CITY OF CALGARY
NOTICE OF 2026 MAY 12
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, 2026 May 12, 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), Monday, 2026 May 4**, 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 is collected for the purpose of public participation in municipal decision-making by Council and Council Committees and scheduling speakers for Council or Council Committee meetings. Your personal information may also be used by an automated system to generate content. This collection is authorized under Procedure Bylaw 42M2025, and Section 216.4 of the Municipal Government Act and Sections 4(a) and (c) of the Protection of Privacy Act of Alberta.

If you speak at a meeting of Council or a Council Committee, your name will appear in the meeting minutes, which are retained as a permanent public record. Your name, image and/or comments may be made publicly available in the live video broadcast and recordings of meetings that are publicly accessible on Council and committee agendas, minutes and video.

If you have questions regarding the collection and use of your personal information, please contact: City Clerk's Office, Legislative Services, 403-268-5861, or 700 Macleod Trail S.E., P.O. Box 2100, Station M (MC 8007), Calgary, Alberta, T2P 2M5.

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

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

To participate remotely, please pre-register by contacting the City Clerk's Office electronically at www.calgary.ca/publicsubmissions.

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, 2026 May 12 at 9:30 a.m.

* * * * * * *

PLANNING MATTERS FOR PUBLIC HEARING

Item 1	Outline Plan, Policy and Land Use Amendment in Stonegate Landing (Ward 5) at multiple addresses, LOC2024-0171, CPC2026-0020 Proposed Bylaws 15P2026, 16P2026 & 64D2026
Item 2	Outline Plan and Land Use Amendment in Cityscape (Ward 5) at 10011 – 52 Street NE, LOC2025-0113, CPC2026-0271 Proposed Bylaw 52D2026
Item 3	Land Use Amendment in Westwinds (Ward 5) at 3633 Westwinds Drive NE, LOC2025-0210, CPC2026-0199 Proposed Bylaw 51D2026
Item 4	Land Use Amendment in Tuxedo Park (Ward 7) at multiple addresses, LOC2025-0256, CPC2026-0220 Proposed Bylaw 47D2026
Item 5	Land Use Amendment in Banff Trail (Ward 7) at 2471 – 23 Street NW, LOC2025-0171, CPC2026-0250 Proposed Bylaw 63D2026
Item 6	Land Use Amendment in Hillhurst (Ward 7) at multiple addresses, LOC2025-0133, CPC2026-0143 Proposed Bylaw 46D2026
Item 7	Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2025-0248, CPC2026-0219 Proposed Bylaw 49D2026
Item 8	Land Use Amendment in Hillhurst (Ward 7) at 207 and 211 – 14 Street NW, LOC2025-0195, CPC2026-0256 Proposed Bylaw 53D2026
Item 9	Policy and Land Use Amendment in Eau Claire (Ward 7) at 728 – 4 Avenue SW, LOC2025-0137, CPC2026-0145 Proposed Bylaws 14P2026 & 58D2026
Item 10	Land Use Amendment in Beltline (Ward 8) at 310 – 15 Avenue SW, LOC2025-0242, CPC2026-0258 Proposed Bylaw 56D2026

Item 11	Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2025-0254, CPC2026-0233 Proposed Bylaw 57D2026
Item 12	Land Use Amendment in Killarney/Glengarry (Ward 8) at 3036 and 3040 – 29 Street SW, LOC2025-0179, CPC2026-0252 Proposed Bylaw 50D2026
Item 13	Land Use Amendment in Killarney/Glengarry (Ward 8) at multiple addresses, LOC2025-0234, CPC2026-0166 Proposed Bylaw 61D2026
Item 14	Land Use Amendment in Manchester (Ward 9) at 5325 – 1A Street SW, LOC2025-0066, CPC2026-0025 Proposed Bylaw 55D2026
Item 15	Land Use Amendment in Burns Industrial (Ward 09) at 6010 – 12 Street SE, LOC2025-0119, CPC2025-0852 Proposed Bylaw 59D2026
Item 16	Policy Amendment in Ogden (Ward 9) at 8002 – 24 Street SE, LOC2025-0236, CPC2026-0180 Proposed Bylaw 13P2026
Item 17	Land Use Amendment in Maple Ridge (Ward 11) in 10411 – 15 Street SE, LOC2025-0214, CPC2026-0237 Proposed Bylaw 60D2026
Item 18	Land Use Amendment in Mahogany (Ward 12) at multiple addresses, LOC2025-0180, CPC2026-0148 Proposed Bylaw 62D2026
Item 19	Land Use Amendment in Midnapore (Ward 14) at 15307 – 1 Street SE, LOC2025-0226, CPC2026-0209 Proposed Bylaw 48D2026
Item 20	Land Use Amendment in Haskayne (Ward 1) at 6600 and 6815 – 133 Street NW, LOC2025-0070, CPC2026-0221 Proposed Bylaw 54D2026

Outline Plan, Policy and Land Use Amendment in Stonegate Landing (Ward 5) at multiple addresses, LOC2024-0171

RECOMMENDATIONS:

That Calgary Planning Commission:

1. Forward this report (CPC2026-0020) to the 2026 May 12 Public Hearing Meeting of Council;

2. As the Council-designated Approving Authority, approve the proposed outline plan located at 12331, 12414, 13030, 13440, 13440R, 13601 and 13621 – 36 Street NE; 1300, 1450, 1495, 1500 and 1570 Barlow Crescent NE; 3699 and 4440 Country Hills Boulevard NE; 12939 Métis Trail NE and 4200 – 128 Avenue NE (Portion of NE1/4 Section 28-25-29-4; Portion of NW1/4 Section 27-25-29-4; Portion of W1/2 Section 34-25-29-4; Portion of SE1/4 Section 33-25-29-4; Plan 9212612 Lot B; Plan 1310593 Block 5 Lot 5; Plan 1611320 Block 5 Lot 6; Plan 0913802 Block 4 Lot 2; Plan 0913802 Block 5 Lot 2; Plan 1811898 Block 5 Lots 8 and 9; Plan 0614349 Block A; Portion SW1/4 Section 27-25-29-4; Plan 1711309 Block 5 Lot 7) to subdivide 194.81 hectares ± (481.38 acres ±) with conditions (Attachment 2).

That the Calgary Planning Commission recommend that Council:

3. Give three readings to the proposed bylaw for the amendments to the Municipal Development Plan (Attachment 8);

4. Give three readings to the proposed bylaw for the amendments to the Northeast Industrial Area Structure Plan (Attachment 7); and

5. Give three readings to the proposed bylaw for the redesignation of 194.81 hectares ± (481.38 acres ±) located at 12331, 12414, 13030, 13440, 13440R, 13601 and 13621 – 36 Street NE; 1300, 1450, 1495, 1500 and 1570 Barlow Crescent NE; 3699 and 4440 Country Hills Boulevard NE; 12939 Métis Trail NE and 4200 – 128 Avenue NE (Portion of NE1/4 Section 28-25-29-4; Portion of NW1/4 Section 27-25-29-4; Portion of W1/2 Section 34-25-29-4; Portion of SE1/4 Section 33-25-29-4; Plan 9212612 Lot B; Plan 1310593 Block 5 Lot 5; Plan 1611320 Block 5 Lot 6; Plan 0913802 Block 4 Lot 2; Plan 0913802 Block 5 Lot 2; Plan 1811898 Block 5 Lots 8 and 9; Plan 0614349 Block A; Portion SW1/4 Section 27-25-29-4; Plan 1711309 Block 5 Lot 7) from Industrial – General (I-G) District, Industrial – Business f0.5h27 (I-B f0.5h27) District, Commercial – Regional 3 f0.23h18 (C-R3 f0.23h18) District, Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District, Commercial – Regional 3 f0.5h18 (C-R3 f0.5h18) District, and Special Purpose – City and Regional Infrastructure (S-CRI) District to Industrial – General (I-G) District, Industrial – Commercial (I-C) District, Commercial – Regional 3 f0.5h18 (C-R3 f0.5h18) District, Commercial – Community 2 f2.0h24 (C-C2f2.0h24) District, Commercial – Neighbourhood 1 (C-N1) District, Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – General (MU-1f3.5h24) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

Outline Plan, Policy and Land Use Amendment in Stonegate Landing (Ward 5) at multiple addresses, LOC2024-0171

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 APRIL 16:

That Council:

1. Give three readings to **Proposed Bylaw 15P2026** for the amendments to the Municipal Development Plan (Attachment 8);
2. Give three readings to **Proposed Bylaw 16P2026** for the amendments to the Northeast Industrial Area Structure Plan (Attachment 7); and
3. Give three readings to **Proposed Bylaw 64D2026** w for the redesignation of 194.81 hectares ± (481.38 acres ±) located at 12331, 12414, 13030, 13440, 13440R, 13601 and 13621 – 36 Street NE; 1300, 1450, 1495, 1500 and 1570 Barlow Crescent NE; 3699 and 4440 Country Hills Boulevard NE; 12939 Métis Trail NE and 4200 – 128 Avenue NE (Portion of NE1/4 Section 28-25-29-4; Portion of NW1/4 Section 27-25-29-4; Portion of W1/2 Section 34-25-29-4; Portion of SE1/4 Section 33-25-29-4; Plan 9212612 Lot B; Plan 1310593 Block 5 Lot 5; Plan 1611320 Block 5 Lot 6; Plan 0913802 Block 4 Lot 2; Plan 0913802 Block 5 Lot 2; Plan 1811898 Block 5 Lots 8 and 9; Plan 0614349 Block A; Portion SW1/4 Section 27-25-29-4; Plan 1711309 Block 5 Lot 7) from Industrial – General (I-G) District, Industrial – Business f0.5h27 (I-B f0.5h27) District, Commercial – Regional 3 f0.23h18 (C-R3 f0.23h18) District, Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District, Commercial – Regional 3 f0.5h18 (C-R3 f0.5h18) District, and Special Purpose – City and Regional Infrastructure (S-CRI) District to Industrial – General (I-G) District, Industrial – Commercial (I-C) District, Commercial – Regional 3 f0.5h18 (C-R3 f0.5h18) District, Commercial – Community 2 f2.0h24 (C-C2f2.0h24) District, Commercial – Neighbourhood 1 (C-N1) District, Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – General (MU-1f3.5h24) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2026 April 16:

"The following documents were distributed with respect to Report CPC2025-0884:

- …
- Revised Attachment 2;

…

Moved by Commissioner Small

That with respect to Report CPC2026-0020, the following be approved:

That the Administration Recommendations be amended by deleting Recommendation 2 and replacing with the following:

"2. Refer the proposed outline plan back to Administration to:

- Include a new Public Utility Lot on the Outline Plan to protect existing gas infrastructure along Metis Trail NE; and
- Review and amend the conditions to better clarify the intent of the conditions and remove conditions that are not required."

For: (8) Director Mahler, Commissioner Hawryluk, Commissioner Small, Commissioner Campbell-Walters, Commissioner Damiani, Commissioner Hardwicke, Commissioner Wagner, and Commissioner Boechler

MOTION CARRIED

Moved by Director Mahler

That with respect to Report CPC2026-0020, Attachment 7 be amended, as follows:

1. Delete section (p) and replace with the following:
   "(p) In Section 7.3.2, Policy (1) (a), delete (ii), (iii), (iv), (v) and replace with the following:

   "(ii) park and ride facilities either stand alone or integrated with other mixed-use development;

   (iii) multi-unit residential developments;

   (iv) mixed-use developments; and

   (v) other uses consistent with a residential area and an industrial/business park."

For:(8) Director Mahler, Commissioner Hawryluk, Commissioner Small, Commissioner Campbell-Walters, Commissioner Damiani, Commissioner Hardwicke, Commissioner Wagner, and Commissioner Boechler

MOTION CARRIED

Moved by Commissioner Small

That with respect to Report CPC2026-0020, Attachment 7 be amended, as follows:

1. Amend Schedules A to E to indicate the full interchanges at 128 Avenue NE and Metis Trial NE and at Country Hills Boulevard and Metis Trail NE, and designate Metis Trail between Country Hills Boulevard and Stoney Trail as an Expressway (Skeletal Road).

For: (4) Commissioner Small, Commissioner Campbell-Walters, Commissioner Hardwicke, and Commissioner Boechler

Against:(5) Director Mahler, Commissioner Hawryluk, Commissioner Damiani, Commissioner Wagner, and **Manager Lee**

MOTION DEFEATED

Moved by Commissioner Boechler

Outline Plan, Policy and Land Use Amendment in Stonegate Landing (Ward 5) at multiple addresses, LOC2024-0171

That with respect to Report CPC2026-0020, the following be approved, **as amended**:

That Calgary Planning Commission:

1. Forward this report (CPC2026-0020) to the 2026 May 12 Public Hearing Meeting of Council;
2. **Refer the proposed outline plan back to Administration to:**
   - **Include a new Public Utility Lot on the Outline Plan to protect existing gas infrastructure along Metis Trail NE; and**
   - **Review and amend the conditions to better clarify the intent of the conditions and remove conditions that are not required.**

That the Calgary Planning Commission recommend that Council:

3. Give three readings to the proposed bylaw for the amendments to the Municipal Development Plan (Attachment 8);
4. Give three readings to the proposed bylaw for the amendments to the Northeast Industrial Area Structure Plan (**Amended** Attachment 7); and
5. Give three readings to the proposed bylaw for the redesignation of 194.81 hectares ± (481.38 acres ±) located at 12331, 12414, 13030, 13440, 13440R, 13601 and 13621 – 36 Street NE; 1300, 1450, 1495, 1500 and 1570 Barlow Crescent NE; 3699 and 4440 Country Hills Boulevard NE; 12939 Métis Trail NE and 4200 – 128 Avenue NE (Portion of NE1/4 Section 28-25-29-4; Portion of NW1/4 Section 27-25-29-4; Portion of W1/2 Section 34-25-29-4; Portion of SE1/4 Section 33-25-29-4; Plan 9212612 Lot B; Plan 1310593 Block 5 Lot 5; Plan 1611320 Block 5 Lot 6; Plan 0913802 Block 4 Lot 2; Plan 0913802 Block 5 Lot 2; Plan 1811898 Block 5 Lots 8 and 9; Plan 0614349 Block A; Portion SW1/4 Section 27-25-29-4; Plan 1711309 Block 5 Lot 7) from Industrial – General (I-G) District, Industrial – Business f0.5h27 (I-B f0.5h27) District, Commercial – Regional 3 f0.23h18 (C-R3 f0.23h18) District, Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District, Commercial – Regional 3 f0.5h18 (C-R3 f0.5h18) District, and Special Purpose – City and Regional Infrastructure (S-CRI) District to Industrial – General (I-G) District, Industrial – Commercial (I-C) District, Commercial – Regional 3 f0.5h18 (C-R3 f0.5h18) District, Commercial – Community 2 f2.0h24 (C-C2f2.0h24) District, Commercial – Neighbourhood 1 (C-N1) District, Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – High Density Low Rise (M-H1) District, Mixed Use – General (MU-1f3.5h24) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

For: (7)	Director Mahler, Commissioner Hawryluk, Commissioner Campbell-Walters, Commissioner Damiani, Commissioner Hardwicke, Commissioner Wagner, and Commissioner Boechler
Against:(1)	Commissioner Small

MOTION CARRIED"

Approval: D. Civitarese concurs with this report. Author: M. Rockley
City Clerks: A. Adegunwa / C. Doi

Outline Plan, Policy and Land Use Amendment in Stonegate Landing (Ward 5) at multiple addresses, LOC2024-0171

HIGHLIGHTS

- This application proposes an outline plan, land use amendments and policy amendments to the *Municipal Development Plan* (MDP) and the *Northeast Industrial Area Structure Plan* (ASP) in the community of Stonegate Landing to establish a subdivision framework and a residential, commercial, mixed-use, industrial and special purpose land use pattern including a variety of transit supportive land uses near a future LRT station. Amendments to the ASP include policy direction for phasing of development in alignment with updated transportation network planning and capital funding.
- The proposal would maintain industrial and commercial land uses while introducing residential and mixed uses into the plan area to allow for more housing choice in the northeast quadrant of the city.
- What does this mean to Calgarians? Approval of the land uses and outline plan with associated policy amendments would enable development adjacent to a future LRT station, create increased housing choice and diversity and maintain industrial and commercial opportunities in the area.
- Why does this matter? The proposed land uses and outline plan would facilitate the development of two neighbourhoods that would contribute to Calgary's economic health by providing housing, jobs and services for residents, as well as commercial and employment opportunities near to existing and future mobility options.
- In August 2021, the *Calgary International Airport Vicinity Protection Area Regulation* (AVPA) was amended by the Province of Alberta in response to a joint request made by the City of Calgary and the Calgary Airport Authority. The purpose of the *AVPA Regulation* amendment was to modernize the Noise Exposure Forecast (NEF) contour areas to properly reflect the noise impacts that have changed through advancements in technology and airport operations, and to support continued development in Calgary through appropriate regulation. The NEF contours no longer prohibit residential development on a portion of the subject lands (Attachment 9).
- On 2025 January 28, a Notice of Motion directed Administration to prepare amendments to the MDP and *Northeast Industrial* ASP to enable residential land uses within Stonegate Landing through a Comprehensive Planning Overlay and to bring those amendments directly to the Public Hearing Meeting of Council on 2025 March 04. Council directed that subsequent policy amendments and a land use and outline plan return to a Public Hearing of Council no later than 2026 March 31. On 2026 February 24 Council approved a deferral request, directing the *Northeast Industrial* ASP amendments, land use amendments and outline plan for the Stonegate Landing Development area to proceed to the 2026 April 16 Calgary Planning Commission meeting and the 2026 May 12 Public Hearing Meeting of Council for consideration.

DISCUSSION

This application, located in the northeast community of Stonegate Landing, was submitted by B&A Studios, on behalf of landowners, Qualico Developments West on 2024 June 28. The approximately 194.81-hectare (481.38-acre) plan area is located in the northeast quadrant of the city and is currently vacant and undeveloped. The subject site consists of two areas that are separated by 128 Avenue NE. The northern portion is bounded by Stoney Trail NE, 128 Avenue NE to the south, Barlow Crescent NE to the west and Métis Trail NE to the east. The second

portion of the subject lands are bounded by 128 Avenue NE to the north, Country Hills Boulevard NE to the south, 36 Street NE to the west and Métis Trail NE to the east.

As noted in the Applicant Submission (Attachment 3), the land use and outline plan with policy amendments is being pursued to provide an updated vision for the subject lands including housing and employment opportunities, a school site, open space, future LRT alignment, a fire station site and regional pathways.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed policy 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 engaged with adjacent landowners and interested members of the public. The Applicant Outreach Summary can be found in Attachment 10.

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.

Currently, there is no community association for the Stonegate Landing area. Administration contacted the adjacent Skyview Ranch Community Association, but no response was received.

Two letters of objection were received from the public stating concerns regarding traffic impacts.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposal enables new residential development in a developing community and is in alignment with the *Municipal Development Plan* (MDP).

Following Calgary Planning Commission, notifications for a Public Hearing Meeting 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 City of Calgary's Housing Strategy has an objective to increase housing supply to meet demand and increase affordability through amending and streamlining planning policy. The MDP identifies sustainability principles including creating a range of housing opportunities and

choices, mixing land uses and providing transportation services in an efficient manner. The proposal is in alignment with the policies of the MDP and Housing Strategy.

Environmental
Administration has reviewed this application in relation to the objectives of the *Calgary Climate Strategy – Pathways to 2050* programs and actions. The proposal would align with the objective of 'Zero Carbon Neighbourhoods' by supporting higher density mixed-use development near primary transit networks, and providing alternative travel options such as public transit, walking and cycling, which would reduce greenhouse gas emissions. Further opportunities to align development of this site with applicable climate strategies would be explored and encouraged through the review of development permits.

Economic
The subject lands are close to highways and YYC Calgary International Airport that offer ideal site selection criteria for future industrial development. Converting a portion of these lands from industrial to residential will reduce the city's future industrial land supply but will also increase the residential tax base and provide an opportunity to utilize existing infrastructure in Stonegate Landing.

Service and Financial Implications
Full build out of the ASP will require future investments in new interchanges and mobility network improvements, to be confirmed through a NE Network Study. The network improvements include, but are not limited to, the widening of Métis Trail and the Deerfoot/128 Avenue interchange, which are both included in the 10-year Capital Infrastructure Needs Assessment for Roads and Pathways and in the Off-site Levies Bylaw 1H2024. Funding for the future network improvements will be required and assessed through the Growth Application process and/or the Business Plan and Budget process.

RISK
There is a risk of losing strategically located industrial land supply, which contributes to the city's annual tax revenue. The northeast quadrant of the city has a large inventory of vacant industrial lands, with over 1,200 hectares and accounting for a 45% share of Calgary's total vacant lands in city-wide industrial areas.

Outline Plan, Policy and Land Use Amendment in Stonegate Landing (Ward 5) at multiple addresses, LOC2024-0171

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Outline Plan Conditions of Approval
3. Applicant Submission
4. Proposed Outline Plan
5. Proposed Land Use Amendment Map
6. Proposed Outline Plan Data Sheet
7. **Proposed Bylaw 16P2026**
8. **Proposed Bylaw 15P2026**
9. Provincially approved changes to NEF Contours
10. Applicant Outreach Summary
11. **Proposed Bylaw 64D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located within the northeast community of Stonegate Landing and comprised of two site areas that are divided by 128 Avenue NE. The site consists of 18 parcels, totaling approximately 194.81 hectares (481.38 acres) of undeveloped land. The site is well served by transportation options with access to major transportation routes including Deerfoot Trail NE, Stoney Trail NE, Country Hills Boulevard NE, Barlow Trail NE, Airport Trail NE, and Métis Trail NE.

The surrounding land use is characterized by residential, commercial and industrial development. The subject site is ideally located south of Stoney Trail NE, which is designated as Special Purpose – Transportation and Utility Corridor (S-TUC) District. Residential communities are located east of the site, including Redstone and Skyview Ranch, and consist of a mix of special purpose, commercial, multi-residential and low-density residential development.

YYC Calgary International Airport is located southwest of the site and is designated as Special Purpose – City and Regional Infrastructure (S-CRI). Parcels surrounding the southern and western boundaries consist of industrial and commercial developments designated as Industrial – Commercial (I-C) and Industrial – General (I-G) Districts.

On 2025 March 04 Council approved amendments to the *Municipal Development Plan* (MDP) and *Northeast Industrial Area Structure Plan* (ASP) providing policy direction to allow for further planning of non-industrial uses in Stonegate Landing. The current proposal includes an outline plan, land use amendments and associated comprehensive policy amendments to the Northeast Industrial ASP and map amendments to the MDP.

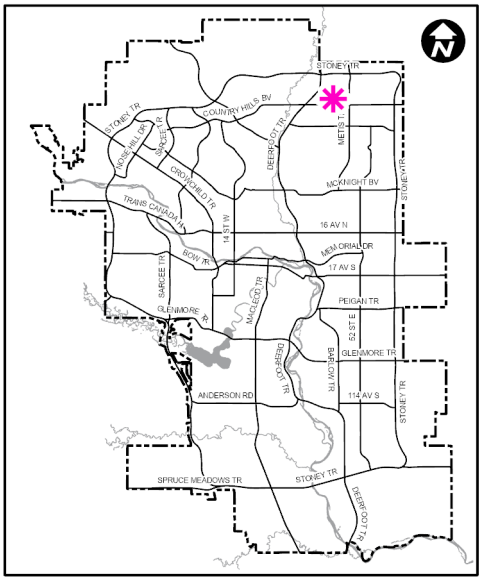
The development proposal for this site complements other development in the area. Notable features of the proposal include:

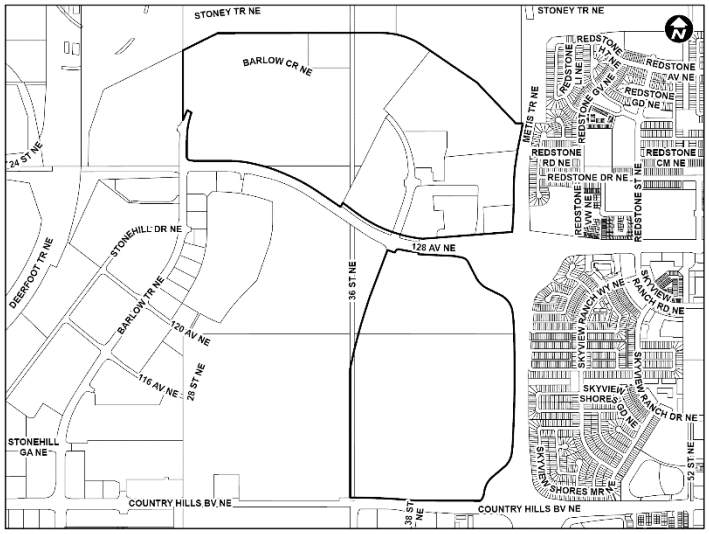
- medium and low density residential, including apartments, townhouses, rowhouses, semi-detached and single-detached homes;
- two Neighbourhood Activity Centres (NACs) that provide transit-supportive mixed-use, local commercial services and a school site;
- multi-residential and mixed-use development within easy walking distance of a future Blue Line LRT Station;
- a fire station site, supporting the needs of a safe and complete community;
- preservation of an environmentally significant wetland, along with a system of neighbourhood parks and pathways;
- a shared school site to accommodate a K-9 Calgary Board of Education School and a K-12 FrancoSud Francophone school with associated playfields; and
- a block-based grid street network that provides strong walking and wheeling connectivity.

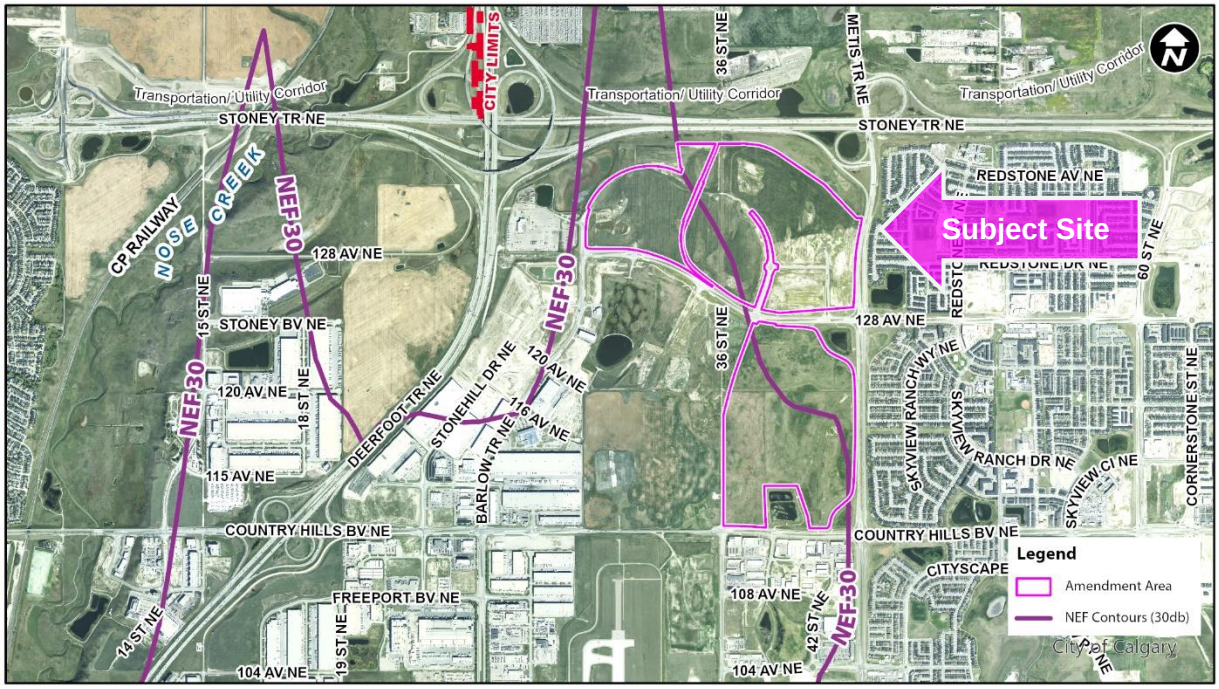
Community Peak Population Table

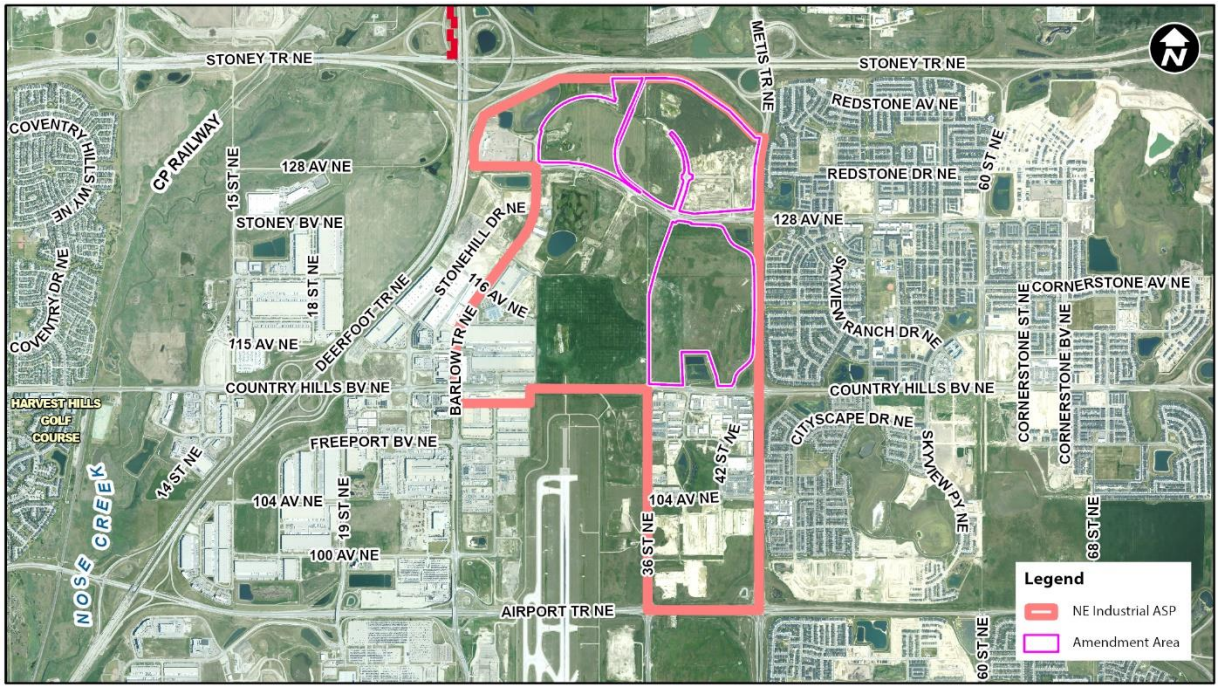
There is no population data available for Stonegate Landing.

