and to refine the draft Heritage Guidelines. The Working Group consisted of community association members, area residents and Heritage Calgary.

Public engagement

- From 2024 August 29 – through 2024 September 21, Administration hosted both in-person and online engagement for property owners living in the Heritage Guideline Area. Property owners were encouraged to provide feedback through The City's Engage Portal. Administration used this feedback to help further inform the Guidelines.
- In 2024 September, Administration shared the final Guidelines publicly on the project website, supported by a notification campaign using a community letter drop.
- Letters were hand-delivered to the identified property owners within the Westbrook Communities Heritage Guideline area (specifically the community of Shaganappi) to inform them about the opportunity to attend an in-person information session and/or contribute to the online portal.
- The in-person session was well attended and feedback received was positive with attendees in favour of the Guidelines.

Engagement summary

- **11 Working Group members**
- **3 Working Group sessions**
- **200+ total views of the project website**
- **152 unique visitors to the project website**
- **25 people engaged:** number of people who got involved online and through the working group

Summary of Feedback

Feedback was very positive with respect to the Heritage Guideline Policy. Two main concerns were identified, those being respect for the historic front yard setbacks and whether the policy was prescriptive enough to respect the historical character of the Heritage Guideline Area.

Letters of Response

Shaganappi Community Association



Oct 8, 2024

Atten: Michele Bussiere, BA, AT

Planner, City Planning Policy City
and Regional Planning
4th Floor, Municipal Building, 800 Macleod Trail SE Calgary, AB
T2G 2M5

RE: Westbrook HGA policy guidelines

To whom it may concern:

The ~~Shaganappi~~ Community Association is in full support of the proposed Heritage designation for the three blocks between 14th Avenue SW and the 17th Avenue Lane, and between 24th Street and 25-A Street SW.

Our Street Representatives were actively engaged in the development of the Guidelines.

The Street Representatives started in April 2024, recruiting additional representatives on each block to attend 3 sessions with City Planners. This allowed for an understanding of the proposal and the development of the guidelines. Walking the neighbourhood and utilizing pictures of all the homes to identify key characteristics that make our 3 blocks unique was completed.

Once the foundations of the Heritage Guidelines were consolidated, the street representatives involved all the affected homes through door to door communications, sharing the proposed designation with the homeowners. Attendance at the scheduled open house was also encouraged.

There was strong attendance at the open houses and the residents were encouraged to ask questions, share concerns, and gain clarity. We believe the result is that the residents are in strong support of the designation. We trust that the proposed Guidelines will pass Council expeditiously.

Sincerely,

The ~~Shaganappi~~ Community Association

Michael Wilhelm Mike Grovue
President

Heritage Area Representative, Development Committee

Rob McManus
Area Resident, Member of Area Heritage Committee

Cc: Courtney Walcott, Alicia Ta, Ward 8 Office, City of Calgary
Development Committee, ~~Shaganappi~~ CA

~~Shaganappi~~ Community Association
2516 – 14 Avenue SW
Calgary AB T3C 3V

Heritage Calgary



October 15, 2024

Michele Bussiere
Planner | City Planning Policy
The City of Calgary
Floor 5, Municipal Building, 800 Macleod Tr. S.E.
P.O. Box 2100, Station M
Calgary, AB T2P 2M5 | Mail Code: 8075

Dear Michele:

**Re: Westbrook Communities Local Area Plan –
Heritage Guideline Policy Amendments**

I am writing on behalf of Heritage Calgary in support of the Heritage Guideline amendments to the Westbrook Communities Local Area Plan (LAP). Heritage Calgary is a charitable Civic Partner of The City of Calgary focused on the research, education, and preservation of our shared heritage. We believe heritage is a dynamic process by which identity is experienced, interpreted, and represented and take pride in working with Calgarians to honour the fabric that we are all a part of.

The Heritage Guideline Area has been identified in the community of Shaganappi, and was crafted with input from the community. It sets out policies to ensure that new development fits into the area's historic fabric and context, incorporating design elements that contribute to and enhance the historic character of the area.

Heritage Calgary is pleased to support these Guidelines and look forward to assisting with their implementation for the Westbrook Community of Shaganappi.

Sincerely,

A handwritten signature in blue ink that reads 'Josh Traptow'.