Location Maps









Previous Council Direction

On 2025 January 28, Administration was directed to prepare amendments to the MDP and the *Northeast Industrial ASP* to support the additional use of residential within the Stonegate Landing lands through a Comprehensive Planning Overlay and to bring those amendments directly to the Public Hearing Meeting of Council on 2025 March 04.

On 2025 March 04, Council provided three readings to the proposed Bylaws 27P2025 and 28P2025 for amendments to the MDP and *Northeast Industrial ASP* to allow for further planning of non-industrial uses in Stonegate Landing.

On 2026 February 24, Council approved a deferral request, directing the *Northeast Industrial ASP* amendments, land use amendments and outline plan for the Stonegate Landing Development area to proceed to the 2026 April 16 Calgary Planning Commission meeting and 2026 May 12 Public Hearing Meeting of Council for consideration.

Planning Evaluation

The amendment to the MDP and the *Northeast Industrial ASP* provide comprehensive policy direction for residential, commercial, mixed-use and industrial development.

Proposed MDP Amendments
The existing land use typology for the subject lands shown in the MDP (Map 1: Urban Structure) is Standard Industrial and Developing Residential – Planned Greenfield with Area Structure Plan (ASP). Map amendments to the MDP are required to identify areas within the proposed land use and outline plan area as Developing Residential – Planned Greenfield with (ASP).

Proposed Northeast Industrial ASP Amendments
The proposed policy amendments to the *Northeast Industrial ASP* introduce residential and mixed-use land uses into the plan area. The proposed ASP amendments establish policy direction for a residential, commercial, mixed-use and industrial development including a variety of transit-supportive land uses near a future LRT station. Neighbourhood parks, a school site and future fire station site are identified in the ASP policies. Amendments to the *Northeast Industrial ASP* also include policy direction for phasing of development in alignment with updated transportation network planning and capital funding.

Land Use
The existing land uses include commercial, industrial and special purpose districts.

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

- Residential – Low Density Mixed Housing (R-G) District;
- Residential – Low Density Mixed Housing (R-Gm) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Multi-Residential – Low Profile (M-1) District;
- Multi-Residential – High Density Low Rise (M-H1) District;
- Mixed Use – General (MU-1 f3.5h24) District;
- Commercial – Neighbourhood 1 (C-N1) District;
- Commercial – Community 2 (C-C2f2.0h24) District;
- Commercial – Regional 3 (C-R3f0.5h18) District;
- Industrial – General (I-G) District;
- Industrial – Commercial (I-C) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – City and Regional Infrastructure (S-CRI) District;

Residential – Low Density Mixed Housing (R-G) District
The proposed R-G District is intended for low-density neighbourhoods in master-planned communities in suburban greenfield locations. The district is designed to support a variety of low-density residential building forms including single detached dwellings, duplex dwellings, and rowhouse buildings, along with secondary suites and backyard suites.

Residential – Low Density Mixed Housing (R-Gm) District
The proposed R-Gm District has the same intent as the R-G District but does not allow for permitted single detached dwellings. Like the R-G District, the maximum building height is 12 metres. This district is placed in locations that provide appropriate built form as a gateway into the community.

Multi-Residential – At Grade Housing (M-G) District
The proposed M-G District is intended for multi-residential development with higher numbers of dwelling units and traffic generation than low density residential dwellings. Development must be designed to provide all units with direct pedestrian access to grade, meet a minimum density of 35 units per hectare, contain at least three or more units and may be built to a maximum of 13 metres in height.

Multi-Residential – Low Profile (M-1) District
The proposed M-1 District is intended for multi-residential development of low height and medium density. It is intended for areas in proximity or adjacent to low density residential development. This district allows for a maximum building height of 14 metres. There is no listed maximum floor area ratio (FAR). It lists a minimum density of 50 units per hectare and a maximum of 148 units per hectare.

Multi-Residential – High Density Low Rise (M-H1) District
The proposed M-H1 District is intended for multi-residential development with high density. The M-H1 District is intended to be located at community nodes, transit and transportation corridors and nodes. Density is measured by floor area ratio (FAR) to provide flexibility in building form and dwelling unit size and number. The M-H1 District requires that multi-residential development achieves a minimum density of 150 units per hectare. The maximum FAR is 4.0 and the maximum height of 26.0 metres (approximately six to eight storeys). This district includes a limited range of support commercial multi-residential uses, restricted in size and location within the building.

Mixed Use – General (MU-1 f3.5h24) District
The proposed Mixed Use – General (MU-1f3.5h24) District is intended for locations along commercial streets where residential and commercial uses are integrated, with active uses supported at grade fronting the street. It facilitates a blend of residential and commercial development within single or multiple buildings across an area and establishes parcel-specific maximum building heights in response to local context. The proposed MU-1f3.5h24 District allows for a maximum height of 24.0 metres (about six storeys) and a maximum floor area ratio (FAR) of 3.5, enabling a flexible built form which optimizes density within a Transit Oriented Development (TOD) context. The district may also support small-scale commercial uses. The proposed density and height are considered appropriate and will allow for more housing choice within the community and more efficient use of future infrastructure

Commercial – Neighbourhood 1 (C-N1) District
The proposed C-N1 District is intended for small scale street-oriented commercial development with opportunities for residential uses on the upper floors. The district provides for development that has limited use sizes and types. The maximum floor area ratio is 1.0 and the maximum height is 10 metres.

Commercial – Community 2 (C-C2f2.0h24) District
The proposed C-C2 District is intended to accommodate larger scale commercial development with opportunities for commercial uses to be combined with office and residential uses in the same development. Development controls include size limitations for specific uses and rules for the location of uses within buildings. The proposed C-C2f2.0h24 District allows for a maximum height of 24.0 metres (about six storeys) and a maximum floor area ratio (FAR) of 2.0.

Commercial – Regional 3 (C-R3f0.5h18) District
The proposed C-R3 District is intended to be applied on sites in the southern portion of the plan. The district is characterized by comprehensively planned and designed development of multiple buildings on multiple parcels. The proposed C-R3f0.5h18 District allows for a maximum height of 18.0 metres and a maximum floor area ratio (FAR) of 0.5.

Industrial – General (I-G) District
The proposed I-G District is intended to accommodate a wide variety of light and medium general industrial uses and a limited number of commercial uses, with no restriction on building height and floor area ratio (FAR) of 1.0.

Industrial – Commercial (I-C) District
The proposed Industrial – Commercial (I-C) District is intended for locations on the perimeter of industrial areas, along major streets and expressways, to accommodate light industrial uses and small-scale commercial uses that are compatible with and complement light industrial uses. The I-C District allows for a maximum building height of 12.0 metres and a maximum FAR of 1.0. It would facilitate the development of light industrial and small-scale commercial opportunities on the site, which are compatible with the adjacent mixture of both industrial and special purposes uses.

Special Purpose – School, Park and Community Reserve (S-SPR) District
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 School Reserve or other forms of Municipal Reserve (MR) pursuant to the MGA.

Special Purpose – City and Regional Infrastructure (S-CRI) District
The proposed S-CRI District is intended to provide for city and regional infrastructure necessary for the proper servicing of the development, as well as uses operated by Federal, Provincial, and Municipal levels of government. The S-CRI District is proposed for a stormwater pond, an abandoned well setback site, a fire station site, a LRT park and ride site and transit bus loop site. The stormwater pond and abandoned well setback site will be designated as Public Utility Lots (PUL) pursuant to the Municipal Government Act (MGA). Together, the S-CRI District sites comprise 14.30 hectares ± (35.33 acres ±) of the proposed redesignation area.

Subdivision Design

Housing
A variety of housing options are possible in the plan area, including low density housing forms, such as single-detached, semi-detached, duplex, rowhouse and apartments. Laned and laneless parcels are supported to allow for a variety of building forms as well as the ability to intensify over time through secondary and backyard suites. Multi-residential housing forms, such as townhouses and apartments are located within the northwest portion of the plan, which is within the Transit Station Planning Area (associated with the Neighbourhood Activity Centre (NAC) located to the north). Non-industrial land uses are located between housing and industrial uses throughout the plan area. In the limited locations where housing and industrial uses are adjacent, transition and buffering will be designed at the development permit stage. The proposed land use framework of this plan area meets the requirements of the MDP and ASP.

Pathway and Street Network
An interconnected system of streets, pathways and walkway provide mobility choices to future residents while keeping road dedications within MGA requirements and working with the boundary conditions of the neighbourhood.

Transit Station Planning Area
The purpose of this area is to provide for Transit-Oriented Development (TOD) surrounding an LRT station within the Plan area. This station will be situated adjacent to a residential neighbourhood and an industrial/business park. Accordingly, multi-unit residential, mixed-use development, smaller format commercial as well as transit-supportive uses such as a park and ride and transit drop-off areas are planned close to the station. This development pattern complies with the restrictions within the Airport Vicinity NEF contours. Pedestrian connections provide community linkages within the Transit Station Planning Area.

Neighbourhood Activity Centres
The Neighbourhood Activity Centres (NAC) are designed comprehensively to create unique and attractive gathering spaces. Mixed-uses and a future LRT station are in close proximity to the north NAC. Neighbourhood commercial, mixed-uses, and a school site are next to the south NAC.

Schools and Open Space Network
The outline plan includes school sites with shared playfields plus neighbourhood parks designed with passive and active and recreational amenities. The 7.25-hectare shared school site will accommodate a K-9 Calgary Board of Education school and a K-12 FrancoSud Francophone school. Four neighbourhood parks are proposed, ranging in size from 0.59 hectares to 0.41 hectares. A regional pathway network provides connectivity throughout the outline plan area and to adjacent communities.

Density and Intensity
At build-out, the proposed outline plan is anticipated to have a total of 2,977 units and a residential density of 32.6 units per hectare (13.2 units per acre). The anticipated intensity of the plan area is 54 people and jobs per gross developable hectare.

The *Municipal Development Plan* (MDP) sets out minimum density and intensity targets for new communities at a density of 20 units per gross developable hectare (eight units per acre) and an intensity of 60 people and/or jobs per hectare. The anticipated intensity of the residential areas is 86.4 people and jobs per gross developable hectare, and the anticipated intensity of the non-residential areas is 24 people and jobs per gross developable hectare. If the non-residential areas develop with more employee intensive uses, the non-residential intensity will increase.

Transportation
The subject lands are bounded by Stoney Trail NE to the north, Métis Trail NE to the east, and Country Hills Boulevard NE to the south, with 128 Avenue NE bisecting the site.

A Transportation Impact Assessment (TIA) was submitted in support of the application and reviewed by Administration. The TIA evaluated both local and regional transportation network requirements associated with the proposed land use. The analysis confirms that Phase 1 land use (Phases 1A and 1B) can proceed without the need for upgrades to the regional transportation network, subject to required local infrastructure. Policies directing approvals of subsequent phasing (Phase 2-4) of development in alignment with updated transportation network planning and capital funding are included with the proposed ASP amendments (Attachment 7). The regional and local transportation requirements are summarized below.

Local Road Network
Access to the Phase 1 development areas will be provided primarily from 128 Avenue NE, with internal traffic distribution through the planned local road network. For Phase 1A, internal traffic circulation will be accommodated via Stone Ridge Boulevard NE, Stone Haven Drive NE, 32 Street NE, and Iron Grove NE/Shale Gate NE. For Phase 1B, access and traffic circulation will be provided via Stone Ridge Road NE and Stone Ridge Way NE.

Note that portions of the existing roads were constructed in association with previous land use designations, based on primarily industrial and commercial uses, and using superseded design standards. With this application, the road cross-sections were modified and retrofitted to meet current proposed land uses, including the addition of residential and school uses, and meeting current design standards.

Regional Road Network
For the proposed Phases 2 through 4, the TIA identifies the need for regional infrastructure upgrades, including interchanges at Deerfoot Trail/128 Avenue NE, 128 Avenue NE/Métis Trail NE and Country Hills Boulevard/Métis Trail NE, as well as the widening of Métis Trail NE, Country Hills Boulevard NE and 128 Avenue NE to six lanes. It also identifies the need to construct 36 Street NE to four lanes. Approval of land use redesignations for Phases 2 through 4 are included at this time. Subdivision and development approvals will proceed as transportation network planning, functional planning studies and the funding framework are completed.

A partial interchange at Deerfoot Trail/128 Avenue NE was identified in the *Northeast Industrial ASP* and has subsequently been included for funding consideration in the City's 10 Year Capital Plan.

In July 2013, Métis Trail NE was reclassified from a Skeletal Road to an Arterial Street between McKnight Boulevard NE and Stoney Trail NE, based on the Northeast Network Planning Study (June 2012). As part of the reclassification, several previously planned interchanges were removed, including interchanges at Métis Trail and 128 Avenue NE and at Métis Trail Country Hills Boulevard NE. Lands previously reserved for an interchange at Métis Trail and Country Hills Boulevard NE were later confirmed as surplus, and the associated road right-of-way was closed and consolidated with adjacent parcels.

Since completion of 2012 Network Planning Study, the area has experienced significant growth. The existing network planning framework no longer reflects current conditions. As a result, prior to approval of Phase 2 and subsequent Phases of development, the following are required to occur:

1. Completion of an updated Network Planning Study by The City in the northeast area to confirm regional infrastructure needs and timing for the broader mobility system.
2. Completion of Functional Planning Studies, funded by the applicant, for the interchanges at: 128 Avenue NE/Métis Trail NE; and Country Hills Boulevard/Métis Trail NE. These studies will evaluate interchange functionality and type, including public engagement, utilities, stormwater management, land requirements, staging, and cost estimates. These studies will replace previous outdated analyses and reflect current growth and network demands.
3. Update the Off-site Levies Bylaw to incorporate the Country Hills Boulevard/Métis Trail NE interchange. The 128 Avenue NE/Métis Trail NE interchange is currently included within the Off-site Levies Bylaw.

4. Securing and approval of funding for detailed design and construction of the required interchanges and associated roadway widening, including Deerfoot Trail/128 Avenue NE, 128 Avenue NE/Métis Trail NE, and Country Hills Boulevard NE/Métis Trail NE.
5. Submission of a Traffic Analysis Memo prior to approval of subsequent subdivision and development (Phases 2 to 4) to confirm infrastructure triggers, based on updated traffic volumes, development staging and plans at the time of application.

Active Modes/Always Available for All Ages and Abilities (5A) Network
The proposed transportation network incorporates wide sidewalks, multi-use pathways, and regional pathways along local, collector, and major roadways to support walking, cycling, and transit accessibility. The road network includes regional pathways along: Métis Trail NE, 128 Avenue NE, Country Hills Boulevard NE, 36 Street NE; and along the eastern and northern boundaries of the site. Multiple walkway connections are provided to connect the development to adjacent regional pathway systems and the broader Always Available for All Ages and Abilities (5A) Network.

Roadways surrounding the school site include a 3.5m mono-multiuse pathway on one side and a 2.0 metre wide sidewalk on the other side.

Traffic calming measures, including curb extensions, roundabouts, and smart channelized right-turn treatments are included to reduce vehicle speeds and enhance pedestrian and cyclist safety.

Transit
The MDP identifies 128 Avenue NE as part of the Primary Transit Network and provides access to Deerfoot Trail NE / Highway 2. Surrounding Primary Transit Network roadways include Airport Trail NE, Country Hills Boulevard NE and 60 Street NE. A future Blue Line LRT station is planned within the subject lands at a location north of 128 Avenue NE.

Transit bus routes are planned for 36 Street NE / Stone Haven Drive NE, as well as Stone Ridge Way NE and 32 Street NE. These transit routes will take riders to and from the future LRT station.

Environmental Site Considerations
A Phase I Environmental Site Assessment, Preliminary Natural Site Assessment, Historical Resources Overview Assessment and Geotechnical Evaluation Reports were submitted and accepted by Administration as part of the application review process.

Utilities and Servicing
Water and sanitary servicing will be provided by connecting to the existing water and sanitary mains at 128 Avenue NE located in the plan area. The proposed development is supported by existing major capital infrastructure, which is also serving other planned developments. The timing and phasing of the subject lands will need to be assessed at the subdivision stage to determine when new off-site water and sanitary infrastructure investments are required to support the development. Stormwater will be managed through existing area ponds; however, the lands ultimately discharge to Nose Creek which has release rate targets. Revisions to the Staged Master Drainage Plan may require Water Act approval from Alberta Environment and Protected Areas to accommodate these obligations.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Calgary International Airport Vicinity Protection Area (2009)
The Calgary International Airport Vicinity Protection Area (AVPA) identifies the subject site as being located within the 25-30, 30-35 and 35-40 Noise Exposure Forecast (NEF) 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 areas. The proposed policy amendments are in alignment with the 2021 changes to the AVPA Regulation and align with allowing residential in the 25-30 NEF area where residences were previously prohibited. Future outline plan, land use amendment and development permit applications would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Rocky View/Calgary Intermunicipal Development Plan (2012)
The site is within the Policy Area on (Map 1: Plan Area) of the *Rocky View County/City of Calgary Intermunicipal Development Plan* (IDP). The application was circulated to Rocky View County for their review and no concerns were identified. The proposal is consistent with the goals of the Rocky View County/City of Calgary IDP.

Municipal Development Plan (Statutory – 2009)
The site is located within the "Developing Residential – Planned Greenfield with Area Structure Plan (ASP)" area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The proposed outline plan, land use proposal and policy amendment accommodate residential, commercial, mixed-use and industrial development that meets minimum density, and intensity targets applicable to this area. The proposed outline plan and land use proposal aligns with the applicable policies of the MDP.

Within Section 1.1.1, the MDP identifies sustainability principles including creating a range of housing opportunities and choices, mixing land uses and providing transportation services in a safe, effective, affordable and efficient manner that ensures reasonable accessibility to all areas of the city for all residents. The proposal is in alignment with the policies of the MDP by integrating residential uses into the plan area to assist in achieving a complete community.

Within (Map 2: Primary Transit Network) it shows 128 Avenue NE running through the site area being a part of the Primary Transit Network and the location of the proposed future alignment of the Blue Line LRT. Section 2.2.2 describes developing a transit-supportive land use framework that consists of elements including density, diversity, design and distance to help promote transit-oriented development. The proposal is in alignment with the policies of the MDP in supporting a transit-supportive land use framework by introducing a variety of land uses in close proximity to future transit including residential land uses which promotes future transit ridership.

In consideration of the policies and sustainability principles outlined above, locating residential uses on the subject lands may be considered suitable based upon creating a complete community near to a future LRT station, promoting transit-oriented development and proposing residential near the Primary Transit Network and existing communities.

Transit Oriented Development Policy Guidelines (2004)
The *Transit Oriented Development Policy Guidelines* provide direction for the development of areas within 600 metres of an existing BRT or LRT station or an existing future LRT station. The Guidelines encourage development that creates a higher density, walkable, mixed-use environment within station areas in order to optimize use of transit infrastructure, create mobility options for Calgarians, and benefit local communities. The proposed plan complies with the intent of these guidelines.

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.

Northeast Industrial Area Structure Plan (Statutory – 2007)
The proposal seeks to amend the *Northeast Industrial Area Structure Plan* (ASP) as current policy states that residential development is prohibited within the Northeast Industrial Area. The subject site is within two land use policy categories, including Business/Industrial and Gateway Commercial, that currently enables light industrial and retail commercial uses.

The proposed ASP policy amendment introduces opportunities for neighbourhood and residential land uses into the plan area while providing alignment with the proposed MDP amendments. The ASP area is envisioned to redevelop over time with connectivity to the surrounding communities. The updated ASP vision is a vibrant and successful business and residential area that provides for a complete community with employment, housing, education and recreational opportunities (Attachment 7).

Outline Plan Conditions of Approval

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

The following Conditions of Approval shall apply:

Planning

1. The developer shall pay cash-in-lieu of land for reserve dedication in the amount of 4.065 hectares, to the satisfaction of the City of Calgary.

2. The balance of reserves owing in the amount of 9.077 hectares shall be deferred by caveat pending future subdivision of the residual lands.

3. Compensation for dedication of reserves in excess of 10% is deemed to be $1.00.

4. Existing buildings that are to be removed must be removed prior to endorsement of the legal plan of subdivision for the area where the building is located.

5. 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, demonstrating compliance with the minimum required densities.

6. Prior to approval of the affected tentative plan of subdivision, the proposed community and street names shall be submitted to the City for review and approval by City Council.

7. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.

8. Prior to submission of the tentative plan of subdivision, the developer shall enter into negotiations with Real Estate and Development Services for the purchase of the closed road right-of-way. Please contact the Coordinator, Real Estate Sales at realestateinquiries@calgary.ca to commence negotiations. Provide documentation to show that negotiations have commenced.

   Provide a PDF of the registered road plan from the Land Title Office, with a plan number. Contact landadmin@calgary.ca at the City of Calgary Real Estate and Development Services at to obtain authorization to register the road closure plan at the Land Titles Office.

9. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.

10. The closed road right-of-way is to be consolidated with the adjacent lands

11. The developer shall provide payment in lieu of reserve dedication for 4.065 ha of municipal reserve. A land appraisal report performed by an independent appraiser, contracted by The City of Calgary, shall be prepared to determine the value of the payment in lieu of reserve.

12. The developer shall provide payment in lieu of reserve dedication. An appraisal report performed by an independent appraiser, contracted by The City of Calgary, shall be prepared to determine the value of the payment in lieu of reserve. The cost of the land appraisal is $6346.00 and will be coordinated through the Real Estates & Development Services Team.

13. Rehabilitate all portions of the Municipal School Reserve/Municipal Reserve/Environmental Reserve/Public Utility Lot/Transportation Utility Corridor/private (add details) lands along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Calgary Parks.

14. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Calgary Parks.

15. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.

16. Prior to endorsement of the tentative plan of subdivision, landscape construction drawings that are reflective of the subject tentative plan of subdivision for the proposed Municipal Reserve lands are to be submitted to the Coordinator, Landscape Construction Approvals for review and approval prior to construction.

17. All proposed parks (Municipal Reserve/Environmental Reserve) and Regional/Local Pathways and Trails must comply with the Calgary Parks and Open Spaces DGSS - Development Guidelines and Standard Specifications: Landscape Construction (current edition).

18. Calgary Parks and Open Spaces does not support point source drainage directed towards Municipal Reserve (MR)/Municipal School Reserve (MSR) or Environmental Reserve (ER) extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR/ER/MSR areas.

19. All shallow utility alignments, including street light cables, shall be set back 1.5 metres from the street tree alignment on all road cross sections in accordance with Section 4.1.3 of Calgary Calgary Parks and Open Spaces *Development Guidelines and Standard Specifications: Landscape Construction (current edition)*.

20. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve (MR)/ Municipal School Reserve (MSR) parcels within the boundaries of the plan area according to the approved

Landscape Construction Drawings and the Calgary Parks and Open Spaces Development Guidelines and Standard Specifications: Landscape Construction (current version).

21. At the tentative plan of subdivision stage, cross-sections illustrating the interface between the proposed Environmental Reserve (ER) parcel (4.22 ha, northwest corner of the plan) and the proposed Public Utility Lot (PUL - Pond 6) shall be submitted for review to confirm that proposed grading and construction do not encroach into the ER. Where the cross-sections demonstrate potential encroachment, revisions to the anticipated parcel boundaries or design may be required to ensure compliance with ER requirements.

22. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.

23. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks prior to stripping and grading.

24. 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 to approve the location of the fencing prior to its installation.

25. Prior to approval of the related Stripping and Grading Permit or Engineering Construction Drawings, whichever submitted first, the developer shall install Environmental Reserve (ER) protection measures around the wetlands/ravines/Environmentally Significant Areas to be retained in order to prevent excessive overland drainage and siltation onto said areas during all phases of construction, in accordance with The City's Guidelines for Erosion and Sediment Control, to the satisfaction of the Director of Calgary Parks. Contact the Parks Development Inspector Annie Rodrigues (403-804-9397) to approve the location prior to commencement of Stripping and Grading activities.

26. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide a copy of the Water Act approval from Alberta Environment to The City of Calgary Parks department.

27. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.

28. Prior to Endorsement of the affected tentative plan of subdivision, the developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed wetland/storm pond to both Water Resources and Parks for review.

29. No disturbance of Environmental reserve lands is permitted without written permission from the Parks Planner for this area.

30. Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area Tentative Plan, Parks requires details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.

31. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve, requires approval from the Director of Parks.

32. Prior to the approval of the affected tentative plan of subdivision, the developer shall confirm fencing requirements adjacent to ER parcels to the satisfaction of the Director, Calgary Parks.

33. 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 existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.

34. 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 area meet Parks approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.

35. Prior to endorsement of the legal plan of subdivision, a Wetland Management Plan is to be submitted for Wetlands E6 and H, as per requirements stated in the Staged Master Drainage Plan.

36. A Wetland Monitoring Plan for Wetlands E6 and H must be submitted and approved prior to development permit for stripping and grading of the development site.

37. Proposed municipal reserve amenities will require further refinement and negotiation at the tentative plan of subdivision and Landscape Construction Drawing process. These proposed amenities include, but are not limited to, half basketball courts, community gardens, and skate/seating walls.

38. Proposed 'South Central MR Concept' will require further refinement and design at the tentative plan of subdivision and Landscape Construction Drawing process.

Utility Engineering

39. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan stormwater discharge is limited to an average annual runoff volume is limited to 200mm. Low Impact Development and stormwater source control is recommended.

40. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.

41. The Master Drainage plan has been approved. The staged master drainage report is accepted in principal. Prior to the first tentative plan the SMDP will need to be finalized.

42. Primary water network has been conditionally approved. Prior to the first tentative plan the applicant will need to finalize the water network.

43. One operating pipeline (License 7634) has been identified adjacent to the site. Prior to the first tentative plan the applicant shall provide documentation from the operator (Alberta Products Pipeline Ltd.) confirming that they do not object to the proposed lot size and distance to the existing pipeline right of way and have specified acceptable surface uses on the pipeline right of way. All documentation shall be reviewed to the satisfaction of The City of Calgary.

44. Execute a Development Agreement. Contact the Infrastructure Strategist, Development Commitments for further information at email Valerie.Gibbons@calgary.ca.

45. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:

    a) Install the offsite/onsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.

    b) Construct the underground utilities and surface improvements within and along the boundaries of the plan area

    c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc.) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.

    d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.

    e) Construct the MR/ER/PUL within the plan area.

f) Construct the multiuse pathways and regional pathways within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

46. Make satisfactory cost sharing arrangements with WAM Stoney Industrial GP for part cost of the existing underground utilities and surface improvements installed/constructed in 128 AV NE that was paid for and/or constructed by WAM Stoney Industrial GP under Northeast Industrial, Phase 2, DA2009-0004.

47. Make satisfactory cost sharing arrangements with WAM Stoney Industrial GP for part cost of the existing underground utilities and surface improvements installed/constructed in Barlow CR NE and 128 AV NE that was paid for and/or constructed by WAM Stoney Industrial GP under Northeast Industrial, Phase 1, DA2010-0109.

48. Make satisfactory cost sharing arrangements with WAM Stoney Industrial GP for part cost of the existing storm pond constructed in 28-25-29-4-NE that was paid for and/or constructed by WAM Stoney Industrial GP under Northeast Industrial, Phase 1, DA2010-0109.

49. Make satisfactory cost sharing arrangements with the City of Calgary Transportation Infrastructure for part cost of the existing storm pond (Pond I) constructed in 27-25-29-4-SW.

50. Make repayment arrangements with the City of Calgary for part cost of the existing storm pond (WP207) constructed in 27-25-29-4-NW, which was installed and financed by the City of Calgary.

51. Make repayment arrangements with the City of Calgary for part cost of the underground utilities and surface improvements in Country Hills BV NE adjacent to the site, which was installed by Shepard Development Corporation through their Jacksonport, Phase 1, DA2009-0031, and financed by Calgary Roads - Program 204 (#432576).

52. Prior to approval each subdivision or development permit, provide a letter of confirmation that the density proposed equals to or less than the anticipated density in the LOC and approved Sanitary servicing study.

53. Prior to the approval of the first tentative plan, provide a phasing plan with anticipated timeline for the water network so we can evaluate the needs for future infrastructure to support a larger regional area.

54. Prior to approval of each tentative plan/ development permit, submittal and acceptance of a geotechnical slope stability assessment will be required.

    Prior to approval of each tentative plan/ development permit submittal and acceptance of a geotechnical deep fills report will be required.

55. The existing ponds will need to be modified to accommodate the development. Prior to the first tentative plan an updated storm pond report will be required

Mobility Engineering

56. At the Phase 1 (1A and 1B) Tentative plan stage, equivalent to 2241 residential units, the following regional infrastructure network improvements, local infrastructure network improvements, and technical memorandum are required.
    a. No capital funded regional network infrastructure upgrades required at Phase 1.

    b. Developer funded local Improvements:
    - Construct internal roadways and intersections associated with the phasing.
    - Construct sidewalks and pathways associated with the road cross-sections.
    - Regional pathways completed to the satisfaction of Development Engineering.
    - Install traffic signals along with associated pavement marking, signage and geometric changes at:
      128 Avenue/Barlow Trail/Stone Ridge Way NE intersection.
      128 Avenue/36 Street/Stone Haven Drive NE intersection.
      128 Avenue/Stone Ridge Blvd NE intersection.

    At the Initial Tentative Plan associated with Phase 2 Development, a Technical Memorandum is required. The memorandum shall be prepared using updated traffic counts and assumptions on surrounding developments and the supporting roadway network to confirm the capacity available on the regional road network including the accommodation of active modes is provided. Recommendations of the Technical memorandum shall be implemented through at the Tentative plan stage and / or the City led capital infrastructure program.

57. At the Phase 2 (2A and 2B) initial Tentative plan stage, equivalent to 6817 residential units, the following regional infrastructure network improvements, and local infrastructure network improvements will be required, subject to the findings of the Northeast Network Planning study, Technical Memorandum, and / or local Transportation Impact Assessment.
    a. Regional network capital funded infrastructure upgrades required:
    - Construct the interchange at Deerfoot Trail/128 Avenue NE, ramps and associated roadways (Deerfoot to Barlow Trail NE/Stone Ridge Way NE). Note that interchanges are subject to the findings of the Northeast Network Planning study. Further note that the widening of 128 AV NE to six (6) lanes will require additional right of way for 128 AV NE between Deerfoot Trail and Barlow Trail NE.
    - Widen Métis Trail NE to a six (6) lane cross section.

    b. Developer funded Improvements:
    - Widen Country Hills Boulevard to six (6) lane cross-section
    - Construct internal roadways and intersections associated with the phasing
    - Regional pathways completed to the satisfaction of Development Engineering.

Construct 36 Street NE/Stone Spire Drive NE, including but not limited to the following:

- Construct north approach: Three northbound and two southbound through lanes, dual left turn lanes and a right turn lane (smart right turn)
- Construct south approach: Three northbound and two southbound through lanes, one left turn and one right turn lane (smart right turn)
- Construct east approach: Four (4) lane cross-section
- Install traffic signals along with associated pavement marking and signage
- Construct sidewalks and pathways associated with the road cross-sections

Construct 36 Street NE/120 Avenue NE intersection, including but not limited to the following:

- Construct north approach: Two northbound and two southbound through lanes, dual left turn lanes and a right turn lane (smart right turn)
- Construct south approach: Two northbound and two southbound through lanes, one left turn and one right turn lane (smart right turn)
- Construct east approach: Four (4) lane cross-section and one left turn lane
- Install traffic signals along with associated pavement marking and signage
- Construct sidewalks and pathways associated with the road cross-sections

Construct 36 Street NE/114 Avenue NE intersection, including but not limited to the following:

- Construct north approach: Two northbound and two southbound through lanes, one left turn and one right turn lane (smart right turn)
- Construct south approach: Two northbound and two southbound through lanes, one left turn and one right turn lane (smart right turn)
- Construct east approach: Four (4) lane cross-section and one left turn lane
- Install traffic signals along with associated pavement marking and signage
- Construct sidewalks and pathways associated with the road cross-sections

58. At the Phase 2 (2A and 2B) initial Tentative Plan stage, equivalent to 6817 residential units, the following local infrastructure network improvements and technical memorandum are required.

Developer funded Improvements:

Construct Country Hills Blvd NE/36 Street NE intersection, including but not limited to the following:

- Construct north approach: Two northbound and two southbound through lanes, dual left turn lanes and a right turn lane (smart right turn) and associated geometric changes

- Construct south approach: Two northbound lanes, one right turn lane (smart right tun) and associated geometric changes
- Construct east approach: Dual left turn lanes and associated geometric changes
- Construct west approach: Modifications to right turn island (smart right turn) and associated geometric changes
- Construct sidewalks and pathways associated with the road cross-sections

Construct Country Hills Blvd NE/38 Street NE intersection, including but not limited to the following:

- Construct north approach: Two northbound lanes, dual southbound left turn lanes and a shared southbound through with right turn lane and associated geometric changes
- Construct south approach: One left turn lane, a shared through and right turn lane and associated geometric changes.
- Construct east approach: Dual left turn lanes and associated geometric changes
- Construct west approach: Right turn island (smart right turn) and associated geometric changes
- Construct sidewalks and pathways associated with the road cross-sections.

Construct the roundabout at the intersection of 38 Street and 120 Avenue NE.

At the Initial Tentative Plan associated with Phase 3 Development, a Technical Memorandum is required. The memorandum shall be prepared using updated traffic counts and assumptions on surrounding developments and the supporting roadway network to confirm the capacity available on the regional road network including accommodation of active modes. The memorandum shall confirm the need for and timing of the interchanges at Métis Trail NE /128 Avenue NE and Country Hills Boulevard NE/128 Avenue NE. Subject to confirmation, secure funding for functional planning, detailed design, and construction of the required interchanges and associated roadway.

59. At the Phase 3 initial Tentative Plan stage, equivalent to 3679 residential units, the following regional infrastructure network improvements, and local infrastructure network improvements will be required.

a. Regional network capital funded infrastructure upgrades required
   - Construct the interchanges at Métis Trail NE/128 Avenue NE and Country Hills Blvd NE/128 Avenue NE, ramps and associated roadways
   - Update the offsite levy bylaw to incorporate the Country Hills BV / Métis Trail NE interchange.
   - Secure funding for design and construction of two interchanges: Country Hills BV / Métis Trail NE; and 128 AV / Métis Trail NE.

b. Developer funded Improvements:
   - Construct internal roadways and intersections associated with the phasing

- Construct sidewalks and pathways associated with the roads (cross sections).
- Construct regional pathways completed to the satisfaction of Development Engineering.
- Construct 128 Avenue/36 Street/Stone Haven Drive NE, including but not limited to the following:
- Construct north approach.
- Construct south approach: Two northbound and two southbound lanes, dual left turn lanes, one free flow right turn lane and associated geometric changes
- Construct east approach: Add 3rd westbound lane and associated geometric changes
- Construct west approach: 3rd eastbound through lane. Add free flow right turn lane and associated geometric changes
- Construct sidewalks and pathways associated with the road cross-sections

60. At the Phase 4 (4 and 4B) initial Tentative Plan stage, equivalent to 3772 Residential Units, the following regional infrastructure network improvements, and local infrastructure network improvements will be required.

Developer funded Improvements:
a. Construct internal roadways and intersections associated with the phasing.

b. Widen 128 Avenue NE to six (6) lanes east of Barlow Trail/ Stone Ridge Way NE

c. Construct 128 Avenue/Barlow Trail/Stone Ridge NE, including but not limited to the following:
- Construct north approach: Improve to dual northbound left turn and one northbound through lane and associated geometric changes

d. Construct 128 Avenue/29 Street/Stone Ridge Road NE, including but not limited to the following:
- Construct east approach: Westbound right turn lane, modifications to right turn island (smart right turn) and associated geometric changes.
- Construct six (6) lanes along 128 AV NE.

e. Construct the Right in Right out intersection design at 40 Street and Country Hills Boulevard NE.

f. Construct the roundabout at 32 Street and Iron Grove NE

g. Multi-Use pathways and Regional pathways completed to the satisfaction of Development Engineering.

61. In conjunction with the Phase 2 Tentative Plan submission, or otherwise when deemed appropriate by Development Engineering, the Northeast Industrial Area Structure Plan shall be updated to reflect the intention to upgrade the intersections of Métis Trail & 128 AV NE and Métis Trial & Country Hills

Boulevard NE to interchange designs. Note that any proposed Transportation amendments to the Area Structure Plan are subject to the findings of the Northeast Network Planning study.

62. In conjunction with the Phase 2 Tentative Plan submission, or otherwise when deemed appropriate by Development Engineering, a Functional Planning study shall be accepted for the interchange designs at Métis Trail & Country Hills Boulevard NE, and at Métis Trail & 128 Avenue NE the latter including the LRT alignment and land requirements west of the interchange. The Functional Planning study shall be funded by the Developer.

63. In conjunction with the Initial Tentative Plan, or otherwise when deemed appropriate by Development Engineering, the Developer shall construct all necessary off-site transportation network connections to support the subdivision, to the satisfaction of the Manager, Development Engineering.

64. In conjunction with the Initial Tentative Plan, or otherwise when deemed appropriate by Development Engineering, the Developer shall dedicate land for the surface improvements to the satisfaction of the Manager, Development Engineering, as per the Functional Planning study, including but not limited to:
a. Dedicate full LRT right-of-way (ROW) for the LRT track infrastructure connecting from the existing LRT ROW.
b. Dedicate boundary half of 36 Street NE ROW
c. Dedicate ROW for Collectors and Primary Collectors, associated intersections and local widening.
d. Dedicate ROW for local widening:
    - Country Hills Boulevard for the Outline Plan area
    - Stone Ridge Road NE
    - 128 Avenue/32 Street NE
    - 128 Avenue/36 Street/Stone Haven Drive NE
    - 36 Street/Stone Spire Drive NE
    - 36 Street/120 Avenue NE
    - 36 Street/114 Avenue NE
    - 36 Street/Country Hills Boulevard NE
    - Country Hills Boulevard/38 Street NE
    - Country Hills Boulevard/40 Street NE
    - Stone Ridge Blvd/Shale Gate/Onyx Place
    - Stone Heaven Drive NE (between 128 Ave NE and Shale Gate NE)
    - Stone Ridge Blvd, between Shale Gate NE and the existing Stone Ridge ROW
    - Stone Ridge Blvd NE/Onyx Green NE (may require turning lane)

e. Dedicate 8.0m boulevard along north side of 128 Avenue to accommodate a minimum of 3.0 MUP/Regional pathway

65. In conjunction with the applicable Tentative Plan of subdivision, the Developer shall register a road plan for all roads and intersections within the phase to the satisfaction of the Manager, Development Engineering.

66. In conjunction with the applicable Tentative Plan of subdivision, the developer shall dedicate and construct to its ultimate cross section as a modified primary collector as per the approved outline plan to the satisfaction of the Manager, Development Engineering for the following:
    a. 32 Street NE between 128 Ave NE and Iron Grove NE
    b. Stone Haven Drive NE between Shale Gate NE and 32 Street NE
    c. Shale Gate NE between Stone Haven Drive NE and Stone Ridge Blvd NE
    d. Stone Spire Drive NE between 36 Street NE and Shale Mews NE
    e. 120 Ave NE between 36 Street NE and 38 Street NE
    f. 114 Ave NE between 36 Street NE and 38 Street NE
    g. 38 Street NE between Country Hills Boulevard and 120 Ave NE

    The roadways and ancillary works to support the roadways shall be designed and constructed at the Developer's sole expense.

68. In conjunction with the applicable Tentative Plan of subdivision, collector standard roads (and below) shall be built to their full width to the satisfaction of the Manager, Development Engineering.

    The roadways, intersections and ancillary works to support the roadways shall be designed and constructed at the Developer's sole expense.

69. In conjunction with the applicable Tentative Plan of subdivision, Construction Drawings and turning templates shall be submitted and approved to the satisfaction of the Manager, Development Engineering for all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.

70. In conjunction with the applicable tentative plan of subdivision, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Manager, Development Engineering, that provide continuous active modes and vehicle routing through the community with at least two points of public access around the Tentative Plan boundary to the arterial road network.

    The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be accommodated, while the two points of access to the plan area ensures residents will have two routes into and out of the area, in the event of emergency or road closures, and the ensure availability of capacity at the plan area access points.

71. In conjunction with the applicable tentative plan of subdivision, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Manager, Development Engineering.

72. In conjunction with the applicable Tentative plan(s) of subdivision, intersections shall be designed to the satisfaction of Development Engineering. Local widening and lane transitions may be required on roadways stemming from the intersection. Geometrical adjustments to the roads may require additional right of way.

73. In conjunction with the applicable Tentative plan stage, an appropriate road right of way will be provided for the potential accommodation of Traffic Signals at the following intersections:
    - Stone Spire Drive & 38 ST NE.
    - Stone Ridge BV NE & Shale GA NE.
    - 32 ST NE & Shale CO NE.

74. In conjunction with the applicable Tentative Plan of subdivision, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals that are agreed upon by the developer and the Manager, Development Engineering. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Manager, Development Engineering:
    a. Stone Ridge Road NE/Public Access Easement for Transit access
    b. Stone Ridge Way NE and LRT Crossing
    c. Approach legs at Iron Grove NE and 32 Street Roundabout
    d. Stone Ridge Drive NE and 38 Street/Onyx Link NE
    e. Stone Spire Drive NE and 38 Street NE
    f. 38 Street NE and Iron Heath NE
    g. 38 Street NE and 120 Ave NE
    h. Approach legs at 120 Ave NE and 38 Street NE Roundabout
    i. Other locations as determined at the Tentative plan stage.

    The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed Tentative Plan applications.

75. In conjunction with the applicable tentative plan of subdivision that proposes midblock crossings, the Developer shall design and construct infrastructure at its sole expense, as follows:
    - Curb bump outs shall be built, at a minimum, at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning.
    - Approach grades for all proposed mid-block crossing locations shall be no more than 4 per cent.

76. Prior to approval of the applicable Tentative Plan of subdivision, the design and right-of-way requirements for roundabouts shall be designed and constructed to the satisfaction of the Manager, Development Engineering. Submit scaled (1:500) drawings showing the geometry and vehicle templating of all proposed roundabouts. The design requirements shall include, but not be limited to:
    a. Bus stops adjacent to roundabouts should be located outside the curb flares influence zone and along the curb lanes where there is on-street parking;
    b. A fastest path analysis.

c. A sight line analysis for roundabouts
d. Truck and transit sweep paths through all roundabouts (including articulated buses). Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout.
e. The inscribed circle diameter (ICD).
f. Sight lines through centre of circle must be clear (i.e. no objects to block vehicle's sight lines), and chevron patterns shall be embedded upon the concrete pad on the inner side of the roundabout.
g. All roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts.
h. No accesses are permitted within the functional area of roundabouts.

77. At the applicable Tentative Plan stage(s) of subdivision, Active Modes and Pathways will be provided to the satisfaction of Development Engineering. These will include (but may not be limited to):
    a. Plans shall indicate the regional pathway along the south boulevard of 128 AV NE, including a future connection toward the east.
    b. Plans shall indicate the regional pathway on the west side of Métis Trail NE.
    c. A regional pathway is required along 120 Ave east of 36 Street NE and a pathway connection to Métis Trail along the south side of M-1 site.
    d. To the satisfaction of Development Engineering, provide a 3.0m pathway alignment from 38 ST NE to 40 ST NE (in lieu of the previously proposed 114 AV NE connection).
    e. Pathways connecting near corner knuckles may be located away from the knuckle, with street crossings designed to the satisfaction of Development Engineering.
    f. Indicate 3.0m Multi-use pathways on both sides of Stone Haven Drive between Shale Gate NE and 32 Street NE.

78. In conjunction with the applicable Tentative plan, the First access/intersection along collectors, primary collectors (RI/RO, all turns, limited turns, etc.) shall be located 120m from the arterial streets or otherwise located to the satisfaction of the manager of Development Engineering.

79. At the applicable Tentative Plan stage(s) of subdivision, confirm that the residential lane located north of the Future Regional Retail site does not connect to Stone Ridge BV NE. To avoid a dead end, the lane may include a turnaround or a connection to Shale Gate NE (to shorten the dead-end portion of the lane).

80. In conjunction with the applicable Tentative Plan, curb extensions to be designed and constructed at the Developer's sole expense and to the satisfaction of the Manager, Development Engineering. Curb extensions are required at all mid-block crossings, including those of residential streets, along collector roadways to replace parking lanes, and wherever possible at all other intersection crossings.

81. In conjunction with the applicable tentative plan of subdivision, 3.0m residential lane corner cuts shall be provided from parcels adjacent to lane and street intersections.

82. Vehicular access to the future LRT station shall be provided to the satisfaction of Development Engineering. At the applicable Tentative Plan stage, a public roadway connector from Stone Ridge Boulevard NE to the S-CRI site (LRT station) will be investigated.

83. In conjunction with the applicable tentative plan of subdivision, Stone Ridge BV NE and its intersection with Iron Crescent NE shall be designed to accommodate Transit buses and their turning movements. TAC standard turning templates will be required to confirm an appropriate design. Although a standard Transit route is not currently planned on Stone Ridge BV NE, it may be needed as an alternate route under certain circumstances.

84. In conjunction with the applicable tentative plan of subdivision, the Developer shall provide signage within the road right-of-way or on city public land, indicating specific accesses to the plan area which are interim/temporary in nature and subject to change as phasing progresses. Signage shall be designed and located to the satisfaction of the Manager, Development Engineering. All work will be at the Developer's expense.

85. At each tentative plan of subdivision, if the developer intends to use any road subject to load restrictions (as indicated on the City of Calgary Load Bans Map), they must obtain a valid load ban permit before using that road. For more details, please refer to the link below: https://www.calgary.ca/roads/permits/overweight-load-bans.html

86. In conjunction with the applicable tentative plan of subdivision, public access easement agreement will be required to be registered for all private roads located in subject lands. All private roads must conform to City of Calgary design standards. Public access easement will also be required for pathways located on private parcels.

87. At the applicable Tentative plan stage(s) of subdivision, turning templates will be required to confirm the proposed geometry for corner knuckles on roads with the plan area. Adjustments to the road rights of way may be required in response to this investigation.

88. In conjunction with the Applicable Tentative Plan of subdivision, Transit routes and bus stop pad locations will be finalised. Where the approved Outline plan disagrees with the Tentative plan, the Tentative plan shall prevail. We note that no Transit routes are currently planned in the area east of 36 ST and south of 128 AV NE.

89. In conjunction with the Applicable Tentative Plan of subdivision, roadways and intersections adjacent to the school site shall be designed to accommodate Transit buses and their turning movements. These roads include Stone Spire DR NE, 38 ST NE, 40 ST NE, and 120 AV NE. Although a Transit route is not currently planned adjacent to the school, the geometry of these roads including intersections must be designed for potential Transit access.

90. In conjunction with each Tentative Plan for subdivision, Transit service shall be provided to the satisfaction of the Director, Transit and the Manager, Development Engineering.

91. In conjunction with the Applicable Tentative Plan of subdivision or Development Permit for the staged construction of the road network, transit zone locations shall be confirmed as per the Outline plan or otherwise provided to the satisfaction of the Manager, Development Engineering. Transit zones are typically located:
    a. Where commercial areas are concentrated;
    b. To service High schools and post-secondary institutions.
    c. Where the grades and site lines are compatible to install bus zones; and
    d. Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.

92. In conjunction with the applicable Development Permit for multi-family or commercial sites, Transit shelter(s) shall be provided as identified by the Manager, Development Engineering and shall be supplied and installed at the Developer's sole expense. The shelter(s) shall be installed by Transit upon receipt of satisfactory payment.

93. In conjunction with each Tentative Plan for subdivision, all pedestrian walkways identified for achieving Transit walking distances shall be 3 meters wide and be paved and lighted.

94. In conjunction with the Applicable Tentative Plan of subdivision, a restrictive covenant shall be registered against the specific lot(s) identified by the Manager, Development Engineering concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).

95. In conjunction with each Tentative Plan for subdivision, lane-less lots adjacent to transit loading areas shall be a minimum width of 11.0m to avoid conflicts with front driveways

96. In conjunction with each Tentative Plan for subdivision, Custom cross-sections shall be designed to meet or exceed the standards of the Design Guidelines for Subdivision Servicing.

97. In conjunction with the applicable Tentative Plan of subdivision, the cross-sections approved as part of the Outline Plan shall apply. However, if new standards or priorities are introduced by the City prior to or during subsequent tentative plan submissions, the approved cross-sections may be required to be modified to meet the standards of the day.

98. In conjunction with the applicable Tentative Plan of subdivision, provide cross-sections for streets west of 36 ST NE (Ronmor lands). These cross sections may inform how the intersections are designed in the future.

99. In conjunction with the applicable Tentative Plan of subdivision, indicate that the 8.5m pavement width associated with Cross section `A' will only be applied to streets adjacent to lane-less lots with front driveways.

100. In conjunction with the applicable Tentative Plan of subdivision indicate that the 9.0m pavement width associated with Cross section `B' will only be applied to streets where the adjacent lots also abut a rear lane.

101. In conjunction with the applicable Tentative Plan of subdivision, indicate the following with respect to Cross section `S':
    - This road is an existing Arterial, not a Skeletal Road.
    - The existing cross section is 4 lanes not 6 lanes. Six lanes is a future condition.
    - The Transportation Impact Assessment recommends a 6 lane cross section, not an 8 lane cross section.
    - Add 3.0m Regional pathway on both sides as per the 5A pathway network (Always Available for All Ages and Abilities). The pathway location shall comply with clear zone requirements in the Alberta Transportation Roadside Design Guide.

102. In conjunction with the applicable Tentative Plan of subdivision, indicate the following with respect to Cross section `T':
    - The existing cross section is 4 lanes not 6 lanes.
    - The cross-section shows 3.0 m regional pathway both sides of 128 AV NE.
    - The south side pathway would be 'new' or 'proposed' given the current condition, which is a 1.4m separate sidewalk.
    - The north side pathway would be 'modified' or proposed as the current width varies between 2.5m wide and 3.5m wide.

103. In conjunction with the applicable Tentative Plan of subdivision, indicate the following with respect to Cross section `U,' adjacent to the site boundary:
    - A minimum boulevard width of 8.0m.
    - A minimum 2.5m Regional Pathway on the north boulevard per the 5A pathway network (Always Available for All Ages and Abilities).
    - A minimum 3.5m travel lane width per the Arterial classification in the Design Guidelines for Subdivision Servicing.

104. In conjunction with the applicable Tentative Plan of subdivision stage(s) add cross-sections where left-turn lanes are proposed and local widening is required, in accordance with the Conceptual Functional Plans. For example, cross sections are required along 38 Street NE immediately north of Country Hills Boulevard. Additional right of way may be required, both on the north and south sides, to retain and match the existing median.

105. In conjunction with the applicable Tentative Plan of subdivision, provide a cross-section north of 128 Ave along Stone Ridge Blvd NE.

106. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, access to each parcel within the subject lands shall be located and designed to the satisfaction of the Manager, Development Engineering.

107. In conjunction with the applicable Tentative Plan of subdivision, for low density residential lots adjacent to a lane, register a restrictive covenant to prevent vehicular access to the street.

108. In conjunction with the applicable Tentative Plan of subdivision, or Development Permit, access from 36 ST to the C-N1 parcel shall be limited to Right in access only. Transportation analysis will be required to support Right in / Right out access.

109. In conjunction with the applicable Tentative Plan of subdivision, provide an access easement agreement along the shared property line between the S-CRI parcel and the MU-1 parcel accessing Shale Court NE.

110. In conjunction with the applicable Tentative Plan of subdivision, no vehicular access shall be permitted to collector (and higher order) roadways for low density residential lots. Vehicular access shall be provided via rear lanes. Restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument.

111. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, no vehicular access shall be permitted from parcels to the following roadways:
    a. Stoney Trail NE
    b. Métis Trail NE
    c. Country Hills BV NE
    d. 128 Avenue NE other than the intersections and RI/RO shown on the OP
    e. 36 Street NE other than the intersections and RI/RO shown on the OP
    f. 32 Street other than access locations shown on the OP
    g. Stone Haven Drive NE other than the RI/RO shown on the OP
    h. Stone Ridge Blvd NE other than the intersections and RI/RO shown on the OP

    A restrictive covenant regarding this access restriction shall be registered concurrent with the registration of the legal plan of subdivision.

112. At the applicable Tentative plan stage of subdivision or Development Permit stage, all turns vehicular access to the C-R3 sites on 114 AV NE shall be located a minimum of 120m from 36 ST NE.

113. At the applicable Tentative plan stage of subdivision or Development permit stage, vehicular access for the C-C2 lot between 120 Ave and Stone Spire Drive NE shall meet the following parameters:
    - RI/RO access shall be located 120m from 36 Street arterial.
    - All turn access immediately east of the RI/RO does not meet the access spacing, review and locate the access in accordance with

the access standards. Removal of the RI/RO access may be required.
- Provide a cross section for the private street, meeting the intention of a complete street design.
- A public access easement will be required for the private street.

114. At the applicable Tentative Plan stage of subdivision or Development Permit stage, for the MU-1 site located adjacent to Slate Green NE and Shale Mews NE, vehicular access shall be taken to Shale Mews NE (Collector), not Slate Green NE (Residential). A restrictive covenant regarding this access restriction shall be registered concurrent with the registration of the legal plan of subdivision.

115. At the applicable Tentative Plan stage of subdivision and Development Permit stage, vehicular access to the 'Future Regional Retail' parcel, east of Stone Haven DR NE, shall meet the following parameters:
- Access arrows to this site appearing on the Outline plan should be considered 'potential access locations.'
- Access from Shale Gate NE shall be received with a road stub design, allowing for potential signalization.
- All turns access from Shale Gate NE will require Transportation analysis to consider traffic signals, intersection geometry, and associated right of way requirements.
- All turns access from Stone Haven DR NE shall be considered, in conjunction with Transportation analysis for the traffic signals, intersection location and geometry, and associated right of way requirements.

116. At the applicable Tentative Plan stage of subdivision or Development Permit stage, vehicular access to the M-G parcel north of Iron Link NE and west of Stone Ridge BV NE shall be designed, located and constructed to the satisfaction of Development Engineering. All turns access from Stone Ridge BV NE is available in alignment with Slate Heath NE. Conversion of Stone Ridge BV NE to a Collector standard will be investigated to support this access configuration.

117. At the applicable Tentative Plan stage of subdivision or Development Permit stage, vehicular access to the M-1 parcel north of Shale Court NE/Stone Heaven Drive NE and west of Slate Manor NE shall be designed, located and constructed to the satisfaction of Development Engineering. Since all turns access should be taken to a Collector standard road, conversion of Slate Manor NE to a Collector standard will be investigated to support this access configuration.

118. In conjunction with the Applicable Tentative Plan of subdivision and associated Construction Drawing submission, driveways shall not conflict with crosswalks/wheelchair ramp locations.

119. In conjunction with the Initial Tentative Plan of subdivision, the Transportation/Utility Corridor (TUC) shall be permanently and prominently signed in accordance with City Councils¿ policy and it shall also be clearly identified on the Land Use Sign for the area.

120. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, a noise attenuation study is required for any residential development adjacent to Arterial roadways and the LRT alignment. Arterial roads to consider include Métis Trail NE, 128 AV NE, Stoney Trail NE, and 36 ST NE. The study is to be completed by certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning and submitted to Mobility Engineering for approval. Note that where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the 2020 Design Guidelines for Subdivision Servicing.

121. At the applicable Tentative Plan of subdivision stages, all noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road rights-of-way. Noise attenuation features and screening fences shall be at the Developer¿s sole expense.

122. In conjunction with the applicable Tentative Plan of subdivision, the Developer shall enter into a Development Agreement for the offsite surface improvements as necessary to service the proposed development to the satisfaction of the Approving Authority.

123. 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).

124. In conjunction with each Tentative Plan of subdivision, the Developer shall demonstrate that the plan area provides contiguous extension of development with the Outline Plan area, to the satisfaction of the Manager, Development Engineering. The intent is to ensure transportation connectivity for all modes within and adjacent to the plan area, as well as facilitate transit routing.

125. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, the Developer shall register public access easement agreements for pedestrian access through lands as indicated on the Outline Plan, to the satisfaction of the Manager, Development Engineering.

126. In conjunction with the applicable Tentative Plan of subdivision or Development Permit, all community entrance features must be located outside the public right-of-way.

127. In conjunction with the applicable Tentative Plan of subdivision, no retaining walls, stairs or similar structures will be permitted in road right of way.

128. In conjunction with the applicable tentative plan of subdivision, graveled and oiled turnarounds are required for all temporary dead-end streets. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year. Temporary oil and gravel bus turnaround / cul-de-

sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Manager, Development Engineering.

129. In conjunction with the applicable Tentative Plan, the Developer shall ensure that all pathways from MR lands have direct pedestrian connection by sidewalk or pathway to crossing locations at intersections to the satisfaction of the Manager, Development Engineering.

Applicant Submission

Applicant's Submission

January 26, 2026

On behalf of Qualico Communities, B&A has submitted an outline plan and land use amendment application for 194.81 hectares ± (481.38 acres ±) of land located in the northeast community of Stonegate Landing. This plan introduces 2 residential neighbourhoods and provides for commercial and industrial land uses in high demand locations.

The land is currently designated a mixture of industrial and commercial land use districts with the commercial land uses concentrated at the intersection of Metis Trail NE and 128 Avenue NE. The City of Calgary invested over $90 million infrastructure delivering services to Stonegate but the lands have remained underutilized due to a lack of demand for product type. The 2021 revisions to the Noise Exposure Forecast (NEF) Contours in the Airport Vicinity Protection Area have opened up a portion of this land to residential uses and present an opportunity for an updated vision for the area and to provide additional housing supply to the northeast sector. The reimagined development plan unlocks the investment in the lands and provides for a complete community in a highly sought-after area. City Council approved amendments to the MDP and ASP in March 2025 to allow for the industrial to residential conversion. Additional ASP Amendments are proposed with this application to align with the proposed outline plan and land use amendment.