Josh Traptow
Chief Executive Officer
Heritage Calgary

#205 - 505 8 AVE SW CALGARY, AB T2P 1G2 | 403 805 7084 | HERITAGECALGARY.CA



Westbrook Communities Local Area Plan Heritage Guidelines Policy Amendment

IP2024-1162

November 6, 2024

Recommendation(s)

That the Infrastructure and Planning Committee recommends that Council:

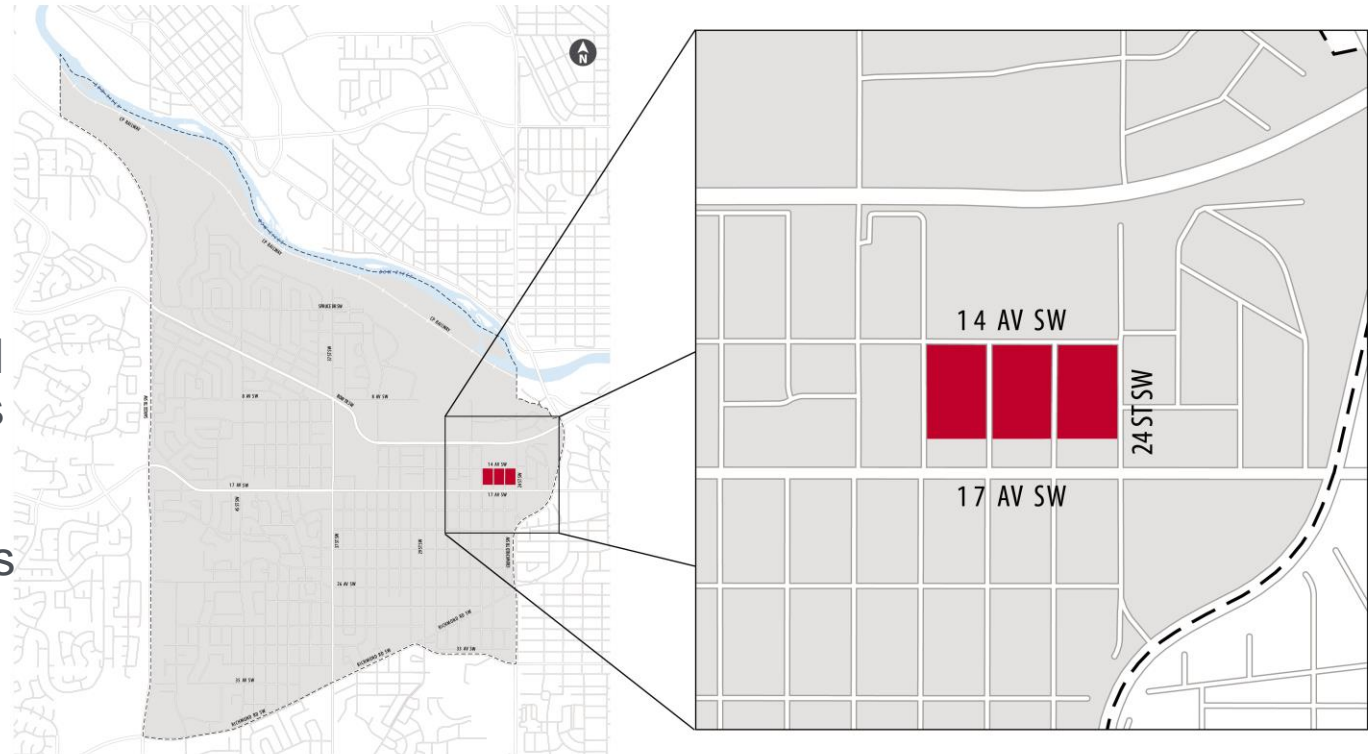
1. Give three readings to the proposed bylaw for amendments to the Westbrook Communities Local Area Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for amendments to the land-use maps in the Land Use Bylaw to include the Heritage Guideline Area (Attachment 3).