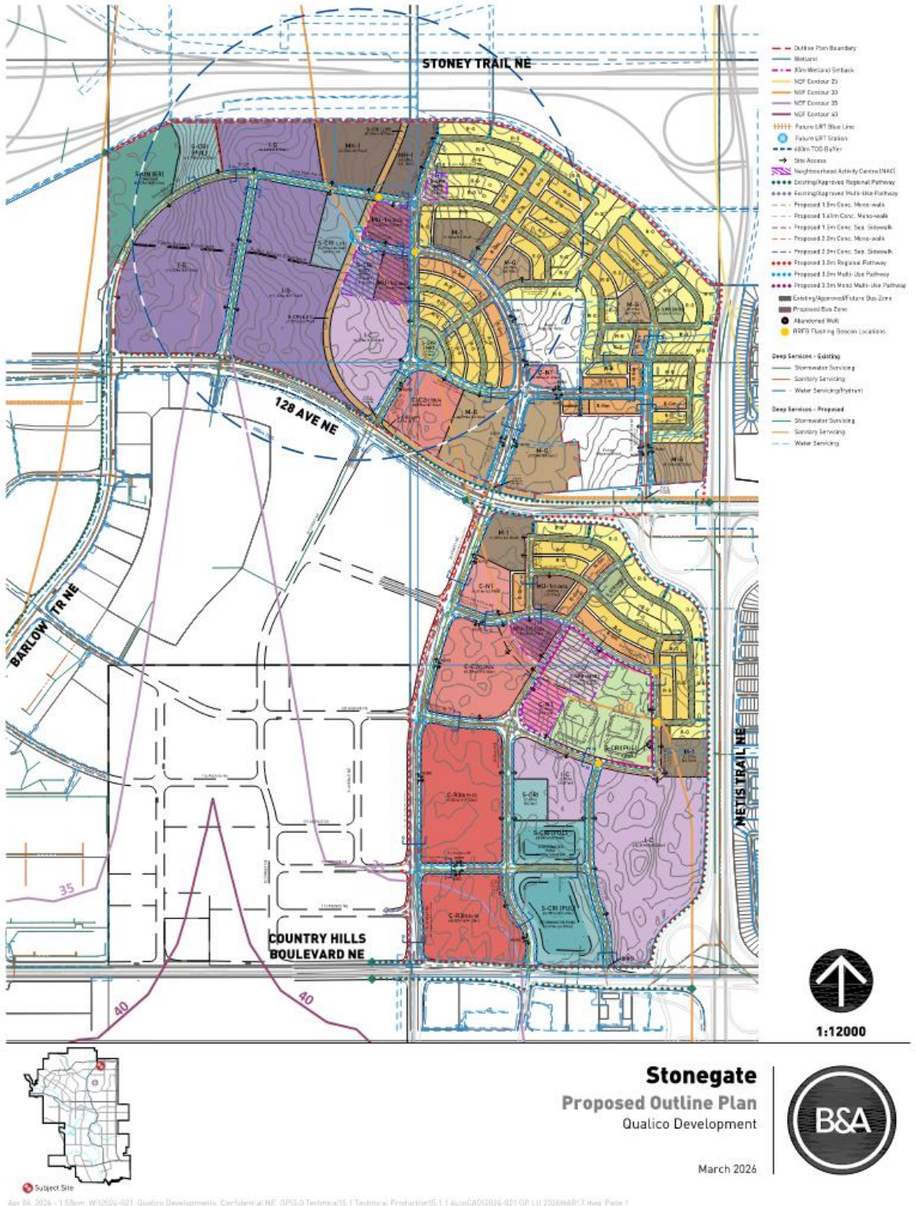
This application maintains industrial land uses in the northwest and southeast portions of the plan area and moves the regional commercial land uses south to provide better access to Country Hills Boulevard NE and a continuation of the existing commercial corridor. Residential land uses have been introduced to the plan area where they are now permitted to be located and appropriately positioned to leverage the future LRT.

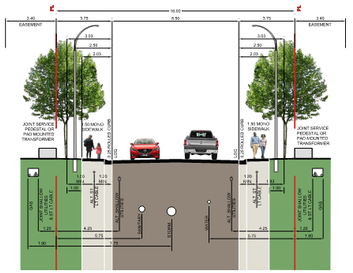
Two distinct residential neighbourhoods are being proposed, each with their own unique sense of place but integrated to provide a unified complete community. The northern neighbourhood includes features such as direct access to the Rotary Mattamy Greenway and the future LRT station, local commercial amenities and a variety of open spaces. The southern neighbourhood will provide for a neighbourhood commercial centre, a main street and a site for two future schools. A variety of residential land use districts have been included throughout to provide for a variety of housing types in the community. This is a unique opportunity to develop a complete community where residents can live, work and play.

Qualico is seeking support of the land use amendment, outline plan and ASP amendments to allow for a unique opportunity to provide a complete community where residents can live, work and play. The proposed development enhances and activates the adjacent industrial lands, supports the future LRT station, contributes additional residential housing supply to the northeast sector and incorporates new parks and open spaces, including a site for two future schools.

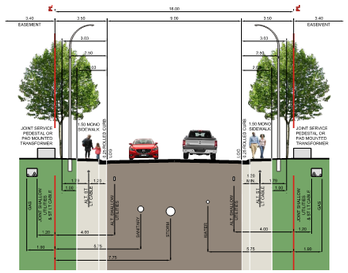
Proposed Outline Plan

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

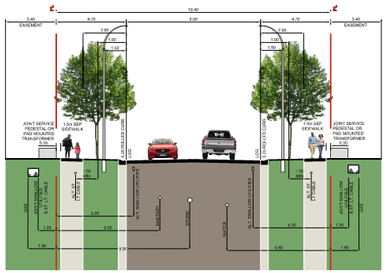




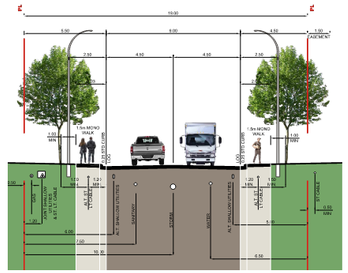
A - MODIFIED RESIDENTIAL STREET "M" (8.5m / 16.0m)
SCALE - 1:200



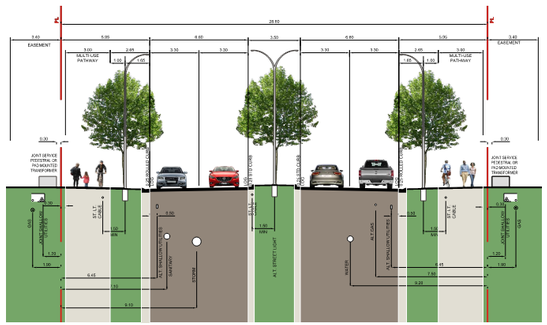
B - MODIFIED RESIDENTIAL STREET - "M-L" (9.0m / 16.0m)
SCALE - 1:200



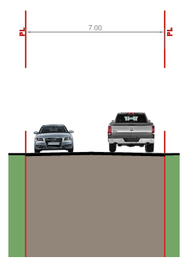
C - MODIFIED RESIDENTIAL STREET - "SW-L"
(9.0m / 18.4m)
SCALE - 1:200



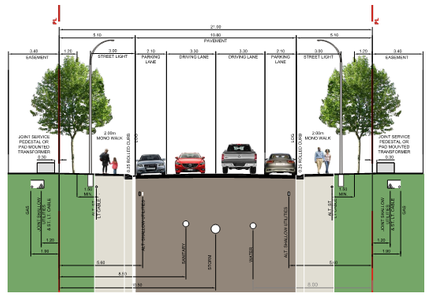
D - MODIFIED INDUSTRIAL STREET (9.0m / 19.0m)
SCALE - 1:200



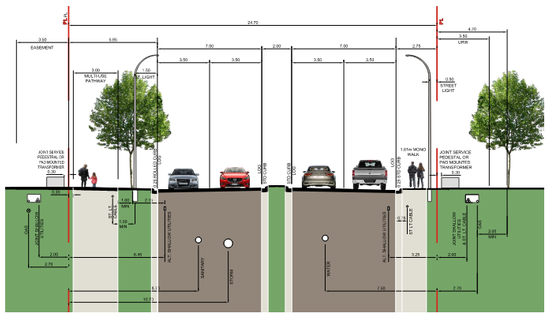
E - MODIFIED PRIMARY COLLECTOR STREET (2@6.6m / 28.6m)
SCALE - 1:200



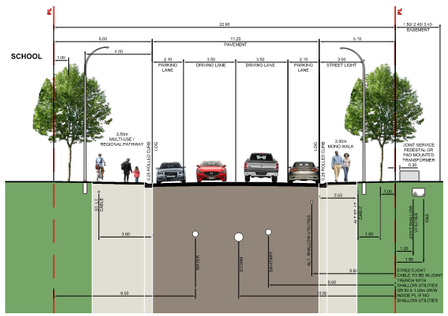
F - LANE (7.0m)
SCALE - 1:150



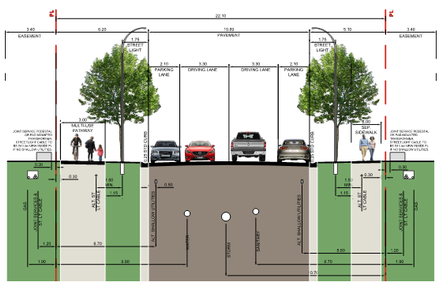
G - MODIFIED COLLECTOR STREET (10.8m / 21.0m)
SCALE - 1:200



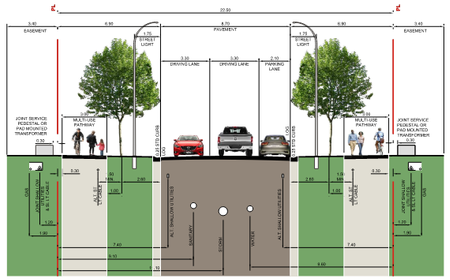
H - MODIFIED PRIMARY COLLECTOR (2@7.0m / 24.7m)
SCALE - 1:200



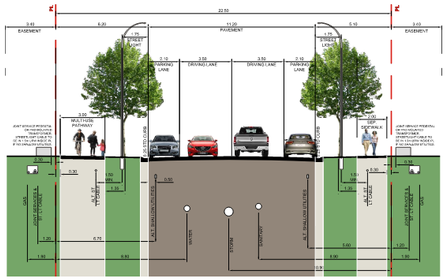
I - MODIFIED COLLECTOR STREET (11.2m / 22.9m)
SCALE - 1:200



J - MODIFIED COLLECTOR STREET (10.8m / 22.1m)
SCALE - 1:200

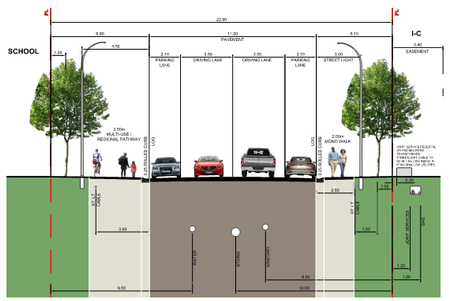


K - MODIFIED COLLECTOR STREET (8.7m / 22.5m)
SCALE - 1:200

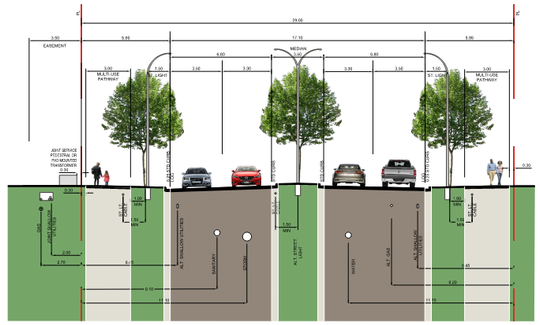


L - MODIFIED COLLECTOR STREET (11.2m / 22.5m)
SCALE - 1:200

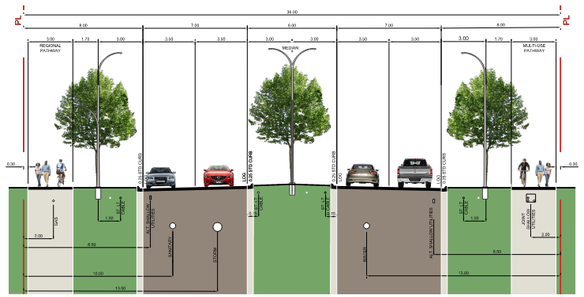
Stonegate
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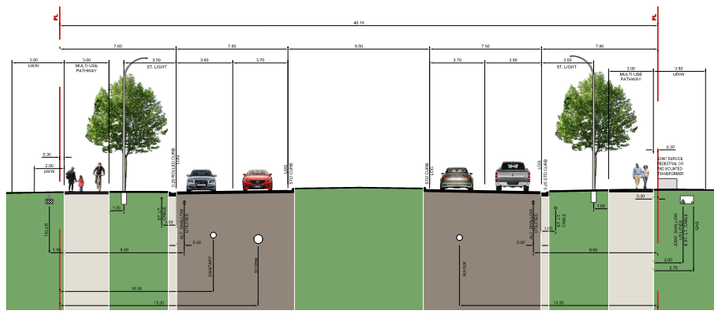
M - MODIFIED COLLECTOR STREET (11.20m / 22.9m)
SCALE - 1:200



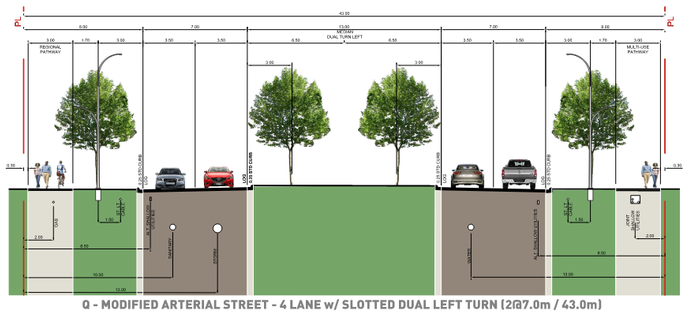
N - MODIFIED LOCAL ARTERIAL STREET (2@6.8m / 29.0m)
SCALE - 1:200



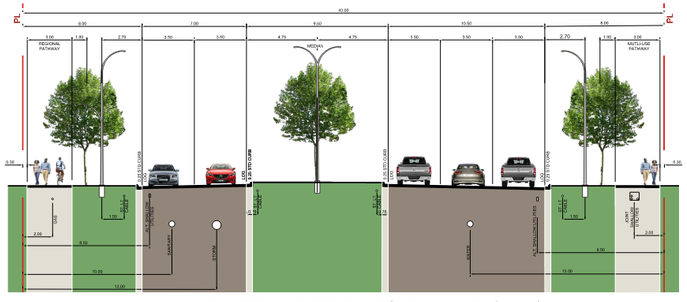
O - MODIFIED ARTERIAL STREET - 4 LANE (2@7.0m / 36.0m) (APPROVED LOC2018-0145)
(36 STREET NE)
SCALE - 1:200



P - MODIFIED ARTERIAL STREET (2@7.5m/ 40.1m)
SCALE - 1:200

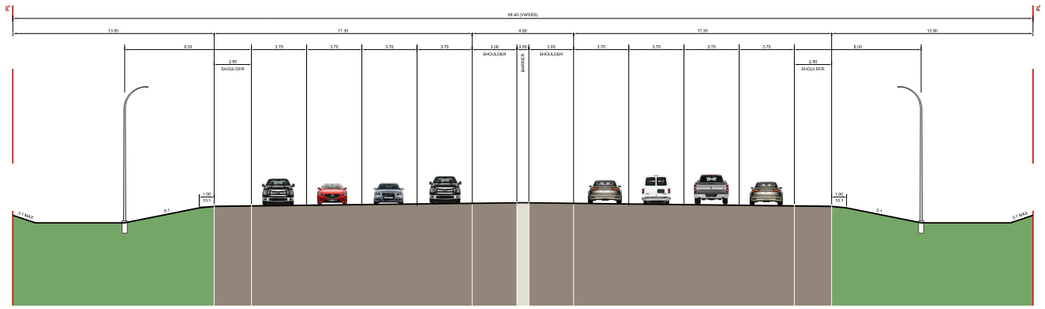


Q - MODIFIED ARTERIAL STREET - 4 LANE w/ SLOTTED DUAL LEFT TURN (2@7.0m / 43.0m)
(APPROVED LOC2018-0145) (36 STREET NE)
SCALE - 1:200

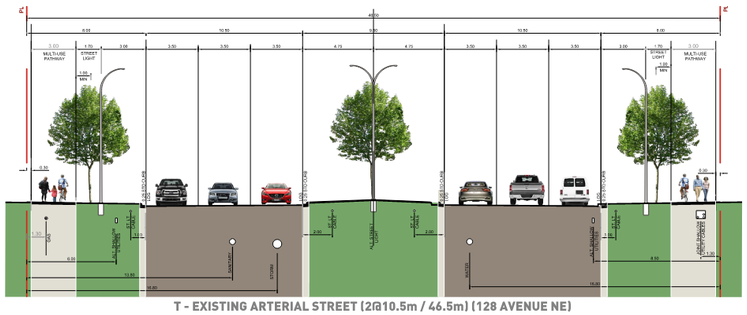


R - MODIFIED ARTERIAL STREET - 5 LANE (2@7.0m & 10.5m / 43.0m)
(36 STREET NE) SCALE - 1:200

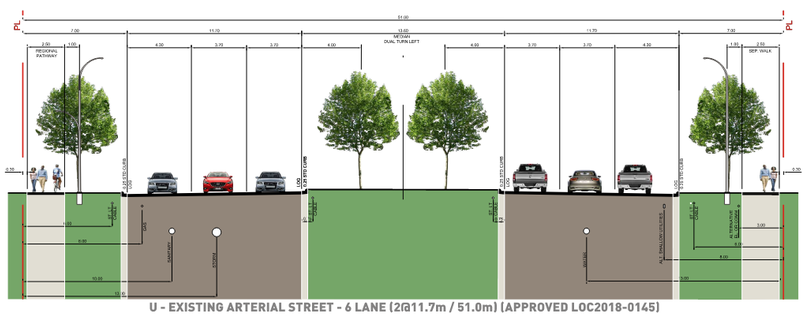
Stonegate
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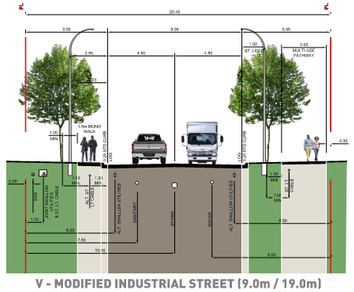
S - EXISTING SKELETAL ROAD (2@17.3m / 68.4m) (METIS TRAIL NE)
SCALE - 1:200



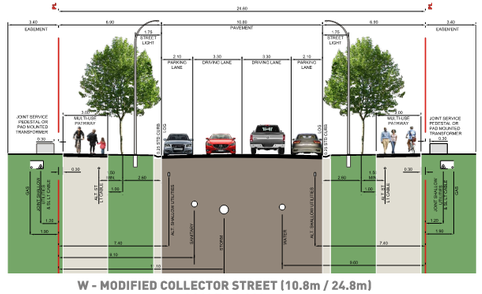
T - EXISTING ARTERIAL STREET (2@10.5m / 46.5m) (128 AVENUE NE)
SCALE - 1:200



U - EXISTING ARTERIAL STREET - 6 LANE (2@11.7m / 51.0m) (APPROVED LOC2018-0145)
(COUNTRY HILLS BLVD NE) SCALE - 1:200



V - MODIFIED INDUSTRIAL STREET (9.0m / 19.0m)
SCALE - 1:200



W - MODIFIED COLLECTOR STREET (10.8m / 24.8m)
SCALE - 1:200

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OUTLINE PLAN STATISTICS

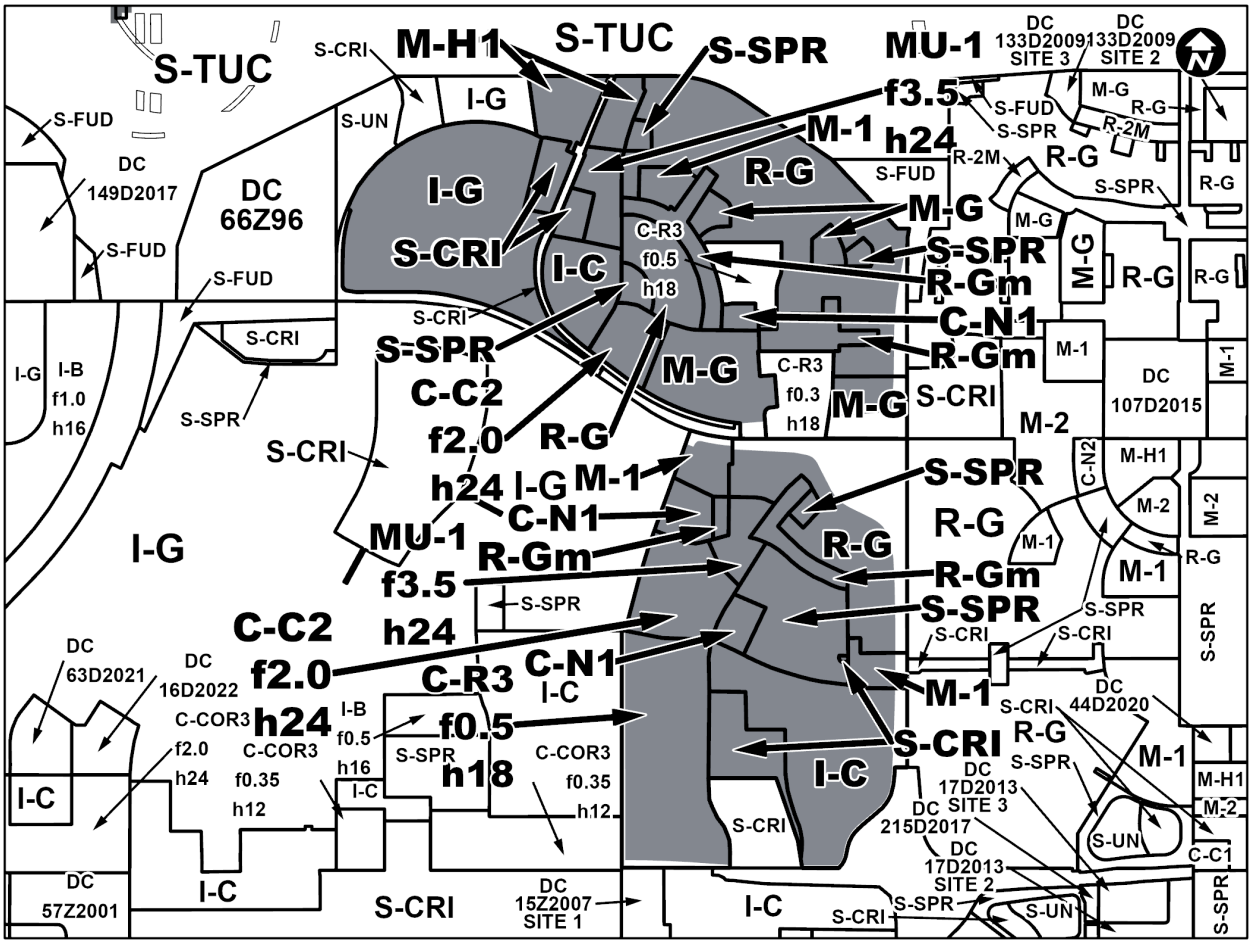
				Hectares (±)	Acres (±)		% of GDA
	Residential Area			**91.36**	**225.75**		
	Industrial Area			**103.45**	**255.63**		
	less						
S-UN(ER)	*Wetland*			*4.22*	*10.42*		
	Gross Developable Area (GDA)			**190.59**	**470.96**		**100%**
Land Use		**Lot Width (m) / units per acre (upa)**	**Frontage (m)**	**Hectares (±)**	**Acres (±)**	**No. of Units**	**% of GDA**
Residential				**56.41**	**139.39**		**29.60%**
R-G	**Residential - Low Density Mixed Housing District**			**30.21**	**74.64**		
	Anticipated number of laned lots based on 7.8m lot width	7.80 m	3,547.78 m	12.10	29.91	455	units
	Anticipated number of laneless lots based on 10.0m lot width	10.00 m	4,853.16 m	18.10	44.73	485	units
						940	**units**
	Maximum number of lots based on 6.0m lot width	***6.00 m***				***1400***	*units*
R-Gm	**Residential - Low Density Mixed Housing District**			**5.64**	**13.93**		
	Anticipated number of lots based on 6.1m lot width	6.10 m	1,642.91 m			**269**	**units**
	Maximum number of lots based on 6.0m lot width	***6.00 m***				***274***	*units*
M-G	**Multi-Residential - At Grade Housing**			**9.41**	**23.24**		
	Anticipated number of units based on 20upa	20 upa				**465**	**units**
	Maximum number of units based on 32upa	*32 upa*				*744*	*units*
M-1	**Multi-Residential - Low Profile**			**4.17**	**10.31**		
	Anticipated number of units based on 25upa	25 upa				**258**	**units**
	Maximum number of units based on 60upa	***60 upa***				*619*	*units*
M-H1	**Multi-Residential - High Density Low Rise**			**4.91**	**12.14**		
	Anticipated number of units based on 65upa	65 upa				**789**	**units**
	Maximum number of units based on 150upa	***150 upa***				*1821*	*units*
MU-1f3.5h24	**Mixed Use - General District (50% Residential)**			**2.07**	**5.13**		
	Anticipated number of units based on 50upa	50 upa				**256**	**units**
	Maximum number of units based on 148upa	***148 upa***				*759*	*units*
Total Frontage			**10,044 m**				
Total Units	**Anticipated**					**2977**	**units**
	Maximum					***5616***	*units*
Density (Residential Area)	**Anticipated**	**32.6 upha**		**13.2 upa**			
	Maximum	***61.5 upha***		***24.9 upa***			
Density (Overall)	**Anticipated**	**32.6 upha**		**6.3 upa**			
	Maximum	***61.5 upha***		***11.9 upa***			
Retail/Mixed Use				**27.30**	**67.47**		**14.32%**
MU-1f3.5h24	**Mixed Use - General District (50% Commercial)**			2.07	5.13		
C-N1	**Commercial - Neighbourhood 1 District**			3.28	8.11		
C-C2f2.0h24	**Commercial - Community 2 District**			8.41	20.79		
C-R3f0.5h18	**Commercial - Regional 3 District**			13.53	33.44		
Industrial				**46.69**	**115.36**		**24.49%**
I-G	**Industrial - Business District**			26.90	66.48		
I-C	**Commercial District**			19.78	48.88		
Public Service				**14.30**	**35.33**		**7.50%**
S-CRI	**Fire Station**			1.01	2.50		
S-CRI(LRT)	**Future LRT Area**			4.56	11.26		
S-CRI(PUL)	**5.0m Setback from Well**			0.02	0.06		
S-CRI(PUL)	**Ponds & Around Area/PUL**			8.70	21.51		
Open Space				**19.059**	**47.096**		**10.00%**
S-SPR(MR)	**Special Purpose - School, Park and Community**			1.825	4.510		
S-SPR(MR)	**Cash in Lieu (To be Provided)**			4.065	10.045		
S-SPR(MR)	**Cash in Lieu (Previously Provided)**			5.917	14.621		
S-SPR(MSR)	**Special Purpose - School, Park and Community**			7.252	17.920		
Roadways & Lanes				**26.84**	**66.32**		**14.08%**

LAND USE STATISTICS

FROM	TO	AREA ha (±)	AREA ac (±)
C-R3 f0.23h18	M-1	1.32	3.26
I-B f0.5h27		0.20	0.49
I-G		3.48	8.61
C-R3 f0.23h18	M-G	9.91	24.48
C-R3 f0.50h18		1.48	3.66
C-R3 f0.23h18	M-H1	2.01	4.97
S-CRI		0.08	0.20
I-G		3.29	8.13
C-R3 f0.23h18	MU-1 f3.5h24	0.64	1.57
I-B f0.5h27		2.36	5.82
S-CRI		0.08	0.19
I-G		2.99	7.40
C-R3 f0.23h18	R-G	30.07	74.31
I-B f0.5h27		1.85	4.56
I-G		9.62	23.76
C-R3 f0.23h18	R-GM	4.30	10.63
C-R3 f0.30h18		1.02	2.52
I-G		2.97	7.35
I-B f0.5h27		0.86	2.12
C-R3 f0.23h18	S-CRI	0.10	0.24
I-B f0.5h27		3.08	7.62
I-G		4.72	11.67
C-R3 f0.23h18	S-SPR(MR)	1.40	3.45
I-B f0.5h27		0.69	1.70
I-G		0.58	1.44
I-G	S-SPR(MSR)	8.36	20.66
I-B f0.5h27	I-C	5.16	12.75
S-CRI		0.05	0.12
I-G		16.50	40.77
I-B f0.5h27	I-G	25.20	62.27
S-CRI		0.18	0.44
I-G	C-N1	3.74	9.23
C-R3 f0.23h18		0.75	1.85
C-R3 f0.23h18	C-C2 f2.0h24	2.37	5.86
I-G		6.97	17.22
S-CRI		0.02	0.04
I-B f0.5h27		0.95	2.34
S-CRI	C-R3 f0.5h18	0.73	1.80
I-G		16.03	39.61
Total		**176.08**	**435.11**

Stonegate
Outline Plan and Land Use Statistics
Qualico Development

Proposed Land Use Amendment Map



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

- Residential – Low Density Mixed Housing (R-G) District;
- Residential – Low Density Mixed Housing (R-Gm) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Multi-Residential – Low Profile (M-1) District;
- Multi-Residential – High Density Low Rise (M-H1) District;
- Mixed Use – General (MU-1 f3.5h24) District;
- Commercial – Neighbourhood 1 (C-N1) District;
- Commercial – Community 2 (C-C2f2.0h24) District;
- Commercial – Regional 3 (C-R3f0.5h18) District;
- Industrial – General (I-G) District;
- Industrial – Commercial (I-C) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – City and Regional Infrastructure (S-CRI) District;

Proposed 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	194.81	481.38
LESS: ENVIRONMENTAL RESERVE	4.22	10.42
LESS: LAND PURCHASE AREA	0	0
NET DEVELOPABLE AREA	190.59	470.96

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G	30.24	74.72	940	
R-Gm	5.64	13.94	269	
M-G	9.42	23.27		465
M-1	4.17	10.31		258
M-H1	4.91	12.14		789
Total Residential	54.38	134.38	1209	1512

LAND USE (Mixed Use)	HECTARES	ACRES	ANTICIPATED # OF RESIDENTIAL UNITS	ANTICIPATED COMMERCIAL AREA (SQ.M)
MU-1f3.5h24	2.07	5.13	256	36200
Total Residential	2.07	5.13	256	
Total Commercial	2.07	5.13		36200

LAND USE (Commercial / Industrial)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED AREA (SQ.M) IF AVAILABLE
C-N1	3.28	8.11	3	32800
C-C2f2.0h24	8.41	20.79	2	168600

LAND USE (Commercial / Industrial)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED AREA (SQ.M) IF AVAILABLE
C-R3f0.5h18	13.53	33.44	2	67650
I-G	26.90	66.48	3	269000
I-C	19.78	48.88	3	198600
Total Commercial	25.22	62.34	7	269059
Total Industrial	46.68	115.36	6	467600

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	26.84	66.32	14.08
PUBLIC UTILITY LOT (S-CRI)	14.30	35.33	7.5

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	1.83	4.51	1%
MR Cash in Lieu	9.98	24.67	5.2%
MSR (S-SPR)	7.25	17.92	3.8%

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	2977		
ANTICIPATED DENSITY		32.6	13.2
ANTICIPATED INTENSITY		54	22

PROPOSED

CPC2026-0020
ATTACHMENT 7

BYLAW NUMBER 16P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE NORTHEAST INDUSTRIAL AREA STRUCTURE PLAN BYLAW 2P2007 (LOC2024-0171/CPC2026-0020)

* *

WHEREAS it is desirable to amend the Northeast Industrial Area Structure Plan Bylaw 2P2007, 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 Northeast Industrial Area Structure Plan attached to and forming part of Bylaw 2P2007, as amended, is hereby further amended as follows:

   (a) In Section 2.0 Planning Area, Subsection 2.1, Plan Area Map, in the first paragraph, delete the last two sentences and replace with the following:

   > "A portion of the Plan area is located within the 30 Noise Exposure Forecast (NEF) contour as prescribed in the Calgary International Airport Vicinity Protection Area Regulation. As such, residential development is prohibited within that portion of the Plan area."

   (b) Delete the existing Map 1 entitled 'Plan Area' and replace with the revised Map 1 entitled 'Plan Area' attached as Schedule A

   (c) In Section 3.0 Vision, Subsection 3.1 Vision of the Future, delete the first paragraph and replace with the following:

   > "*The Northeast Industrial Area, in the year 2030, has been transformed into a vibrant and successful business and residential area that provides for a complete community with employment, housing, education and recreational opportunities.*"

   (d) In Section 3.0 Vision, Subsection 3.1 Vision of the Future, in the fourth paragraph, delete the second sentence and replace with the following:

   > "*Transit routes will link the residential, recreational and employment areas within the Plan area to other surrounding residential communities and employment areas."*

(e) In Section 3.0 Vision, Subsection 3.1, Vision of the Future, delete the sixth paragraph and replace with the following:

> "*In summary, the Northeast Industrial Area comprises a vibrant residential community and a prominent business area that convey a positive image of growth, prosperity and diversity. The area provides a strong employment, residential and recreational function, creates a quality environment in which to live, work and play and contributes to a thriving and healthy city*.

(f) In Section 3.0 Vision, Subsection 3.2 Goals for the Area, add the following new bullet after the first bullet:

> "• **Residential Development**
> To provide for a complete well-connected residential community which provides for a variety of housing choices to meet the needs of residents."

(g) Delete the existing Map 2 entitled 'Planning Cells' and replace with the revised Map 2 entitled 'Planning Cells' as attached as Schedule B.

(h) In Section 6.0 Land Use Concept, Subsection 6.1, Land Use Concept Map, in the first paragraph, replace "Gateway Commercial Area" with "Commercial Area".

(i) In Section 6.0 Land Use Concept, Subsection 6.1, Land Use Concept Map, in the first paragraph, after the second bullet add the following:

> "• Residential Area"

(j) Delete the existing Map 3 entitled 'Land Use Concept' and replace with the revised Map 3 entitled 'Land Use Concept' as attached as Schedule C.

(k) In Section 7.0 Land Use Areas, Subsection 7.1.2, Policies, after Policy (2), insert the following new policy:

> "(g) Development should provide a transition between the Business/Industrial Area and adjacent residential areas that is complementary to the form and scale and should include screening such as fences, berms or landscaping to provide separation between these areas."

(l) In Section 7.2, replace any mention of "Gateway Commercial Area" with "Commercial Area".

(m) In Section 7.2.2, Policies (1)(a), delete (ii) and replace with the following:

> "(ii) secondary commercial uses, service commercial uses, office uses, institutional uses, recreational uses, dwelling units on a second storey or above, public uses, and similar and accessory uses to the above, may be allowed within the Commercial Area where determined to be compatible and appropriate."

(n) Delete Section 7.2.2(2) Development within Gateway Commercial Area in its entirety.

(o) In Section 7.3 Transit Station Planning Area, in subsection 7.3.1 Purpose, delete the paragraph and replace with the following:

> "The purpose of this area is to provide for transit-oriented development (TOD) surrounding an LRT station within the Plan area. This station will be situated adjacent to a residential neighbourhood and an industrial/business park. Accordingly, multi-unit residential, mixed-use development, smaller format commercial as well as transit supportive uses such as a park and ride and transit drop-off areas should be located closest to the station followed by larger format industrial uses and grade-oriented residential. This development pattern will need to recognize the restrictions within the NEF contours and that the industrial area will function as predominantly larger format industrial. Pedestrian connections will provide connectivity and community linkages within the Transit Station Planning Area."

(p) In Section 7.3.2, Policy (1) (a), delete (ii), (iii), (iv), (v) and replace with the following:

> "*(ii) park and ride facilities either stand alone or integrated with other mixed-use development;*
>
> *(iii) multi-unit residential developments;*
>
> *(iv) mixed-use developments; and*
>
> *(v) other uses consistent with a residential area and an industrial/business park.*"

(q) In Section 7.3.2, Policy (1), delete (d) and replace with the following:

> "*(d) Multi-unit residential, mixed-use, business and employment generating uses should locate in close proximity to the LRT station.*"

(r) In Section 7.3.2, Policy (2), Alignment of the LRT Line, delete the sentence and replace with the following:

"*The exact alignment of the LRT line in relation to the adjacent multi-unit residential, mixed-use and industrial/business park should be determined through the Outline Plan and/or subdivision approval process.*"

(s) In Section 7.0 Land Use Areas, delete subsection 7.4 Comprehensive Planning Overlay in its entirety and replace with the following:

"**7.4 Residential Areas**

7.4.1 Purpose

The purpose of this area is to accommodate ground-oriented and multi-unit residential development that encourage a variety of residential typologies. These areas are intended to accommodate different household types and lifestyles, encourage social diversity and provide for the opportunity for aging in place.

7.4.2 Policies

(1) Neighbourhood Activity Centre

The Plan area will feature a Neighbourhood Activity Centre (NAC) within each Residential neighbourhood which is intended to be the focal point of these areas.

1. NACs should be located as shown on Map 3: Land Use Concept.

2. The NACs should be designed to create unique and attractive gathering spaces through the inclusion of publicly accessible open space and public amenities.

3. NACs should be located so that there is a maximum walking distance of 700 metres from the surrounding Neighbourhood Area to a NAC. This may be exceeded in cases where the neighbourhood is larger or an irregular shape due to natural features.

(2) Multi-Unit Residential Areas

Multi-Unit Residential Areas are intended to primarily be made up of developments in the form of apartment buildings (typically four storeys and greater) in order to allow for greater housing choices in proximity to existing and planned transit.

(a) Multi-unit residential buildings are encouraged to provide separate and direct grade-oriented access for ground floor units.

(3) Ground-Oriented Residential Areas

Future development within Ground-Oriented Residential Areas is intended to provide a variety of lower-density building forms (three storeys and lower) with at-grade access.

(4) Open Space

An open space network will be provided to offer recreational opportunities for residents both within and outside the neighbourhood area.

(a) Open spaces should be designed to be accessible to people of all ages and abilities and provide opportunities for both active and passive recreation.

(b) Open spaces should be designed for year-round use and incorporate weather protection elements such as shading for the summer and wind breaks and solar access for winter."

(t) Delete the existing Map 4 entitled 'Wetland Study Area' and replace with the revised Map 4 entitled 'Wetland Study Area' as attached as Schedule D.

(u) In Section 12.2 Noise Exposure Forecast Contours, subsection 12.2.1 Purpose, delete the fourth sentence and replace with the following:

"This contour encompasses most of the Northeast Industrial Area except for a portion in the northeast corner of the Plan."

(v) In Section 16.1.2, Policies, after policy (3) insert new policy (4) as follows:

"**(4) Cells A and C Phasing of Development**

(a) Phasing of subdivision and development approvals in Cells A and C should be as shown in Map 6 entitled 'Cell A and C Phasing'.

(b) Subdivision and development of Phase 1 (Phases 1A and 1B) may proceed without upgrades to the regional transportation network.

(c) In conjunction with the Phase 2 Tentative Plan submission, or otherwise when deemed appropriate by Development Engineering, the Northeast Industrial Area Structure Plan shall be updated to reflect the intention to upgrade the intersections of Metis Trail & 128 Avenue NE and Metis Tral & Country Hills Boulevard NE to interchange designs. Note that any proposed Transportation amendments to the

Area Structure Plan are subject to the findings of the Northeast Network Planning study.

(d) In conjunction with the Phase 2 Tentative Plan submission, or otherwise when deemed appropriate by Development Engineering, a Functional Planning study shall be completed for the interchange designs at Metis Trail & Country Hills Boulevard NE, and at Metis Trail & 128 Avenue NE the latter including the LRT alignment and land requirements west of the interchange.

(e) Reassessment of phase limits may be considered without requiring an amendment to the Northeast Industrial Area Structure Plan, when subdivision approvals of the entire preceding phase area shown on Map 6 have been completed."

(w) In Section 16.1.2, Policies, at the end of the section insert new Map 6 entitled 'Cell A and C Phasing' as attached as Schedule E.

(x) In Section 18.2 Land Use Definitions, after (7) insert the following land use definitions and renumber the subsequent definitions accordingly:

"(8) **Mixed-Use** means development of land, or building with two or more different types of uses, such as residential, office or retail. Mixed-use can occur vertically within a building, or horizontally.

(9) **Multi-unit Residential** means development which includes 3 or more dwelling units in the same building. This may include apartment buildings, townhomes and other compatible forms.

(10) **Neighbourhood Activity Centre (NAC)** means a centre providing opportunities for residential intensification, local jobs, retail services, and civic activities."

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 16P2026

SCHEDULE A

Northeast Industrial Area Structure Plan

Map 1

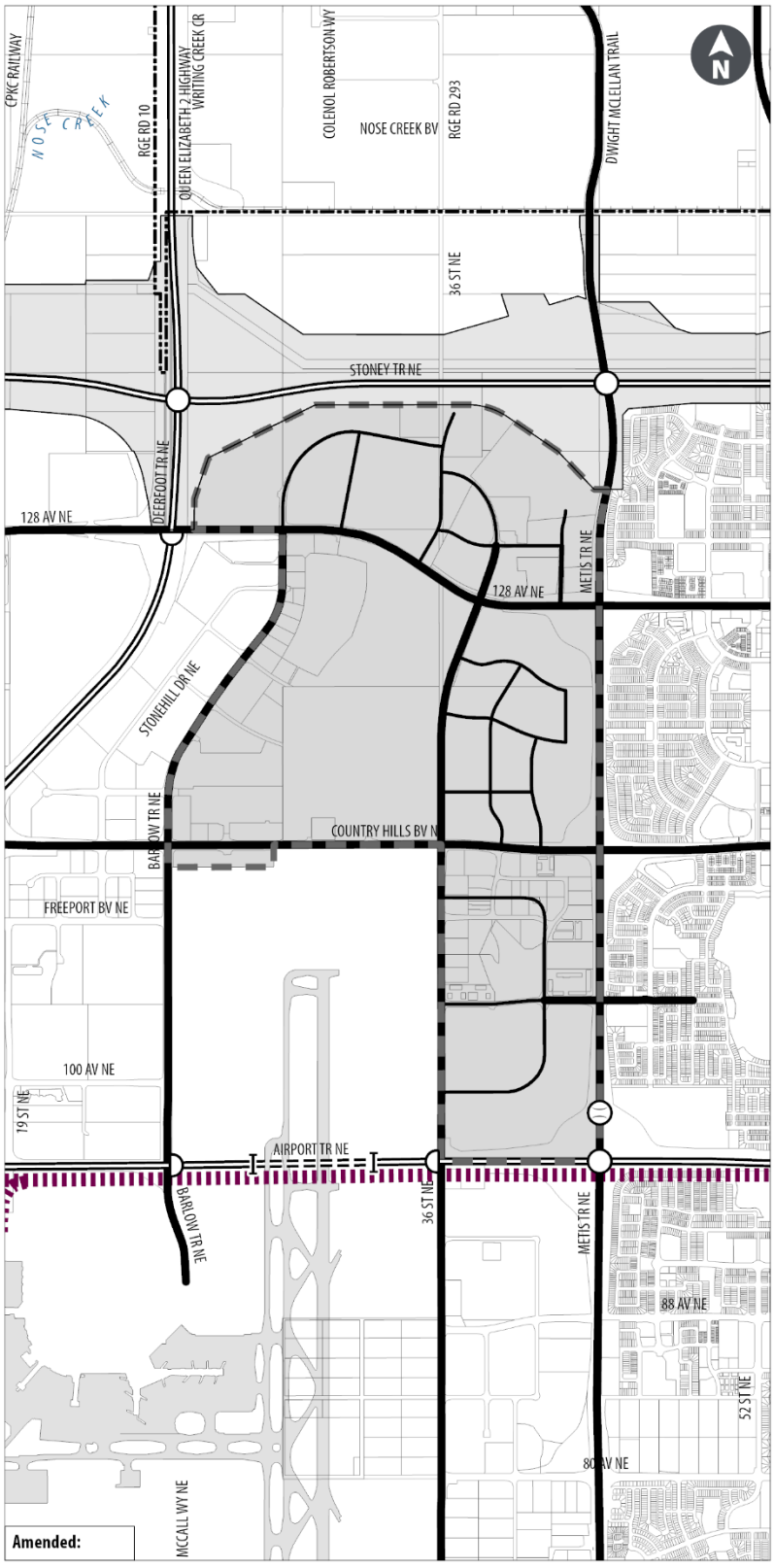
Plan Area

0 500 1,000 1,500 2,000

Metres

Legend

- Plan Area
- City Limits
- Transportation/ Utility Corridor
- Expressway (Skeletal Road)
- Expressway (Skeletal Road) Tunnel
- Major Road (Arterial Street)
- Minor Arterial
- Internal Road
- Full Interchange
- Partial Interchange
- Potential Pedestrian Overpass
- Railway
- Airport Transit Connection (Technology TBD)



This map is conceptual only. No measurements of distances or areas should be taken from this map.

PROPOSED

BYLAW NUMBER 16P2026

SCHEDULE B

Northeast Industrial Area Structure Plan

Map 2

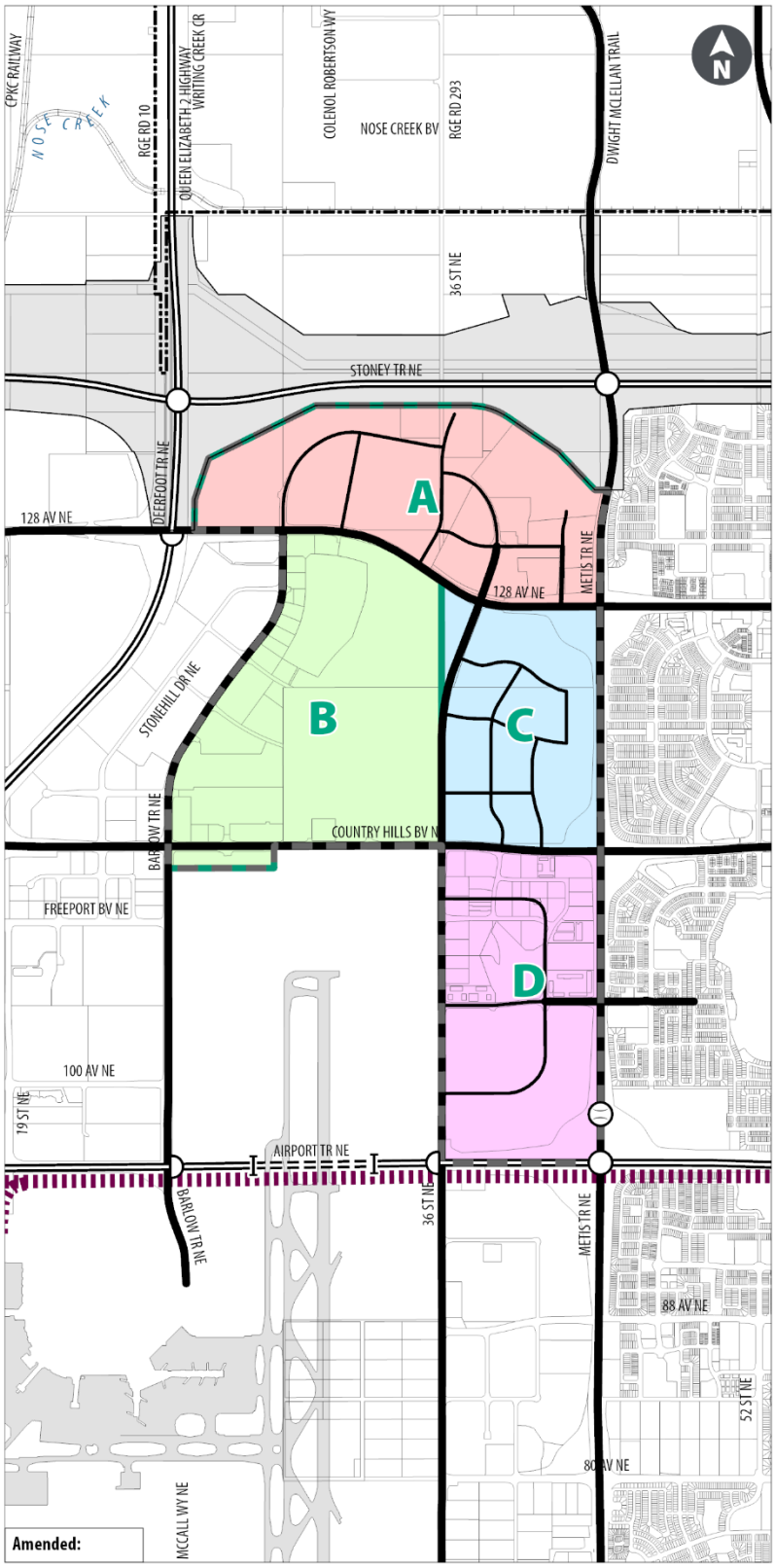
Planning Cells

0 500 1,000 1,500 2,000

Metres

Legend

- Plan Area Boundary
- City Limits
- Transportation/ Utility Corridor
- Planning Cells
- Expressway (Skeletal Road)
- Expressway (Skeletal Road) Tunnel
- Major Road (Arterial Street)
- Minor Arterial
- Internal Road
- Full Interchange
- Partial Interchange
- Potential Pedestrian Overpass
- Railway
- Airport Transit Connection (Technology TBD)



This map is conceptual only. No measurements of distances or areas should be taken from this map.

PROPOSED

BYLAW NUMBER 16P2026

SCHEDULE C

Northeast Industrial Area Structure Plan

Map 3

Land Use Concept

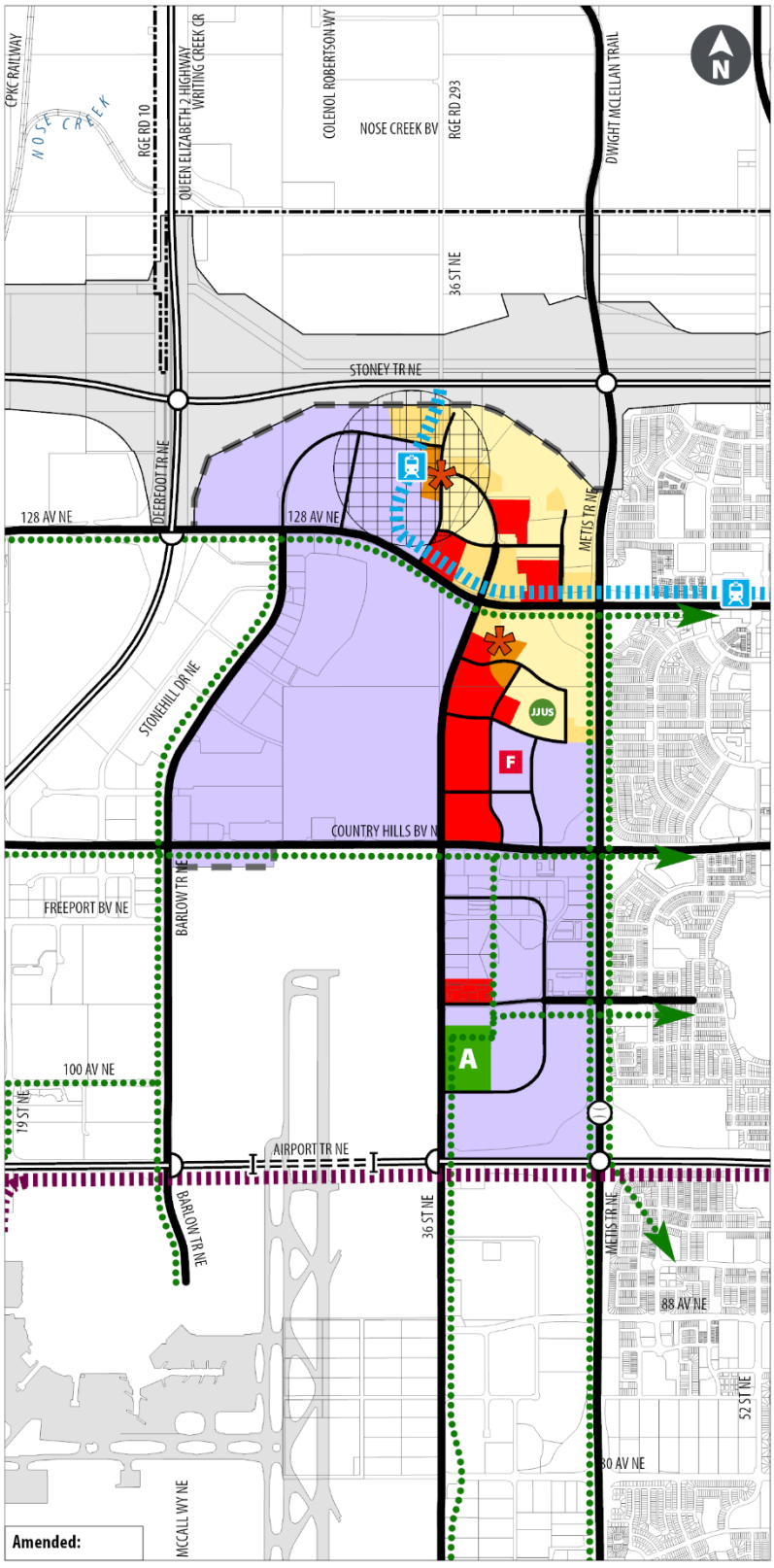
0 500 1,000 1,500 2,000

Metres

Legend

- Plan Area Boundary
- City Limits
- Transportation/ Utility Corridor
- Business/ Industrial Area
- Commercial Area
- A — Regional Athletic Park
- Mixed Use
- Multi-Unit Residential
- Ground-Oriented Residential
- F — Fire Station
- JJUS — Joint Joint Use Site
- Neighbourhood Activity Centre
- Transit Station Planning Area
- Regional Pathway
- Expressway (Skeletal Road)
- Expressway (Skeletal Road) Tunnel
- Major Road (Arterial Street)
- Minor Arterial
- Internal Road
- Full Interchange
- Partial Interchange
- Potential Pedestrian Overpass
- Railway
- LRT Alignment
- LRT Station
- Airport Transit Connection (Technology TBD)

This map is conceptual only. No measurements of distances or areas should be taken from this map.



PROPOSED

BYLAW NUMBER 16P2026

SCHEDULE D

Northeast Industrial Area Structure Plan

Map 4

Wetland Study Area

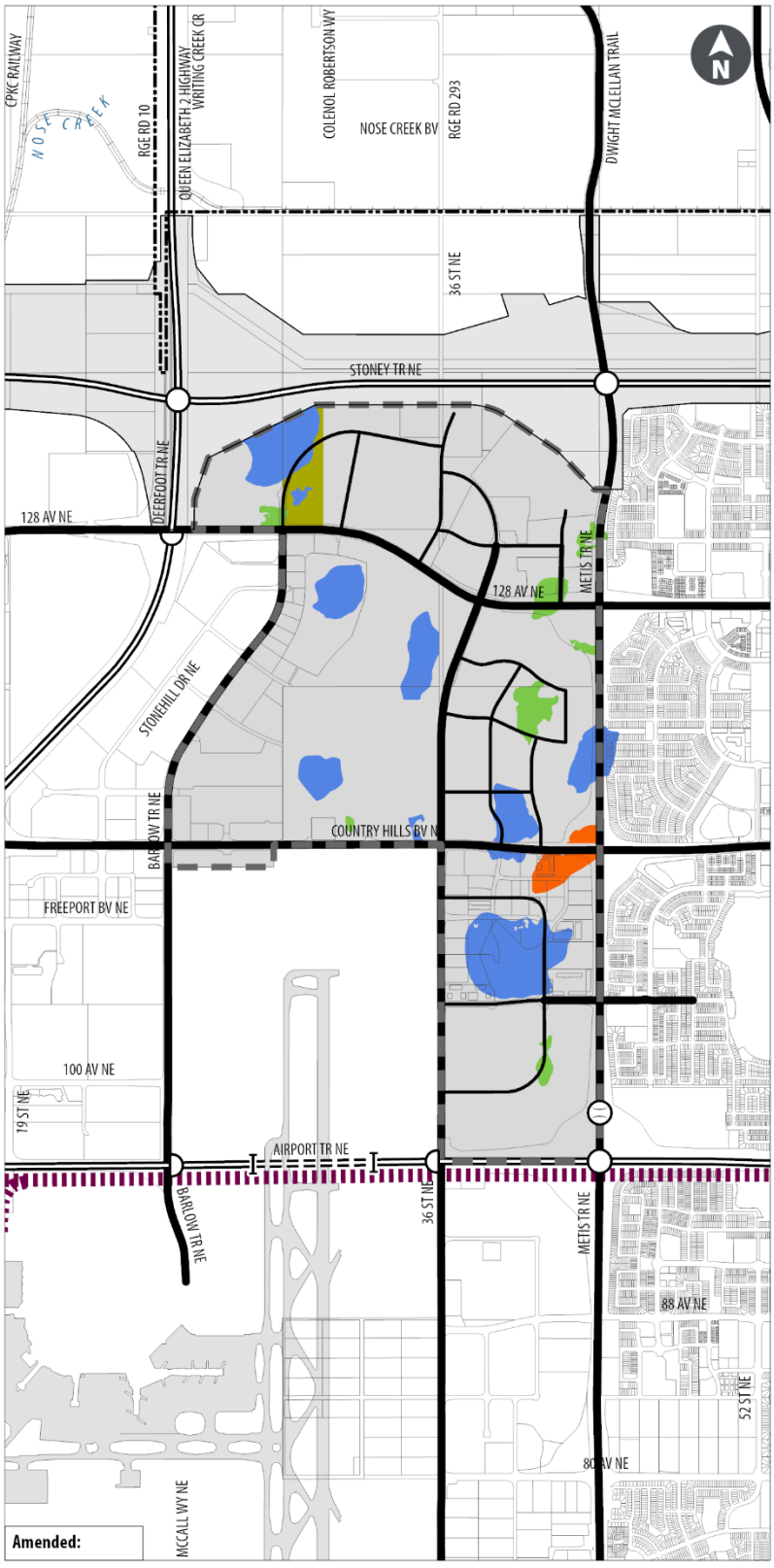
0 500 1,000 1,500 2,000

Metres

Legend

- Plan Area
- City Limits
- Transportation/ Utility Corridor
- Expressway (Skeletal Road)
- Expressway (Skeletal Road) Tunnel
- Major Road (Arterial Street)
- Minor Arterial
- Internal Road
- Full Interchange
- Partial Interchange
- Potential Pedestrian Overpass
- Railway
- Upland Grassland
- Airport Transit Connection (Technology TBD)
- Type 3 Seasonal
- Type 4 Semi-permanent
- Type 6 Alkali

This map is conceptual only. No measurements of distances or areas should be taken from this map.