Westbrook Communities Local Area Plan

The Westbrook Communities Local Area Plan was approved April 25, 2023

Amendments will:

- Replace Heritage Guideline placeholder policy in the Westbrook Communities Local Area Plan with specific Heritage Guidelines
- Include amendments to the Land Use maps in the Land Use Bylaw to facilitate implementation in the Heritage Guideline Area



Westbrook Communities Engagement and Communications

Highlights

- A working group that met several times
- In person and online community engagement
- Mail-outs to residents living in the Heritage Guideline Area



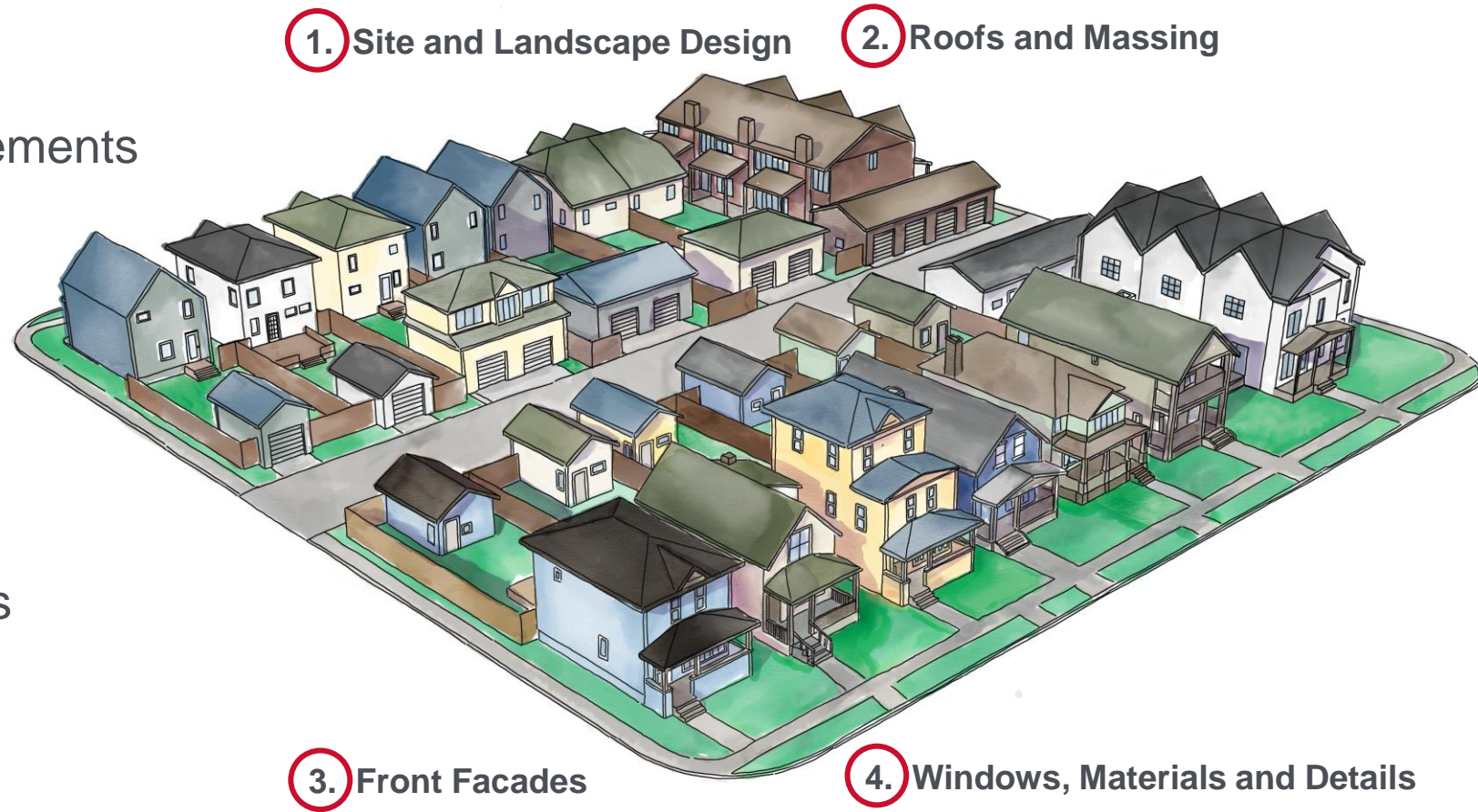
Westbrook Communities Heritage Guidelines

The guidelines DO:

- Address general characteristics
- Reference key historic design elements

The guidelines DO NOT:

- Mimic historical designs
- Limit the number of dwelling units



Recommendation(s)

That the Infrastructure and Planning Committee recommend that Council:

1. Give three readings to the proposed bylaw amending the Westbrook Communities Local Area Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for amendments to the land-use maps in the Land Use Bylaw to include the Heritage Guideline Area (Attachment 3).