PROPOSED

BYLAW NUMBER 16P2026

SCHEDULE E

Northeast Industrial Area Structure Plan

Map 6

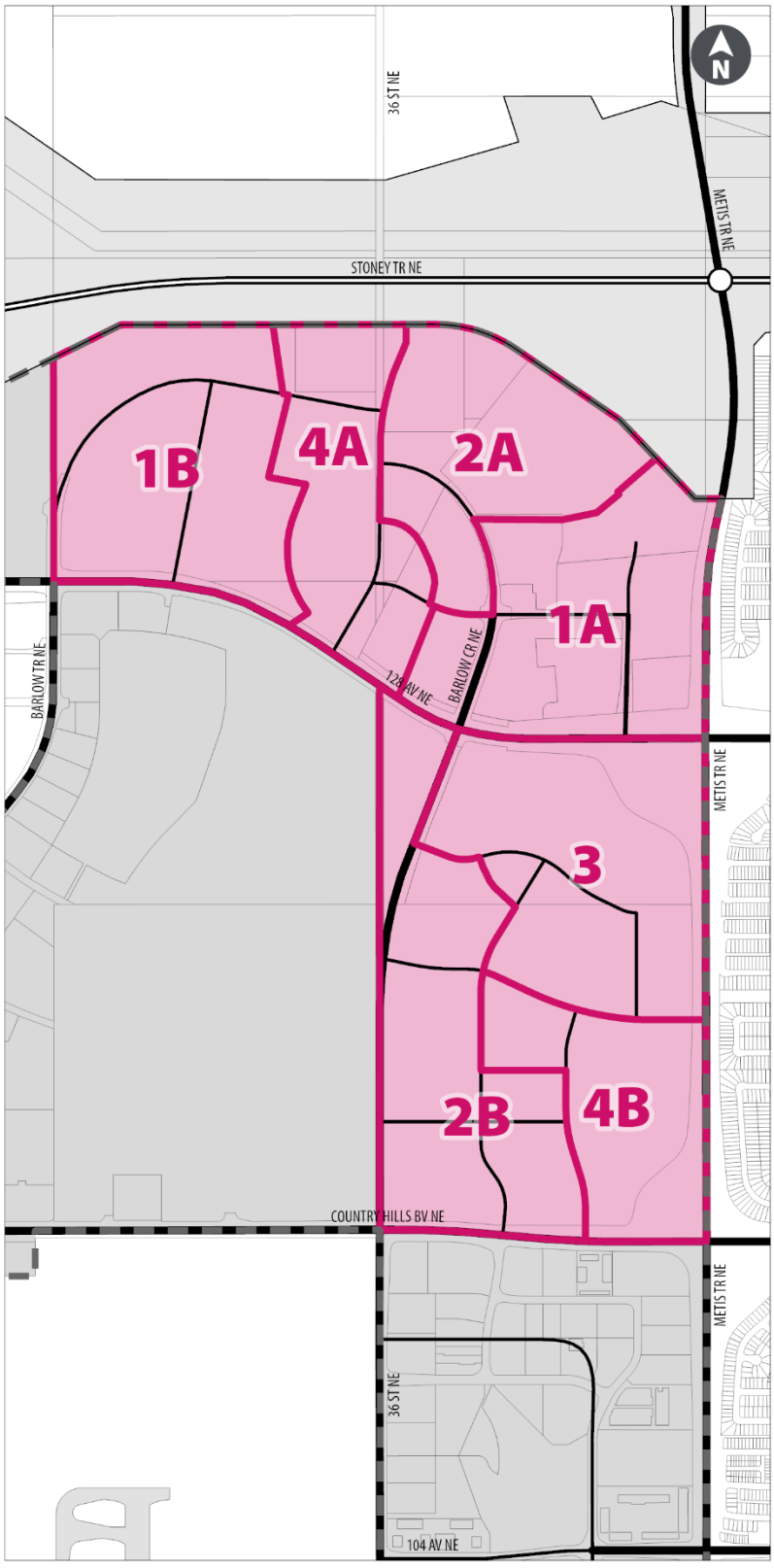
Planning Cell A and C Phasing

0 200 400 600 800 1,000

Metres

Legend

- Plan Area
- Transportation/ Utility Corridor
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Minor Arterial
- Internal Road
- Full Interchange



Phase 1: (1A &1B): equivalent to 2241 residential units
Phase 2: (2A & 2B): equivalent to 6817 residential units
Phase 3: equivalent to 3679 residential units
Phase 4: (4A & 4B): equivalent to 3772 residential units

This map is conceptual only. No measurements of distances or areas should be taken from this map.

PROPOSED

CPC2026-0020
ATTACHMENT 8

BYLAW NUMBER 15P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE MUNICIPAL DEVELOPMENT PLAN BYLAW 24P2009 (LOC2024-0171/CPC2026-0020)

* *

WHEREAS it is desirable to amend the Municipal Development Plan Bylaw 24P2009, 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 Municipal Development Plan attached to and forming part of Bylaw 24P2009, as amended, is hereby further amended as follows:

   (a) Delete the existing Municipal Development Plan: Volume 1, Map 1 entitled 'Urban Structure', and replace it with the revised Map 1 entitled 'Urban Structure' as shown in Schedule A.

   (b) Delete the existing Municipal Development Plan: Volume 3 (Calgary Transportation Plan), Map 5 entitled 'Primary Goods Movement Network', and replace it with the revised Map 5 entitled 'Primary Goods Movement Network' as shown in 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 _____

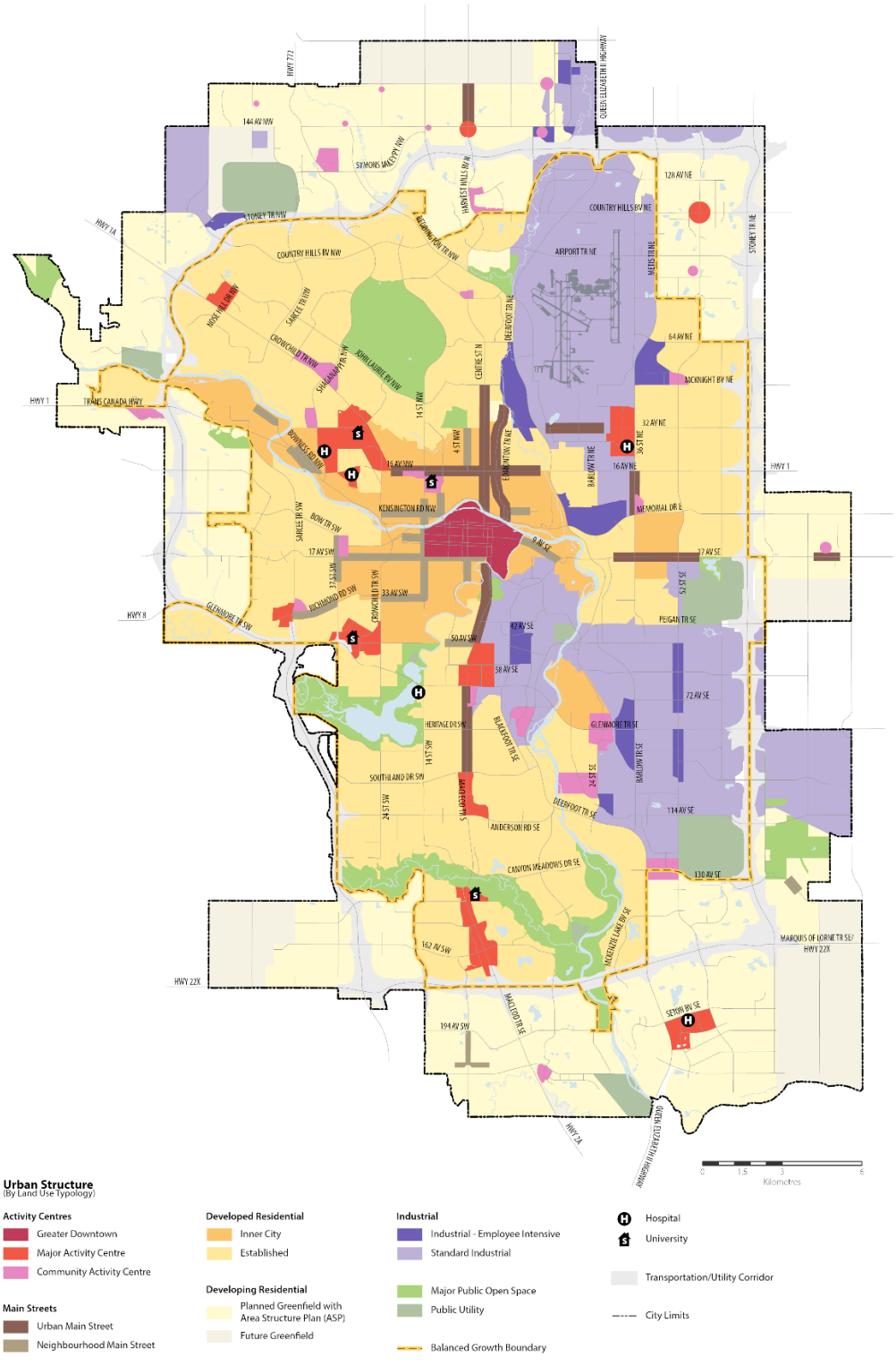
_____
CITY CLERK
SIGNED ON _____

PROPOSED

BYLAW NUMBER 15P2026

SCHEDULE A

Map 1: Urban Structure

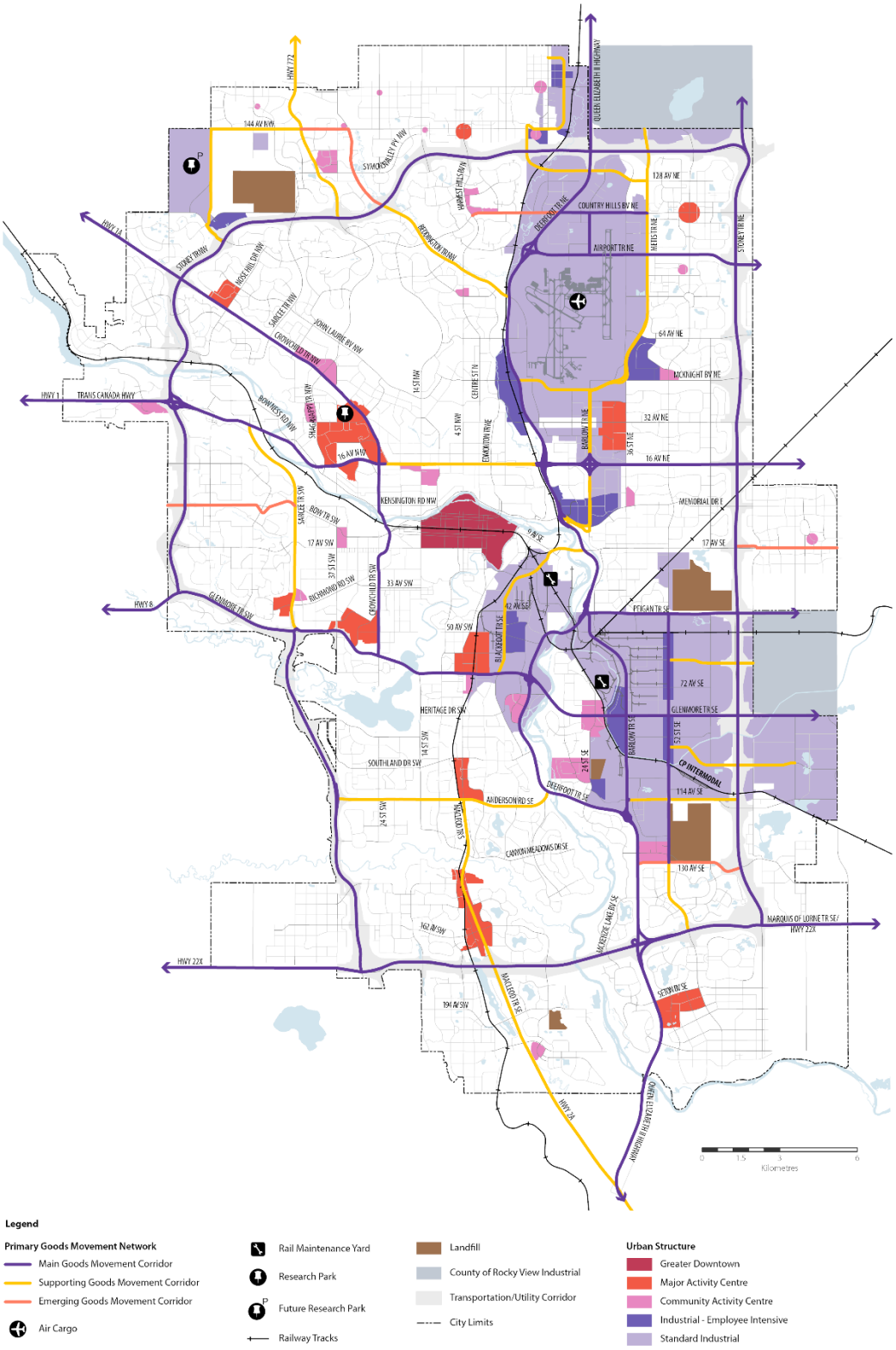


PROPOSED

BYLAW NUMBER 15P2026

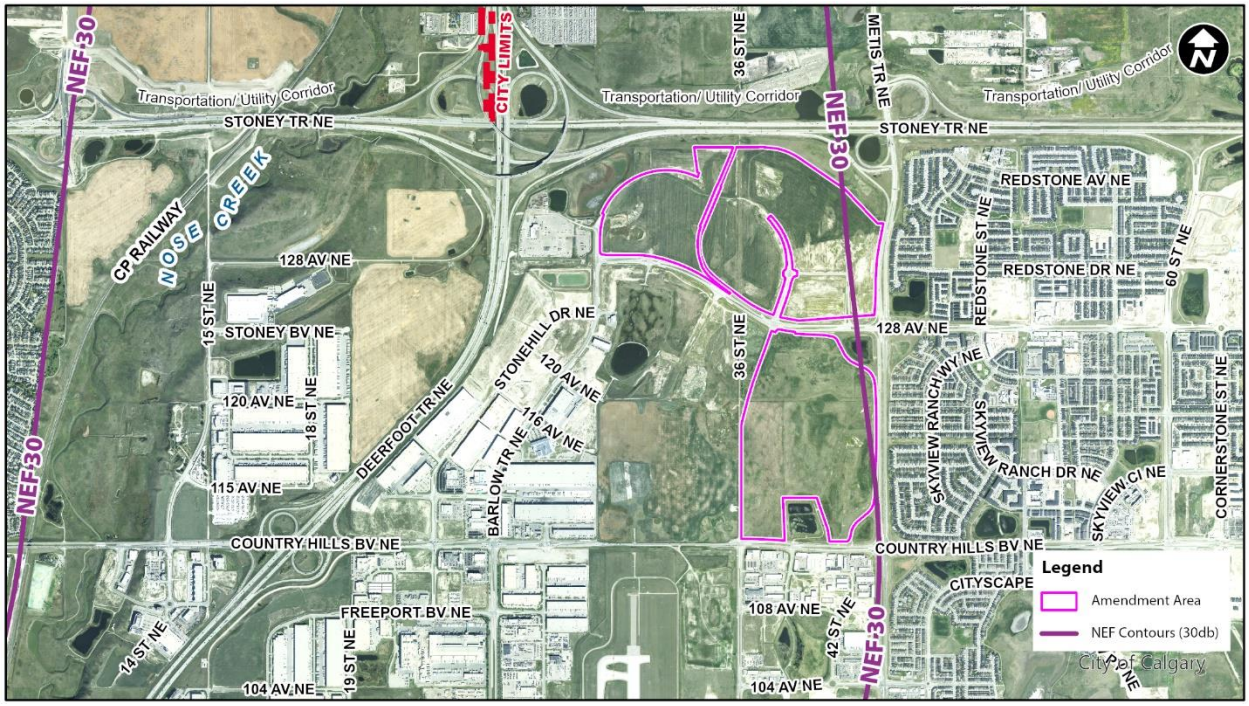
SCHEDULE B

Map 1: Primary Goods Movement Network

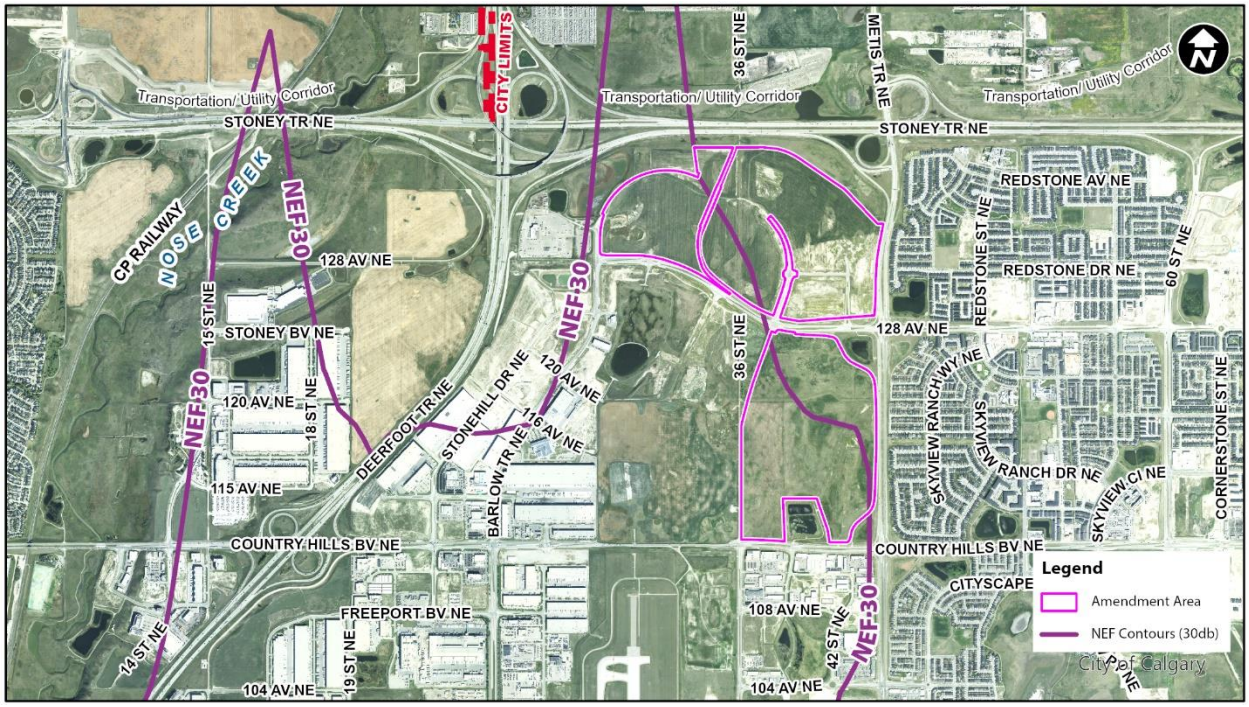


Provincially approved changes to NEF Contours

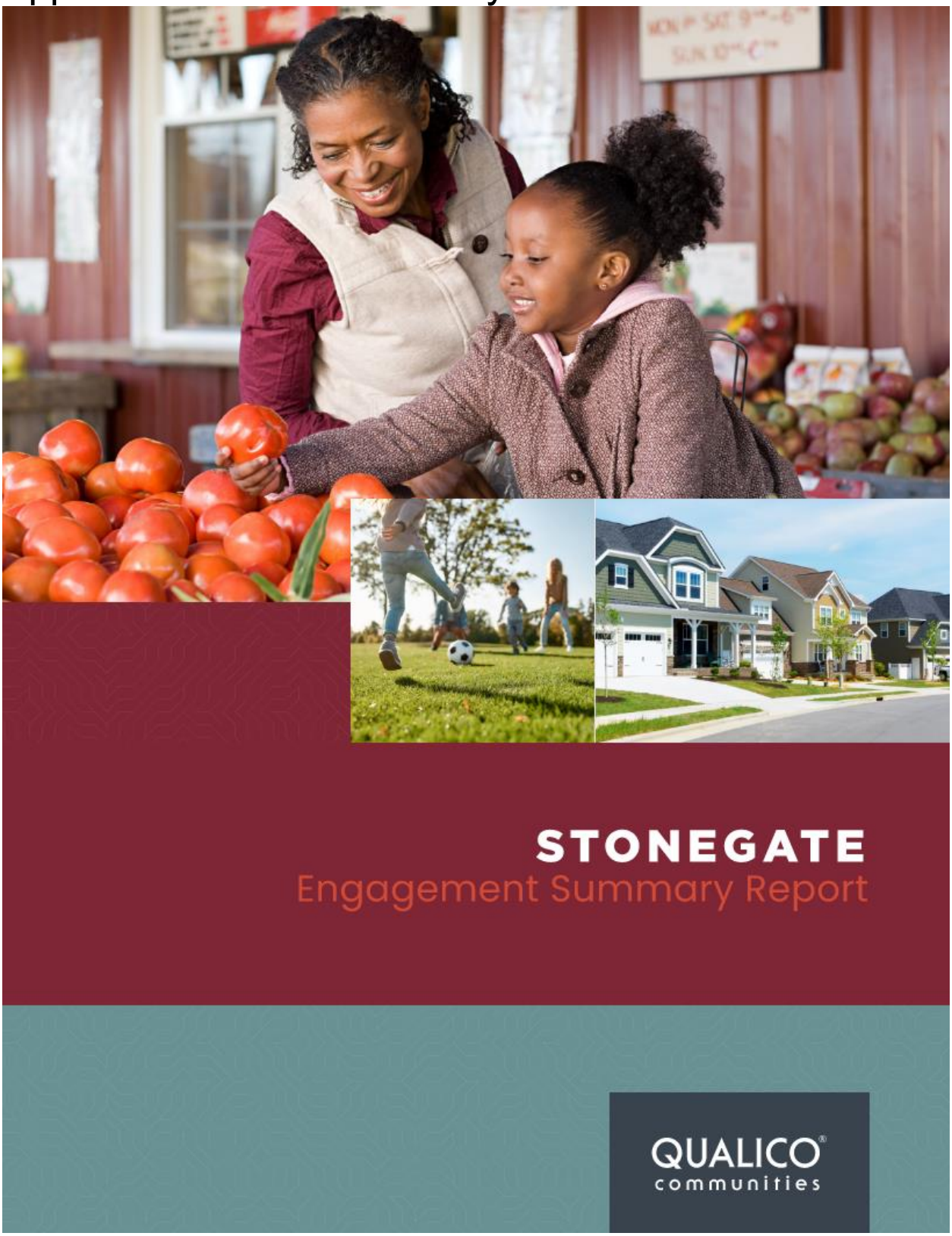
Previous NEF Contours (prior to August 2021)



Changes to NEF Contours approved by the Province of Alberta (August 2021)



Applicant Outreach Summary



STONEGATE
Engagement Summary Report

On behalf of **Qualico Communities**
Prepared by **B&A Studios**

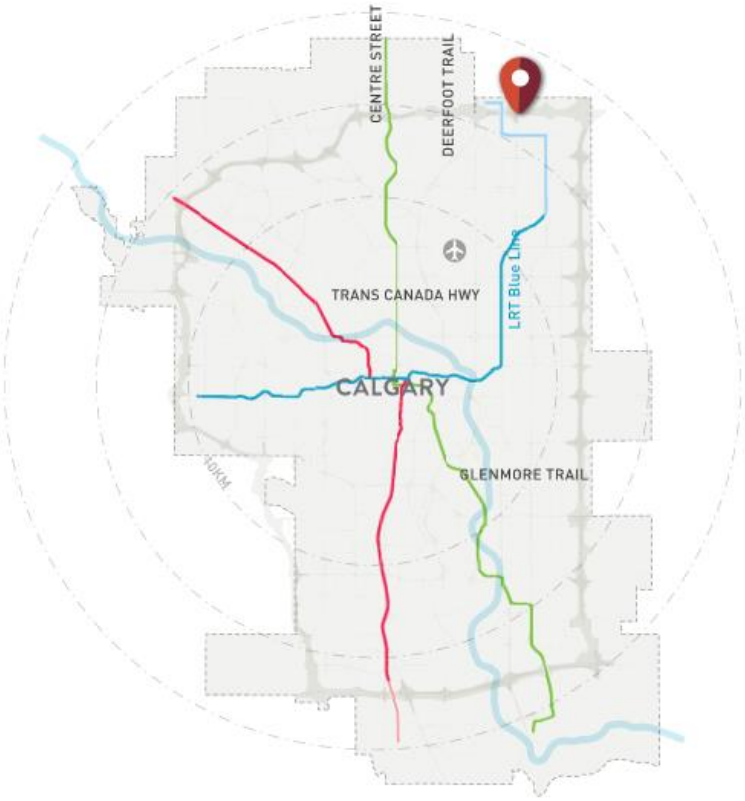
Table of Contents

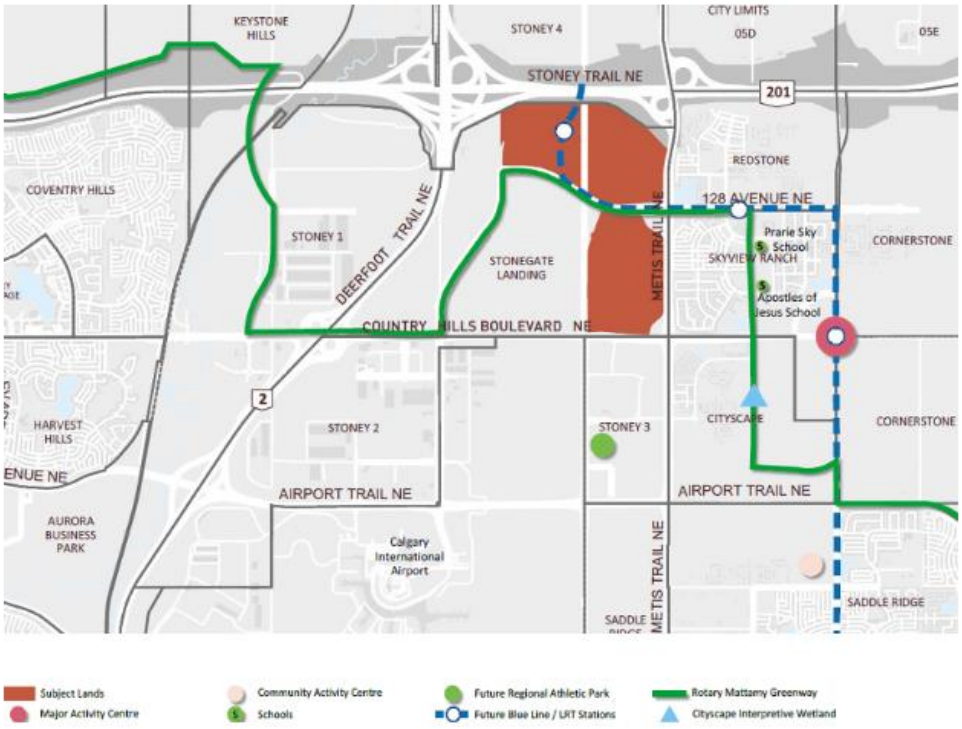
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2.0	**Engagement Objectives**	**03**
3.0	**Outreach Overview**	**04**
3.1	Language Accessibility	04
4.0	**Open House Event**	**05**
4.1	Event Setup	05
5.0	**Feedback Summary**	**06**
5.1	Key Themes	06
6.0	**Post-Event Communications**	**07**
7.0	**Next Steps**	**07**
8.0	**Appendices**	**08**
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1.0 Project Background

Qualico is proposing an Outline Plan and Land Use Amendment for the Stonegate NE Lands—an approximately 487-acre site in northeast Calgary located south of Stoney Trail NE, west of Metis Trail NE, and north of Country Hills Boulevard NE.

The lands are currently designated as industrial and commercial land use districts and are located within the Northeast Industrial Area Structure Plan (ASP).





Originally approved in 2007 for industrial development, the site has remained largely undeveloped due to limited market demand. Recent amendments to the Airport Vicinity Protection Area (AVPA) regulations in 2021 now enable a more flexible approach to planning, including the introduction of residential uses.

This proposal seeks to realign the site's vision with Calgary's contemporary planning goals by providing a complete community with a balanced mix of residential, commercial, industrial, and recreational land uses. The site is partially serviced and well-positioned to support growth, with access to future Blue Line LRT infrastructure and more than $90 million already invested in servicing and roadways.

2.0 Engagement Objectives

The engagement process aimed to inform, gather input, and maintain open communication with the community. Key objectives included:

- Inform local residents and interested parties about the proposed land use changes
- Provide accessible and multilingual information about the planning and City approval process
- Invite feedback through both in-person and virtual channels
- Address questions and key themes raised by attendees and participants





3.0 Outreach Overview

Promotion Channels	
Postcard	Delivered two weeks prior to the open house to approximately 3,200 households in Skyview Ranch and Redstone, including 800 homes closest to Metis Trail and the Country Hills Blvd strip mall. See Appendix F.
BOLD Signage	Installed near Generations Hall from May 6–20 to promote the event.
Community Association & Group Outreach	• Skyview Ranch Community Association • Redstone Homeowners Association • Cityscape Residents Calgary Facebook group (event created)
Email Campaign	Notices shared with community associations and interested stakeholders

Postcard Collateral from the promotion are included Appendix F.

Language Accessibility

Recognizing the language diversity in the surrounding communities, multilingual support was a key feature:

- **Skyview Ranch:** 49% speak languages other than English
- **Redstone:** 60% speak languages other than English
- **Cityscape:** 65% speak languages other than English

Two multilingual team members were onsite to support conversations in Urdu, Hindi, and Gujarati. Translators were clearly identified by name tags indicating the languages spoken and proactively engaged attendees.

Name Tag Collateral from the promotion are included Appendix C.

4.0 Open House Event

Tuesday, May 20, 2025

5:00 – 8:00 p.m.

Generations Multi-Purpose Hall - 120 Skyview Ranch Drive NE

13 community members in attendance

Event Setup

- Directional signage was placed outside the venue and within the lobby to guide attendees. See Appendix E.
- Open house boards detailing the proposal and planning context were displayed throughout the space. See Appendix A.
- Printed, hand-held versions of boards were available for attendees to take home. See Appendix D.
- Project team members wore name tags, with translators clearly labeled. See Appendix C.
- Photos of participants and event setup were taken to document the session. See Appendix B.

All the above collateral from the promotion are included Appendix at the end.

5.0 Feedback Summary

A small number of feedback forms were submitted at the event. While attendees completed checkboxes identifying topics of interest and their connection to the area, no written comments were provided. As a result, the feedback summary below is primarily informed by direct conversations with attendees, with key points documented by project team members during the open house.

How attendees heard about the event:	· Most participants cited the postcard as their source of information
Connection to the area:	· Majority were residents of Skyview Ranch, Redstone, or Cityscape · Some participants expressed general interest in northeast Calgary development
Topics of interest:	· Strong interest in commercial and employment areas · Some participants expressed a desire for additional commercial space and local amenities · Several attendees raised concerns about the strain on existing schools and suggested the inclusion of a school site to serve future residents · Notable mentions of parks and recreation spaces, overall community design, and transportation and mobility

Key themes



Desire for More Amenities
Several attendees noted a strong desire for additional local services, such as full-service grocery stores and family-friendly restaurants.



Mixed Reactions to Additional Housing
While some participants welcomed a broader range of housing options, others raised concerns about increased density and potential strain on infrastructure. Feedback reflected a preference for ensuring that any residential development is supported by amenities, transit access, and long-term serviceability.

Key themes continued...



Infrastructure & Design Feedback
Participants emphasized the need for enhanced stormwater drainage, increased green space, and a walkable, accessible community design.



Positive Responses
Some attendees expressed appreciation for the open house format, noting that the information was clear, the materials were informative, and project representatives were helpful and responsive.

6.0 Post-Event Communications

- Follow-up email sent to attendees and Community Associations on May 22, 2025
- Included digital copies of the open house boards (Appendix A)

7.0 Next Steps

Community feedback from this engagement will help inform refinements to the Outline Plan and Land Use Amendment prior to re-submission. The project team remains committed to transparency and ongoing communication as the project progresses.

Key milestones in the planning process include:

- **Spring 2025** – Consider feedback and make improvements to the plan
- **Spring 2025** – Re-submit application to the City of Calgary
- **Fall 2025** – Anticipated Council decision

For questions or additional information, please contact:

Jane Geller, Engagement Specialist
jgeller@bastudios.ca

8.0 Appendices

The following appendices include select materials from the engagement process to support transparency and provide context for the engagement approach. These reflect the tools used to promote the session and share information with the community.

Appendix A: Open House Boards





















Appendix B: Photos of Event & Participants



Appendix C: Translator Name Tags





Appendix D: Hand-held Printouts of Boards



Appendix E: Directional Signage (Interior and Exterior)





Appendix F: Distributed Postcard





PROPOSED

CPC2026-0020
ATTACHMENT 11

BYLAW NUMBER 64D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2024-0171/CPC2026-0020)

* *

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 _____

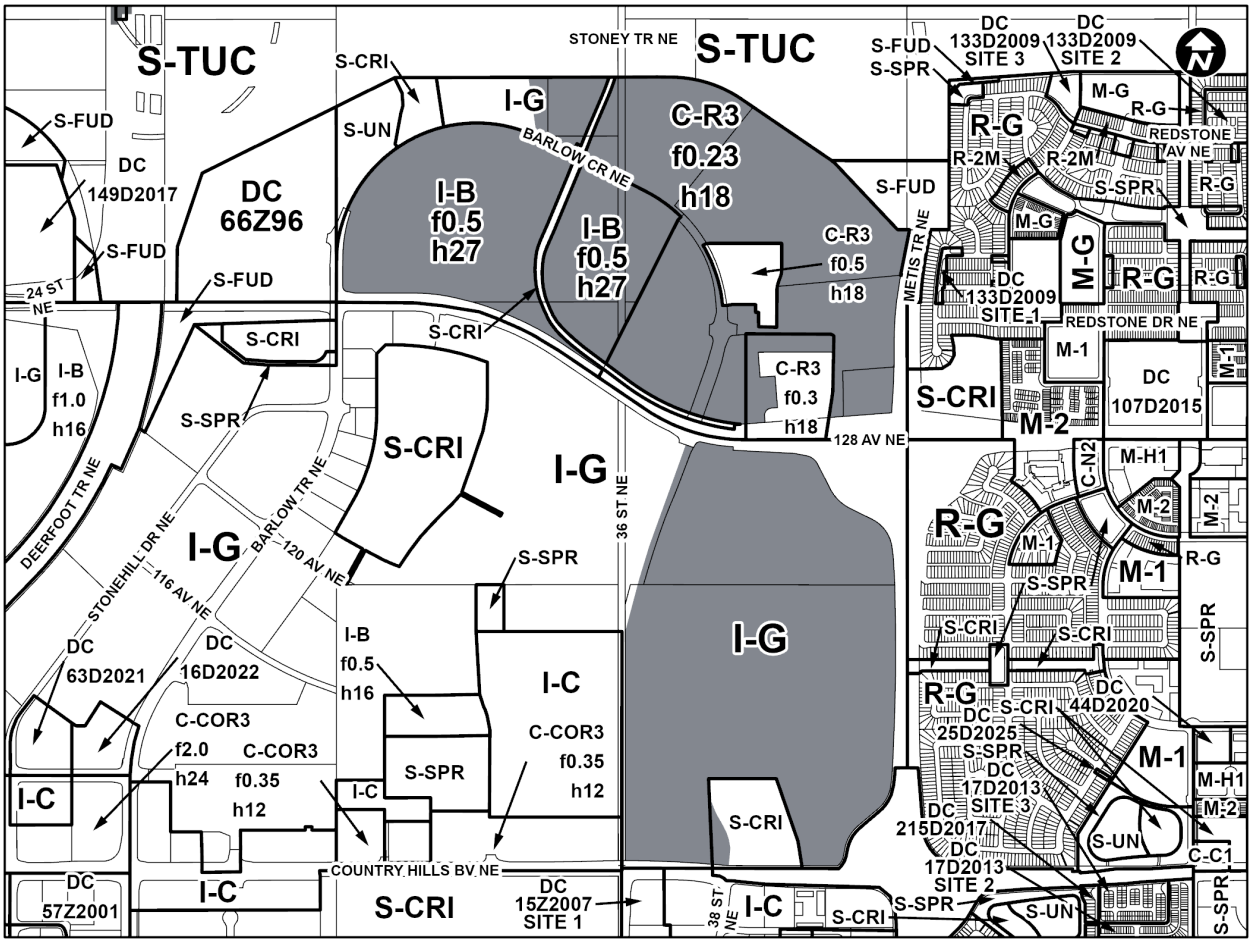
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0171/CPC2026-0020
BYLAW NUMBER 64D2026

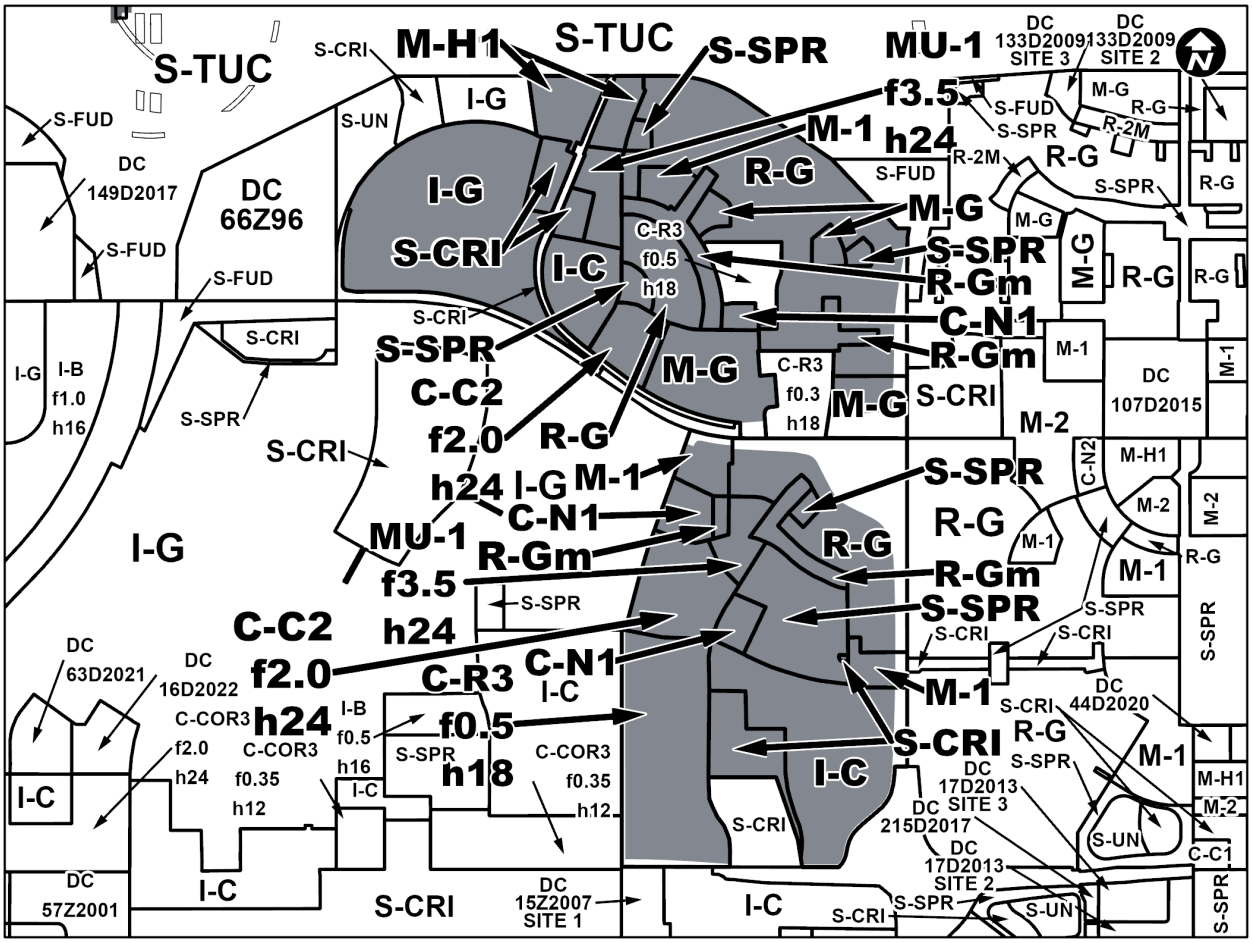
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0171/CPC2026-0020
BYLAW NUMBER 64D2026

SCHEDULE B



Outline Plan and Land Use Amendment in Cityscape (Ward 5) at 10011 – 52 Street NE, LOC2025-0113

RECOMMENDATIONS:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 10011 – 52 Street NE (Portion of SE1/4 Section 22-25-29-4) to subdivide 7.89 hectares ± (19.50 acres ±) with conditions (Attachment 3).

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 0.36 hectares ± (0.89 acres ±) located at 10011 – 52 Street NE (Portion of SE1/4 Section 22-25-29-4) from Residential – Low Density Mixed Housing (R-G) District to a Direct Control (DC) District, to accommodate low-density residential development, with guidelines (Attachment 2).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 52D2026** for the redesignation of 0.36 hectares ± (0.89 acres ±) located at 10011 – 52 Street NE (Portion of SE1/4 Section 22-25-29-4) from Residential – Low Density Mixed Housing (R-G) District to a Direct Control (DC) District, to accommodate low-density residential development, with guidelines (Attachment 2).

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2026 March 26:

"The following documents were distributed with respect to Report CPC2026-0271:

- Revised Attachment 1;"

HIGHLIGHTS

- This application seeks to revise the existing outline plan and subdivision framework and redesignate lands in the community of Cityscape to allow for residential development and roadways.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Northeast Community "A" Area Structure Plan* (ASP).
- What does this mean to Calgarians? This proposal would allow for the development and servicing of the subject lands surrounded by existing and developing communities.
- Why does this matter? The proposal establishes an improved road network and a land use that will allow for more housing options on small-scale lots to better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is an existing outline plan and land use approval in place for the subject site.

Outline Plan and Land Use Amendment in Cityscape (Ward 5) at 10011 – 52 Street NE, LOC2025-0113

DISCUSSION

This outline plan and land use amendment application in the northeast community of Cityscape was submitted on 2025 May 29 by B&A Studios on behalf of landowner, Mattamy Homes Calgary Ltd. The area subject to the outline plan is approximately 7.89 hectares (19.50 acres) in size and is currently undeveloped. The proposed land use amendment area covers a small portion of the plan area and is approximately 0.36 hectares (0.89 acres). Surrounding lands are comprised of low-density residential areas and undeveloped lands.

As referenced in the Applicant Submission (Attachment 4), the proposal seeks to obtain outline plan and land use approvals to allow for a revised block and road network on the subject lands. The proposed land use and outline plan will accommodate street-oriented housing in the form of semi-detached dwellings and rowhouses under a Direct Control (DC) District as shown on the Proposed Land Use Amendment Map (Attachment 6).

The Proposed Outline Plan (Attachment 5) anticipates a density of 31.3 units per hectare (12.7 units per acre) and a development intensity of 102 people and jobs per hectare as shown in the Proposed Outline Plan Data Sheet (Attachment 7). The proposed density meets the MDP and ASP minimums of 20.0 units per hectare (8.0 units per acre) for new communities.

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 outline plan and land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties was appropriate. In response, the applicant noted that no public outreach was undertaken as the application affects a small portion within an already approved outline plan area and the lands to the east are also owned by the same landowner, Mattamy Homes Ltd. The Applicant Outreach Summary can be found in Attachment 8.

City-Led Outreach

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

No public comments were received and there is no Community Association for the area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposal enables new residential development in a developing community and the proposed DC District will facilitate a variety of housing types on small-scale lots with minimal rear yard setbacks and rear lane access.

Outline Plan and Land Use Amendment in Cityscape (Ward 5) at 10011 – 52 Street NE, LOC2025-0113

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

IMPLICATIONS

Social
The proposal would enable continuation of development in the community of Cityscape and provide a future framework for a mix of housing types to support a broad cross section of the population. In addition, it contributes to connections to the regional pathways and adjacent sites to improve overall livability and accessibility.

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

Economic
The proposed outline plan and land use amendment would allow for a more efficient use of land and infrastructure by housing residents within Calgary's developing areas 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. **Revised** Background and Planning Evaluation
2. **Proposed Bylaw 52D2026**
3. **Approved Conditions of Approval**
4. Applicant Submission
5. **Approved Outline Plan**
6. Proposed Land Use Amendment Map
7. **Approved Outline Plan Data Sheet**
8. 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 community of Cityscape and forms part of the *Northeast Community "A" Area Structure Plan* (ASP). The site is approximately 7.89 hectares (19.50 acres) in size and situated north of Airport Trail NE and east of Métis Trail NE. It is approximately 12 kilometres northeast of Calgary's city center and three kilometres east of the Calgary International Airport.

In July 2007, Council adopted the *Northeast Community "A" ASP*, which established detailed land use policies for the communities of Redstone, Skyview Ranch, and Cityscape. Concurrent with adoption of the ASP, an outline plan and land use amendment application (LOC2006-0156) was approved for lands comprising over 460 hectares (1,100 acres), including the majority of the Cityscape community. While the lands remained undeveloped for a period of time, they were eventually acquired by the current landowner, Mattamy Homes, whose development vision was to incorporate alternative housing forms and updated street standards to support the development of the community. They subsequently received outline plan and land use approvals for Cityscape Stage 1 in February 2013 and Stage 2 in July 2014. Those approvals established the road network and subdivision pattern for the area and identified the entire southern section of Cityscape for coordinated residential development

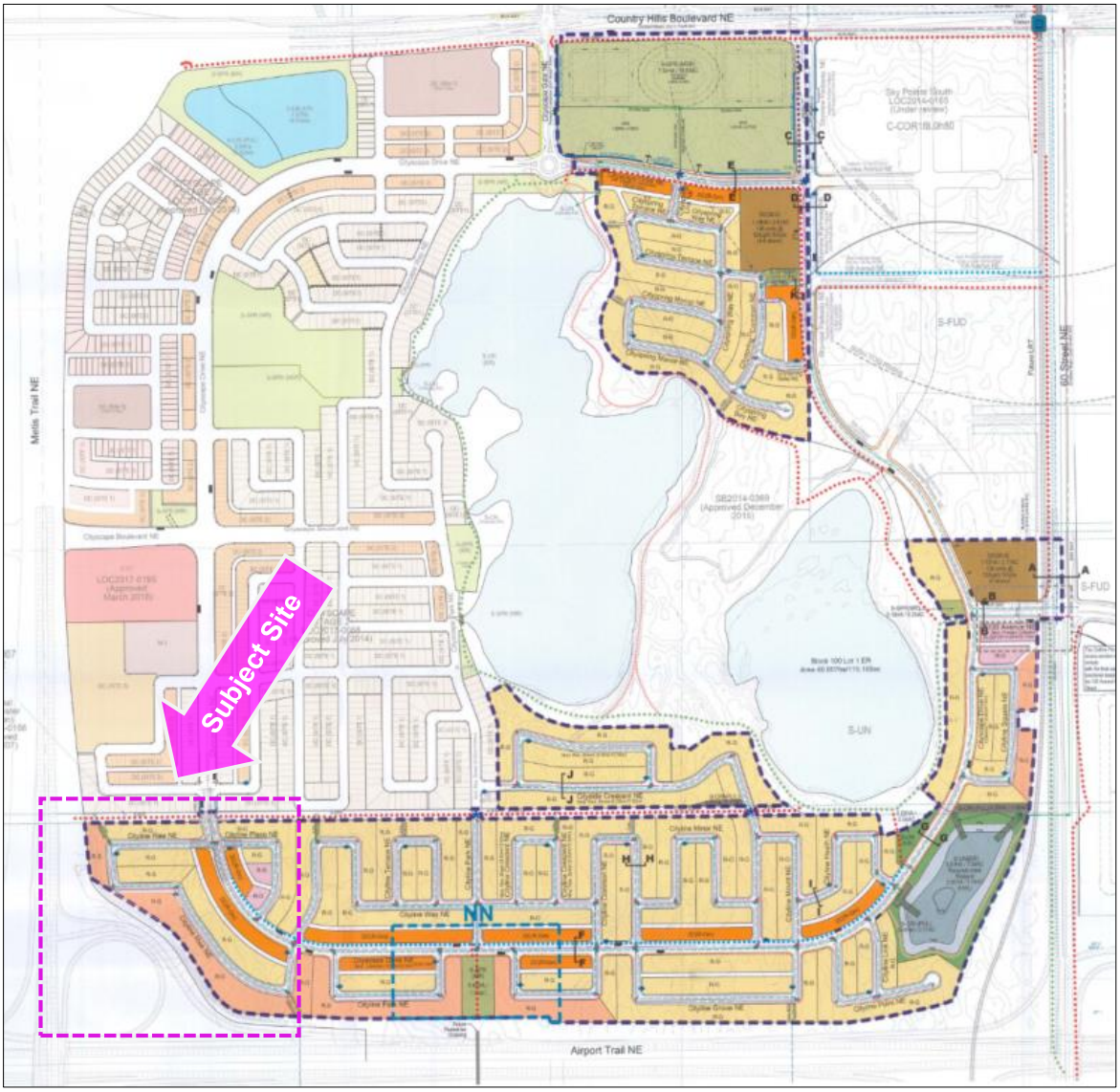
The lands subject to this application were included in the third and final stage of Mattamy Homes' Cityscape development, and were previously approved under a broader outline plan and land use amendment application (LOC2018‑0249), which designated the site area to the Residential – Low Density Mixed Housing (R‑G) District and a Direct Control (DC) District (Bylaw 260D2019). The developer has chosen to use a DC District in the area to allow for the development of compact, low‑density residential development, primarily rowhouses, on narrow and shallow lots served by rear lanes, consistent with their vision for the site.

This applicant is now seeking outline plan approval to revise a portion of the previously approved plan (LOC2018-0249) to adjust block layout and street alignments, and to redesignate certain R‑G lands to a DC District to match the existing DC (Bylaw 260D2019) District.

Surrounding lands are undergoing subdivision with gradual residential development occurring east of the subject lands. Lands adjacent to the site are primarily designated as R-G District. Development to the north consists of low‑density residential uses. The subject site itself is located in the southernmost portion of Cityscape and has undergone excavation, stripping and grading activities, while the central and northern portions of the community are largely built out and currently accommodate approximately 3,000 residents.

Immediately north of the subject site is a linear Municipal Reserve and pathway system designated Special Purpose – School, Park and Community Reserve (S‑SPR) District. To the south of the subject site is the established community of Saddle Ridge, which provides a range of amenities including the Saddletowne LRT Station, the Genesis Centre, and the Saddletowne Crossing commercial area.

Approved Outline Plan (LOC2018-0249)



Community Peak Population Table

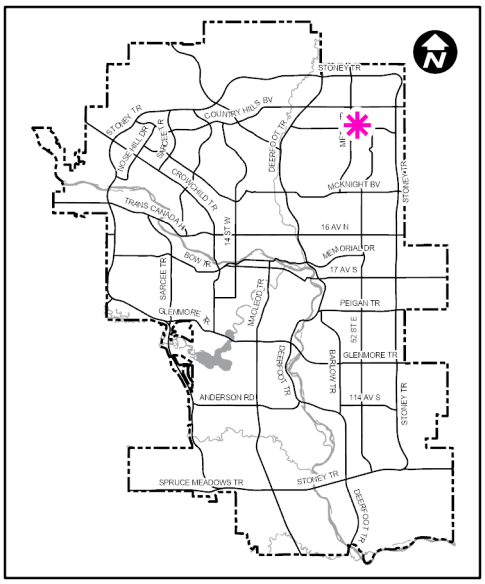
As identified below, the community of Cityscape reached its peak population in 2019.

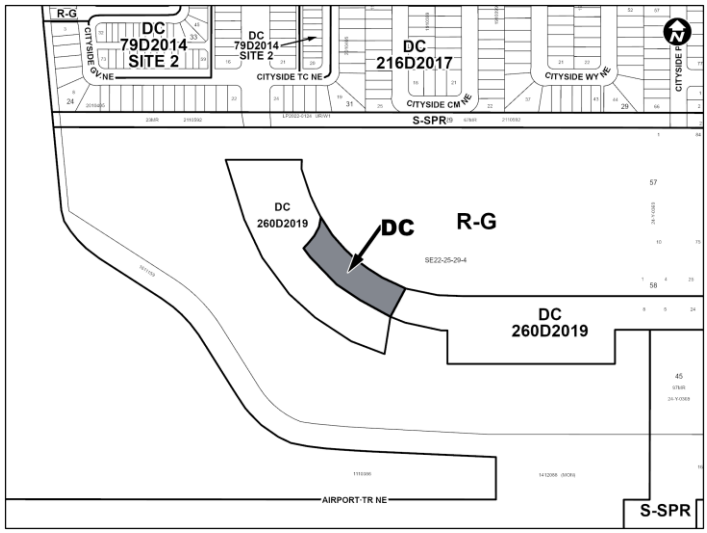
Cityscape	
Peak Population Year	2019
Peak Population	3,104
2019 Current Population	3,104
Difference in Population (Number)	± 0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the Cityscape community profile.

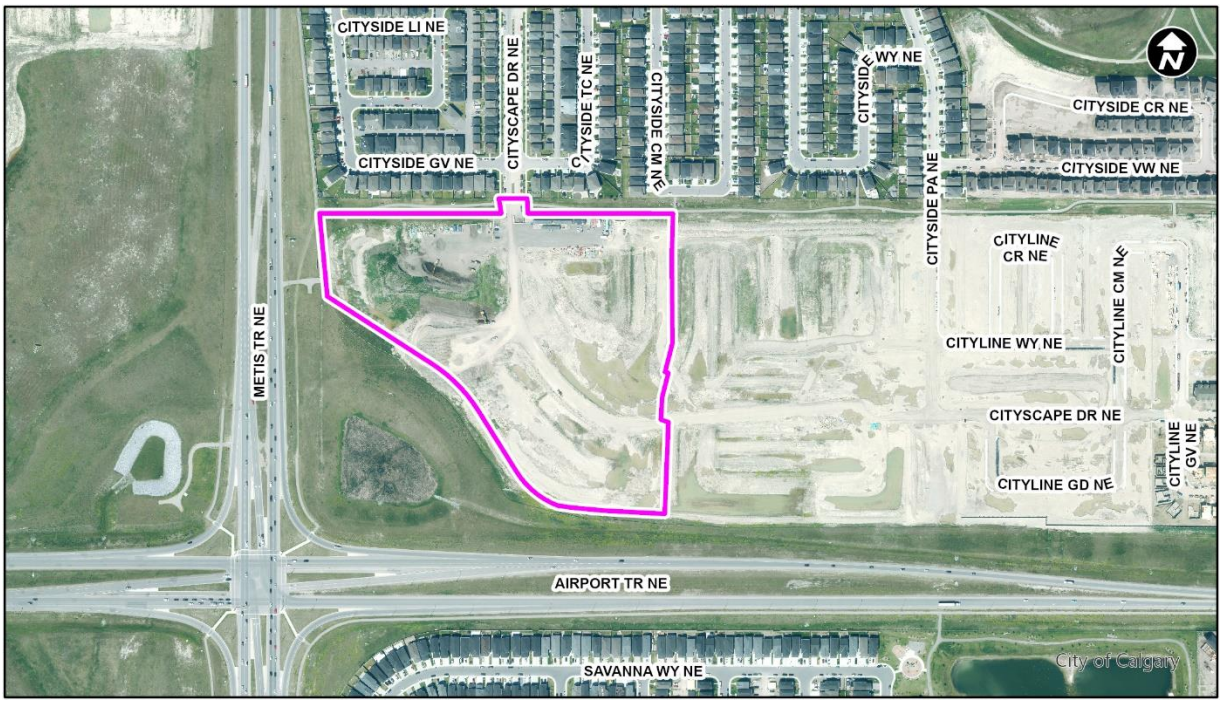
Location Maps







Outline Plan Area



Land Use Amendment Area



Previous Council Direction

None.

Planning Evaluation

Land Use
The existing land use for the subject site is Residential – Low Density Mixed Housing (R-G) District which is intended for a range of low-density residential development including single-detached, semi-detached, duplex dwellings and rowhouse buildings, along with secondary suites and backyard suites. The maximum building height in this district is 12.0 metres.

The proposed Direct Control (DC) District applies to **0.36 hectares (0.89 acres)** and is similar in intent to Bylaw 260D2019. The proposed DC District is based on the R-Gm District and accommodates a range of low-density residential development, primarily rowhouses and semi-detached dwellings on narrow and shallow lots served by rear lanes. The proposed DC District introduces site-specific regulations tailored to these lot conditions and considerably reduces the rear yard setback relative to the base R-Gm District to enable the development of these housing forms. The DC District also permits live-work units.

Although similar in intent to the existing DC bylaw, the proposed DC is more flexible, reduces parcel dimension constraints, and enables a wider range of housing outcomes.

Pursuant to Section 20 of the Land Use Bylaw 1P2007 (LUB), DC Districts must only be used for the purpose of providing for developments that due to their unique characteristics, innovative ideas or unusual site constraints cannot be accommodated in an existing district. Furthermore, DC Districts must not be used in substitution of any other land use district in the LUB that could be used to achieve the same result either with or without relaxations.

As the applicant's intent is to create a district that results in a unique housing form and introduces live-work units within a developing community, the proposed DC District aligns with Section 20 of the LUB. The use of a DC district is necessary to accommodate the proposed development, as no standard land use district within the LUB provides for the specific rules contemplated by this application.

The proposed DC District includes a rule that allows the Development Authority to relax Section 8 of the DC District Bylaw. Section 8 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

Development and Site Design
If approved by Council, the rules of the proposed DC District would provide guidance for the future development of the site including appropriate uses, building height and massing, landscaping and parking.

Subdivision Design
The proposed outline plan provides a framework to accommodate diverse housing types and community amenities within the plan area while building on and connecting to the established development framework of the Cityscape community. The plan includes a continuous system of

sidewalks and multi‑use pathways, including a 3.0‑metre regional pathway along Métis Trail NE and internal multi‑use pathways that enhance pedestrian and cycling connectivity. Transit service is supported through approved and proposed bus stops located along key roadways as shown on the Proposed Outline Plan in Attachment 5.

Adjacent parcels to the north and west of the subject site are designated under DC Bylaw 260D2019. The application proposes minor amendments to the road network within the previously approved outline plan and applies the proposed DC land use designation along the neighbourhood collector, Cityscape Drive NE, to support a continuous housing typology and a concentration of density along the collector. The revised block layout and street alignments facilitate more efficient circulation, active transportation, and connectivity within the developing Cityscape community.

Open Space
The *Municipal Government Act* provides legislative authority for municipalities to require land dedication of municipal reserves (MR) for park space and other related uses. It indicates that up to 10 percent of the gross area of the lands or cash in lieu of land may be dedicated for MR.

The details of the required MR dedication for this outline plan area were contemplated as part of the previous outline plan and land use plan approvals (LOC2018-0249). A total of 7.54 hectares (18.63 acres) was dedicated for Municipal School Reserve (MSR) and MR for open space. Dedication of remaining 0.69 hectares of MR was pending and that will be addressed through a cash‑in‑lieu payment with a subsequent tentative plan of subdivision for this area. A condition has been included in the Proposed Conditions of Approval (Attachment 3) to ensure the reserve obligation is fulfilled. No additional MR dedication is required as part of this outline plan application.

Density and Intensity
The outline plan area subject to this application is anticipated to have a total of 247 dwelling units and a density of 31.3 units per hectare (12.7 units per acre). The anticipated intensity of the proposed development is 102 people and jobs per gross developable hectare.

The *Municipal Development Plan* (MDP) sets out minimum density and intensity targets for new communities at a density of 20 units per gross developable hectare (eight units per acre) and an intensity of 60 people and/or jobs per gross developable hectare. The *Northeast Community 'A' Area Structure Plan* (ASP) identifies that the minimum residential density of 17.5 units per hectare (7 units per acre) is required in each neighbourhood outside of the identified transit areas.

Based on the anticipated residential density and intensity, the proposed development meets the targets of both the MDP and ASP.

Transportation
The subject site is bounded by Métis Trail NE to the west, Airport Trail NE to the south, and existing Cityscape development phases to the north and east. Vehicular access to the site is provided via Cityscape Drive NE from the north, which extends eastward into the broader community. Cityline Rise NE provides access to the western portion of the subject site, while Cityline Place NE serves the eastern portion of the site. Both Cityline Rise NE and Cityline Place NE provide active mode connections to the linear park network along the site's northern boundary.

The plan includes a continuous system of sidewalks and multi‑use pathways, including a three‑metre regional pathway along Métis Trail NE that connects into the community and extends along the northern edge of the subject site. An active transportation connection is provided from the northeast crosswalk at Métis Trail NE and Airport Trail NE to the site via this approved three‑metre north–south regional pathway. In addition, a three‑metre multi‑use pathway is proposed along Cityscape Drive NE.

An approved and existing three‑metre regional pathway is located on the north edge of the subject site and connects to the broader pathway network proposed as part of this application, which supports active modes and provides connectivity for residents within the Cityscape community. The connection of Cityscape Drive NE to the residential area north of the site across the multi‑use pathway has already been constructed.

The proposed collector and residential street cross‑sections implement the approved Cityscape street hierarchy and support safe vehicular movement and dedicated active‑mode options through the inclusion of sidewalks and a multi‑use pathway. Together, these elements contribute to a high‑quality public realm that supports pedestrian and wheeling connectivity and integrates with adjacent development phases.

The existing and planned transportation network in the area, including Métis Trail NE, Airport Trail NE, and connections to key corridors like 36 Street NE and Country Hills Boulevard NE, ensure efficient movement throughout the northeast residential, industrial and commercial area, as well as to and from Calgary International Airport.

A Transportation Impact Assessment (TIA) was not required for this application.

Transit

Transit service is supported through approved and proposed bus stops located along Cityscape Drive NE. Future transit service, including bus stops, is anticipated along Métis Trail NE or Airport Trail NE, providing convenient access to and from the site as transit routes expand to support growth in the area.

Cityscape is currently served by Route 145 (West Skyview Ranch/Redstone) and Route 128 (East Skyview Ranch/Redstone), with bus stops located along 104 Avenue NE approximately 800 metres (a 13‑minute walk) east of the subject site and along Cityscape Drive NE to the north. Existing and proposed bus stops along Cityscape Drive NE are intended to service the subject site and future development to the east.

Environmental Site Considerations

The site topography is relatively flat with no environmentally significant areas. Comprehensive environmental reviews occurred at previous outline plan review stages. No additional concerns were identified.

Utilities and Servicing

Water servicing for the plan area will be provided via extensions of the water distribution systems installed within previous stages of development of Cityscape Stage One and Stage Two.

Sanitary servicing will be provided via extensions of sanitary network installed with Cityscape Stage One and Stage Two.

Stormwater servicing for this development area will be provided via connections to the existing reconstructed wetland (pond G) located in the northeast corner of future interchange of 60 Street NE and Airport Trail NE.

Further water, sanitary, and storm servicing details for the plan area will be reviewed at the subdivision, construction drawing, and development permit stages.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Calgary International Airport Vicinity Protection Area (2009)
A portion of the subject site is located within the 25-30 Noise Exposure Forecast (NEF) contours of the *Airport Vicinity Protection Area* (AVPA) land use regulations. The proposed list of uses within the proposed DC District are allowable within the 25-30 NEF contour area. Future development permits will be circulated to NAV Canada and reviewed against the applicable regulations to ensure alignment and compliance.

Municipal Development Plan (Statutory – 2009)
The subject lands are identified as 'Planned Greenfield with Area Structure Plan (ASP)' in the *Municipal Development Plan* (MDP) on Map 1: Urban Structure. Planned greenfield areas have generally been planned since 1990 and are low density residential in nature, with pockets of commercial land uses. It is noted that the site is close to a Major Activity Centre as identified in the MDP. The proposal supports a compact urban form in a mix of dwelling types within the community. It employs a subdivision design with complete streets that facilitate future development and meets minimum intensity and density targets. The application aligns with the applicable MDP policies.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages, including accommodating solar energy systems and electrical system designs that can accommodate electric vehicle charging.

The Northeast Community "A" Area Structure Plan (Statutory – 2007)
The *Northeast Community "A" Area Structure Plan* (ASP) identifies the plan area as Predominantly Residential Area which supports low to medium density multi-dwelling housing. Policy encourages innovative housing forms such as secondary suites, zero-lot-line developments, and wide-and-shallow lots are encouraged to enhance housing variety. The ASP notes that the design and composition of the Residential Area will be determined through the outline plan process.

The proposed outline plan will enable the continuation of development in the community of Cityscape and provide a future framework for a mix of housing types to support a broad cross section of the population. The development of these lands will enable a more efficient use of land and infrastructure. The proposal is aligned with the policies of the ASP.

PROPOSED

CPC2026-0271
ATTACHMENT 2

BYLAW NUMBER 52D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0113/CPC2026-0271)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

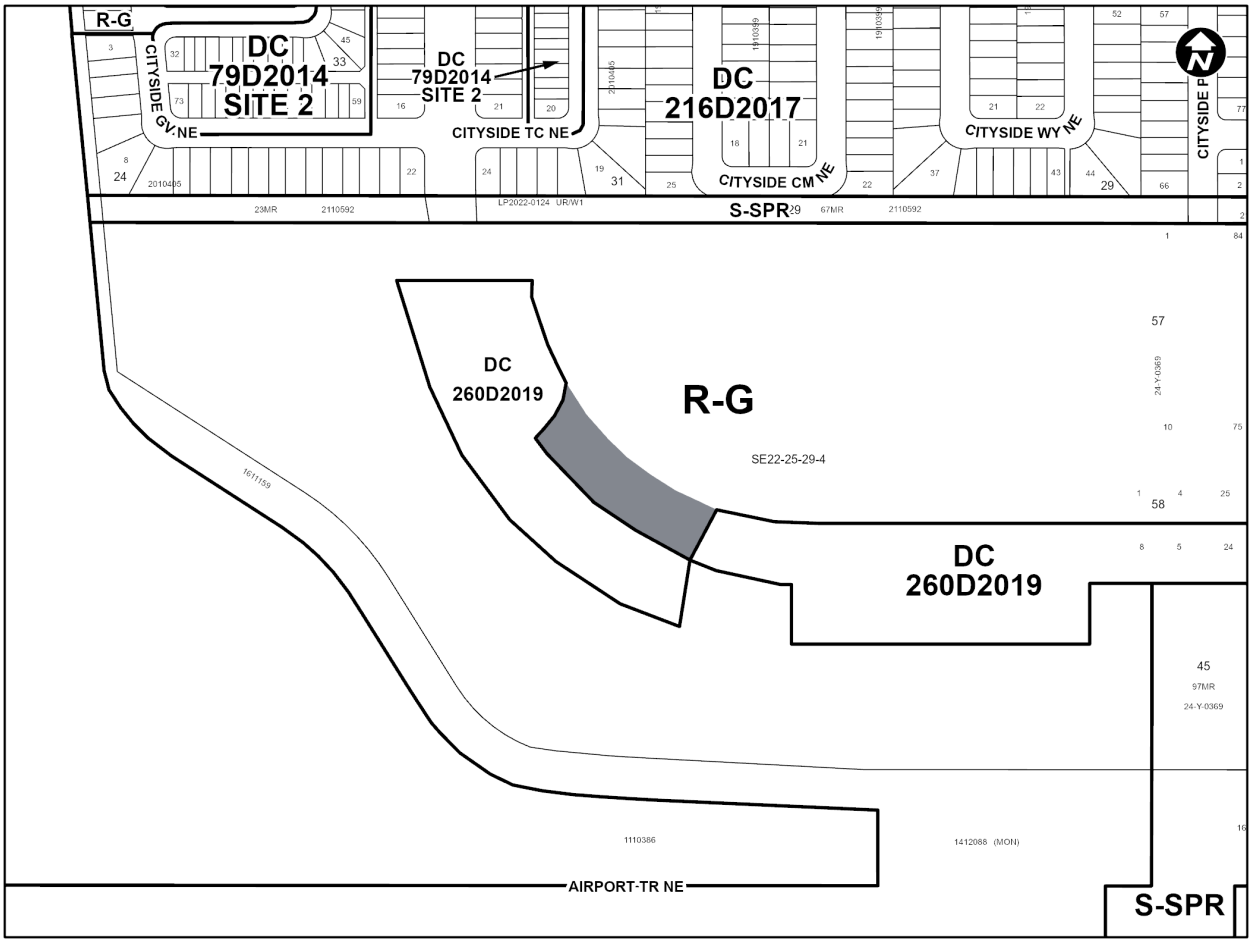
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0113/CPC2026-0271
BYLAW NUMBER 52D2026

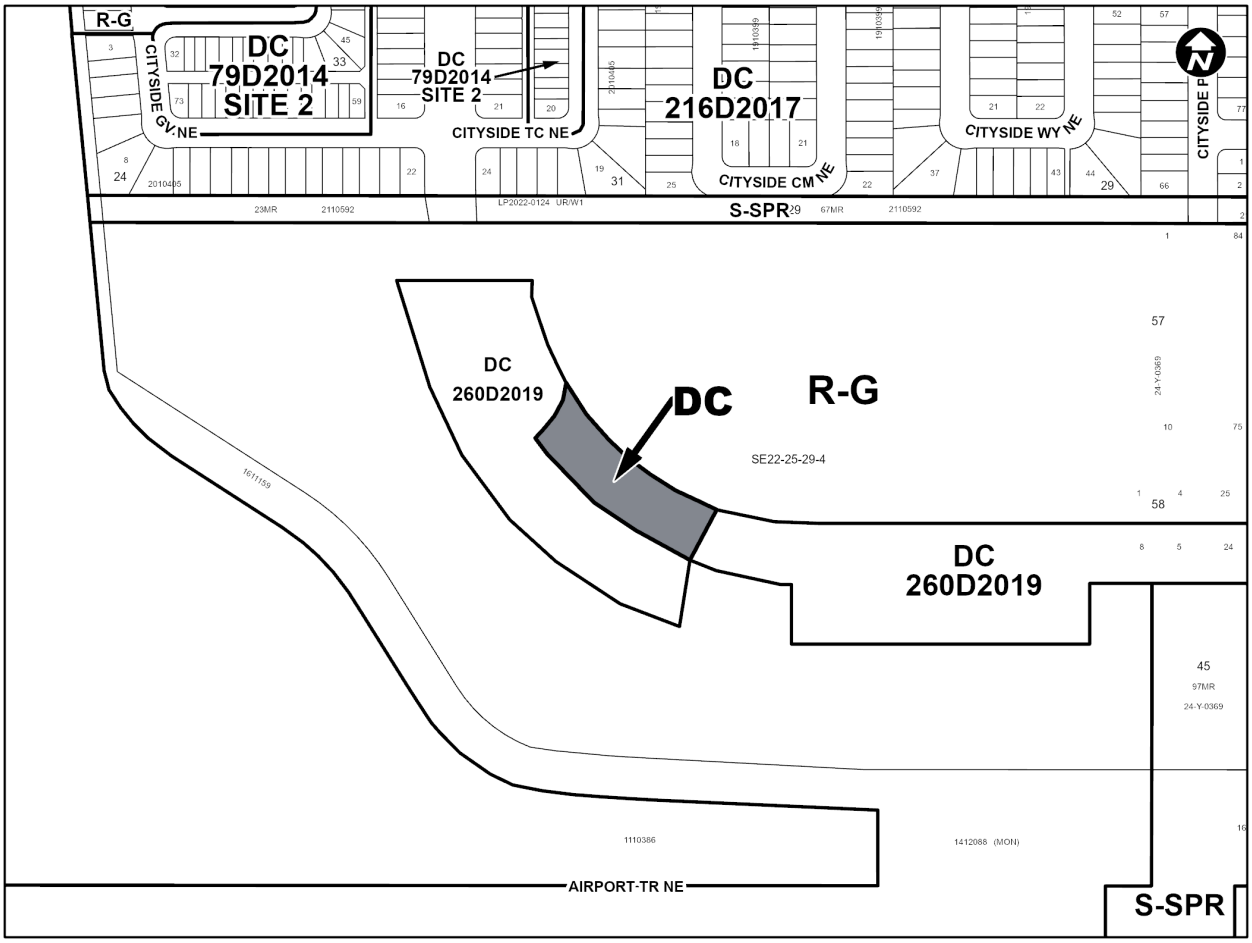
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0113/CPC2026-0271
BYLAW NUMBER 52D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to accommodate:

(a) street-oriented semi-detached and rowhouse development on small lots with minimal rear yard setbacks and rear lane access; and

(b) the additional use of DC live work unit.

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.

General Definitions

4 For the purposes of this Direct Control District, and within this Direct Control District Bylaw, notwithstanding Section 13(137) of Bylaw 1P2007, "***unit***" means a **Dwelling Unit** or a **DC Live Work Unit.**

Defined Uses

5 In this Direct Control District Bylaw:

(a) "**DC Live Work Unit**" means a ***use***:

(i) where a business is operated from a **Dwelling Unit**, by the resident of the **Dwelling Unit**, but does not include a **Home Occupation – Class 1** or **Home Occupation – Class 2**;

(ii) that may incorporate only the following ***uses*** in a **Dwelling Unit**:

(A) **Artist's Studio**;

(B) **Health Care Service**;

(C) **Office**; and

(D) **Retail and Consumer Service**, provided any products sold are also made on the premises or directly related to the service provided.

(iii) where the **Health Care Service *use*** is limited to the following activities:

(A) counselling.

Permitted Uses

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

Discretionary Uses

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

(a) **DC Live Work Unit**.

Bylaw 1P2007 District Rules

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

Parcel Width

9 **(1)** Unless otherwise referenced in subsections (2), (3) and (4) the minimum ***parcel width*** is 6.0 metres per **Dwelling Unit**.

(2) The minimum ***parcel width*** is 5.0 metres per **Dwelling Unit** for a ***laned parcel*** containing a **Duplex Dwelling**.

(3) The minimum ***parcel width*** for each ***parcel*** per ***unit*** of a **Rowhouse Building** is:

(a) 7.5 metres for a ***corner parcel***; and

(b) 5.4 metres in all other cases.

(4) There is no minimum ***parcel width*** for a **Cottage Housing Cluster** or a ***carriage house lot***.

Parcel Depth

10 The minimum ***parcel depth*** is 18.5 metres.

Parcel Area

11 **(1)** Except as otherwise referenced in subsections (2) to (5), the minimum area of a ***parcel*** is 150.0 square metres per **Dwelling Unit**.

(2) The minimum area of a ***parcel*** is 110.0 square metres per ***unit*** of a **Semi-detached Dwelling** contained on the ***parcel***.

(3) The minimum area of a ***parcel*** is 100.0 square metres per ***unit*** of a **Rowhouse Building** contained on the ***parcel***.

(4) The area of a ***carriage house lot*** is:

(a) a minimum 120.0 square metres per **Dwelling Unit**; and

(b) a maximum of 250.0 square metres per **Dwelling Unit**.

(5) The minimum area of a ***parcel*** for a **Cottage Housing Cluster** is 90.0 square metres per **Dwelling Unit**.

Parcel Coverage

12 **(1)** Unless otherwise referenced in subsection (2), the maximum ***parcel coverage*** is 90.0 per cent of the area of the ***parcel***.

(2) 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***.

Building Setback Areas

13 The minimum depth of all ***setback areas*** must be equal to the minimum ***building setbacks*** required in Sections 14, 15 and 16 of this Direct Control District Bylaw.

Building Setback from Front Property Line

14 The minimum ***building setback*** from a ***front property line*** is 1.5 metres.

Building Setback from Side Property Line

15 **(1)** Unless otherwise referenced in subsection (2), (3) and (4), the minimum ***building setback*** from any ***side property line*** is 1.2 metres.

(2) The required ***building setback*** from the ***side property line*** may be reduced to 0.6 metres where:

(a) the owner of the ***parcel*** proposed for ***development*** and the owner of the adjacent ***parcel*** register, against both titles, a 1.8 metre exclusive private access easement; and

(b) all roof drainage from the ***building*** is discharged through eavestroughs and downspouts onto the ***parcel*** on which the ***building*** is located.

(3) Where the ***side setback area*** has been reduced in accordance with subsection (2), eaves may project a maximum of 0.45 metres into the ***side setback area***.

(4) For a ***corner parcel***, the minimum ***building setback*** from a ***side property line*** shared with a ***street*** is 1.0 metre.

(5) For a **Backyard Suite**, **Rowhouse Building** or **Semi-detached Dwelling** there is no requirement for a ***building setback*** from the ***property line*** on which a party wall is located that separates two or more **Dwelling Units** or **Backyard Suites**.

Building Setback from Rear Property Line

16 The minimum ***building setback*** from a ***rear property line*** is 0.6 metres.

Building Height

17 The maximum ***building height*** is 13.0 metres.

Outdoor Private Amenity Space

18 **(1)** Each **Dwelling Unit** must have a ***private amenity space***:

(a) that has a minimum total area of 7.0 square metres with no dimension less than 2.0 metres; and

(b) in the form of a ***porch***, ***balcony***, ***deck*** or ***patio***.

(2) Where a ***patio*** or ***deck*** is located within 4.0 metres of a ***side property line*** of a ***parcel*** containing a **Dwelling Unit** or **DC Live Work Unit**, the ***patio*** or ***deck*** must be ***screened***.

Rules for DC Live Work Unit

19 **(1)** **DC Live Work Unit** must not exceed 50.0 per cent of the ***gross floor area*** of the **Dwelling Unit**.

(2) **DC Live Work Unit** may have a maximum of two persons, other than a resident of the **Dwelling Unit** associated with the **DC Live Work Unit**, working at the residence where the ***use*** is located**.**

(3) **DC Live Work Unit** requires 1.0 ***motor vehicle parking stalls***.

(4) **DC Live Work Unit** requires 1.0 ***bicycle parking stall – class 1***, or ***bicycle parking stall – class 2***.

Vehicle Access

20 All vehicle access to a ***parcel*** must be from a ***lane***.

Relaxations

21 The ***Development Authority*** may relax the rules contained in Sections 8 through 19 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

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, demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.

2. The developer shall provide payment in lieu of reserve dedication for 0.69 hectares of the remaining Municipal Reserve dedication. With the first future tentative plan for any of Phases 19-21, an appraisal report performed by an independent appraiser, contracted by The City of Calgary, shall be prepared to determine the value of the payment in lieu of reserve.

3. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Calgary Parks and Open Spaces.

4. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.

Utility Engineering

5. **Concurrent with the registration of the legal plan of subdivision**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Coordinator, Utility Generalists and the City Solicitor **prior to endorsement of the legal plan**. A standard template for the agreement can be found at https://www.calgary.ca/planning/publications.

6. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.

7. **Prior to endorsement of any legal plan of subdivision/prior to release of a development permit**, execute a Development Agreement. Contact the Infrastructure Strategists, Development Commitments for further information.

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8. Off-site levies, charges and fees are applicable. Contact Development Commitments, Development Engineering for further information.

9. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:

   a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.

   b) Construct the underground utilities and surface improvements within the boundary of the plan area

   c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.

   d) Construct a wood screening fence, inside the property line along the boundary of the plan area.

   e) Construct the regional pathway within and along the boundaries of the plan area.

10. Make satisfactory cost sharing arrangements with Genstar Development Company for its proportionate share of the existing watermain installed/constructed crossing Airport Trail NE that was paid for and/or constructed by Genstar Development Company under Saddle Ridge, Phase 12, DA2020-0030.

11. Ensure all cross-sections meet or exceed the standard in the Complete Streets and 2020 Design Guidelines for Subdivision Servicing (DGSS), including Industry Bulletins. All CD cross-sections are to reflect the alignments and easements as shown in the 2020 Design Guidelines for Subdivision Servicing or relevant version. These cross-sections will be used as a guideline and all final shallow utility designs and utility rights-of-ways (URW) will be determined prior to the endorsement of the LP.

12. For Residential `M-L Street coordinate with Streetlighting regarding Streetlighting cable alignments, email streetlighting@calgary.ca. Recent Streetlighting preference is to install in the boulevard on their own line assignment over installing cable with the joint-use shallow utilities or in their standalone 1.5m URW. Street light cables must maintain 1.5m minimum from trees in the boulevard and is to be reflected in the cross-sections. There was an update to DGSS Figures 39A & 39B (file number 454.1008.070) which reflects these alignment changes. See bulletin-residential-street-design-cross-section-update-oct-2020.pdf for details

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13. A 2.40m URW will be required along Cityline Rise NE & Cityline Place NE to accommodate future shallow utility servicing (Power/Telecom at 1.20m, Gas at 1.90m) where no back lanes are provided.

Mobility Engineering

14. In conjunction with the Initial Tentative Plan, the Developer shall construct all necessary off-site network connections to support the subdivision, to the satisfaction of the Manager, Development Engineering.

15. In conjunction with the applicable Tentative Plan, collector standard roads (and below) shall be built to their full width to the satisfaction of the Manager, Development Engineering.

16. In conjunction with each Tentative Plan, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Manager, Development Engineering, that provide continuous active modes and vehicle routing through the community with at least two points of public access around the Tentative Plan boundary to the arterial road network.

17. In conjunction with the applicable Tentative Plan, all roads (including pathways), intersections and driveways within the plan area shall be located, designed, and constructed at the Developer¿s sole expense to the satisfaction of the Manager, Development Engineering.

18. In conjunction with the applicable Tentative Plan, Construction Drawings and turning templates shall be submitted and approved to the satisfaction of the Manager, Development Engineering for all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way or property lines to meet the approved design.

19. In conjunction with the applicable Tentative Plan or Development Permit, all access to parcels within the subject lands shall be located and designed to the satisfaction of the Manager, Development Engineering.

20. In conjunction with the applicable Tentative Plan, no vehicular access shall be permitted to collector (Cityscape Drive NE) and higher order roadways for low density residential lots. Vehicular access shall be provided via rear lanes. Restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument.

21. In conjunction with the applicable Tentative Plan and associated Construction Drawing submission, driveways shall not conflict with crosswalks/wheelchair ramp locations.

22. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to or from Metis Trail NE, Airport Trial NE and any associated interchange ramps. A restrictive covenant shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect.

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23. In conjunction with the applicable Tentative Plan, a restrictive covenant shall be registered against the specific lot(s) identified by the Manager, Development Engineering concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).

24. In conjunction with the applicable Tentative Plan, curb extensions to be designed and constructed at the Developer's sole expense and to the satisfaction of the Manager, Development Engineering. Curb extensions are required at all mid-block crossings, including those of residential streets, along collector roadways to replace parking lanes, and wherever possible at all other intersection crossings.

25. All crosswalks where Regional Pathways or Multi-use pathways intersect with the street shall be designed to the satisfaction of the Manager, Development Engineering.

26. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for any residential development adjacent to Arterial roadways (Metis Trail NE and Airport Trail NE). It is to be completed by certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, and submitted to Mobility Engineering for approval.

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

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

28. In conjunction with each Tentative Plan, temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Manager, Development Engineering.

29. At each tentative plan of subdivision, if the developer intends to use any road subject to load restrictions (as indicated on the City of Calgary Load Bans Map), they must obtain a valid load ban permit before using that road. For more details, please refer to the link below: https://www.calgary.ca/roads/permits/overweight-load-bans.html

30. No retaining walls, stairs or similar structures will be permitted in road right of way.

31. Prior to approval of construction drawings and permission 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.

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32. Future revisions, addendums, or submissions within the development area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Manager, Development Engineering.

33. In conjunction with the applicable Tentative Plan, all residential street carriageway widths shall adhere to the requirements for emergency vehicles. For emergency vehicle access purposes, the 8.5m Residential M street carriageway width cannot be applied to lots with access to residential lanes; or adjacent to lot flankages.

34. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.

35. In conjunction with the applicable Tentative Plan, the Developer shall enter into a Development Agreement for offsite improvements necessary to service the proposed development to the satisfaction of the Approving Authority.

APPROVED BY CPC

Applicant Submission

2025 May 30

Application Overview

B&A Studios, on behalf of Mattamy Homes Calgary Ltd., is submitting this Outline Plan (OP) and Land Use Amendment (LUA) application for +/- 0.36 hectares (0.90 acres) of land located within the Cityscape Stage 3 OP at 10011 52 st NE (subject site). A pre-application and approval of OP for Stage 3 of Cityscape occurred in 2019 (pre app: PE2018-1483, LOC2018-0249). The community of Cityscape is part of the Northeast Community "A" Area Structure plan (ASP) and Northeast Regional Policy Plan within northeast Calgary.

Stage 3 of the Cityscape community has undergone stripping and grading, with residential construction occurring in the eastern portion of the subject lands. The majority of Stage 1 & 2 within the community cell have undergone extensive construction and buildout by this time and received Final Acceptance Certificate from the City. No amendment is needed in the ASP or Regional Policy context as this LUA remains in line with the objective of the overarching policy direction of the community. A new OP is required covering a portion of the approved Cityscape Stage 3 OP, as this LUA requires necessary adjustment to the block and the subsequent street alignment of the previous plan. Lands immediately to the east of the proposed Outline Plan have a slightly revised road network which is being addressed through a non-conforming Tentative Plan.

Site Context

The subject site is located in Calgary's northeast quadrant within the southern most area of the community of Cityscape. This southern most section and final Stage of development has been stripped and graded, while the central and northern sections of previous Stages have undergone active occupancy. The community of Cityscape is bound by Metis Trail NE to the west, Country Hills Blvd NE to the north, 60 st NE is to be extended north-south forming the east boundary, and Airport Trail NE defines the southern boundary.

Within Stage 3, and in direct proximity to the subject site, roadway and block shapes are defined, with a small number of completed residential units within the Stage approximately +/- 800 meters from the subject site. The Land Use as defined by the Cityscape OP identifies the entire southern section of the community as exclusively a neighbourhood cell with two land use districts being utilized, R-G and Direct Control (DC): 260D2019. Outside of Stage 3, Cityscape has undergone extensive occupancy and development with a mix of neighbourhood land use districts; R-G, M-2, C-C1, S-CRI, MR and R-Gm based DC.

Policy Context

The existing LU district of the subject site is R-G, Residential – Low Density Mixed Housing. The primary use of this district is to accommodate a mix of low-density housing typology ranging from single-detached, semi-detached and row houses with the option of secondary suites. This is the predominant land use district within Cityscape Stage 3.

Directly adjacent parcels to the subject site are the DC land use of 260D2019. This DC is concentrated along the neighbourhood collector of Cityscape Drive NE, allowing for denser housing forms including semi-detached, duplex, row housing and live-work units. This LUA amendment and OP intends to redesignate the subject site from R-G to a DC identical in intention and design to DC 260D2019; this existing DC is directly adjacent to the subject site; this allows for a continuous housing typology and concentration of density along a neighbourhood collector.

Direct Control Rationale

As per the requirements of Section 20 of the Calgary Land Use Bylaw, DCs are only to be implemented when meeting unique demands or innovative land uses that existing districts cannot accommodate.

The DC is intended to accommodate street oriented/laneway housing in the form of semi-detached and rowhouse typology, with each dwelling located on its own fee simple lot. The lots are laned with rear drive garages allowing for an improved front streetscape. The dwellings have no rear yard a minimal front yard, narrow lot widths and high lot coverage. This results in a unique housing form that appeals to homeowners seeking private ownership with the added lifestyle and lowered maintenance characteristics of an apartment unit. The main elements of this DC are as follows:

- Narrow lots for row housing, minimum 6.0 metres
- Minimal front yard setbacks, minimum 1.5 metres from porch
- No rear yard setback other than 0.6 metre for garage
- Required amenity space in the form of a porch, patio or balcony
- Lot coverage as high as 90%

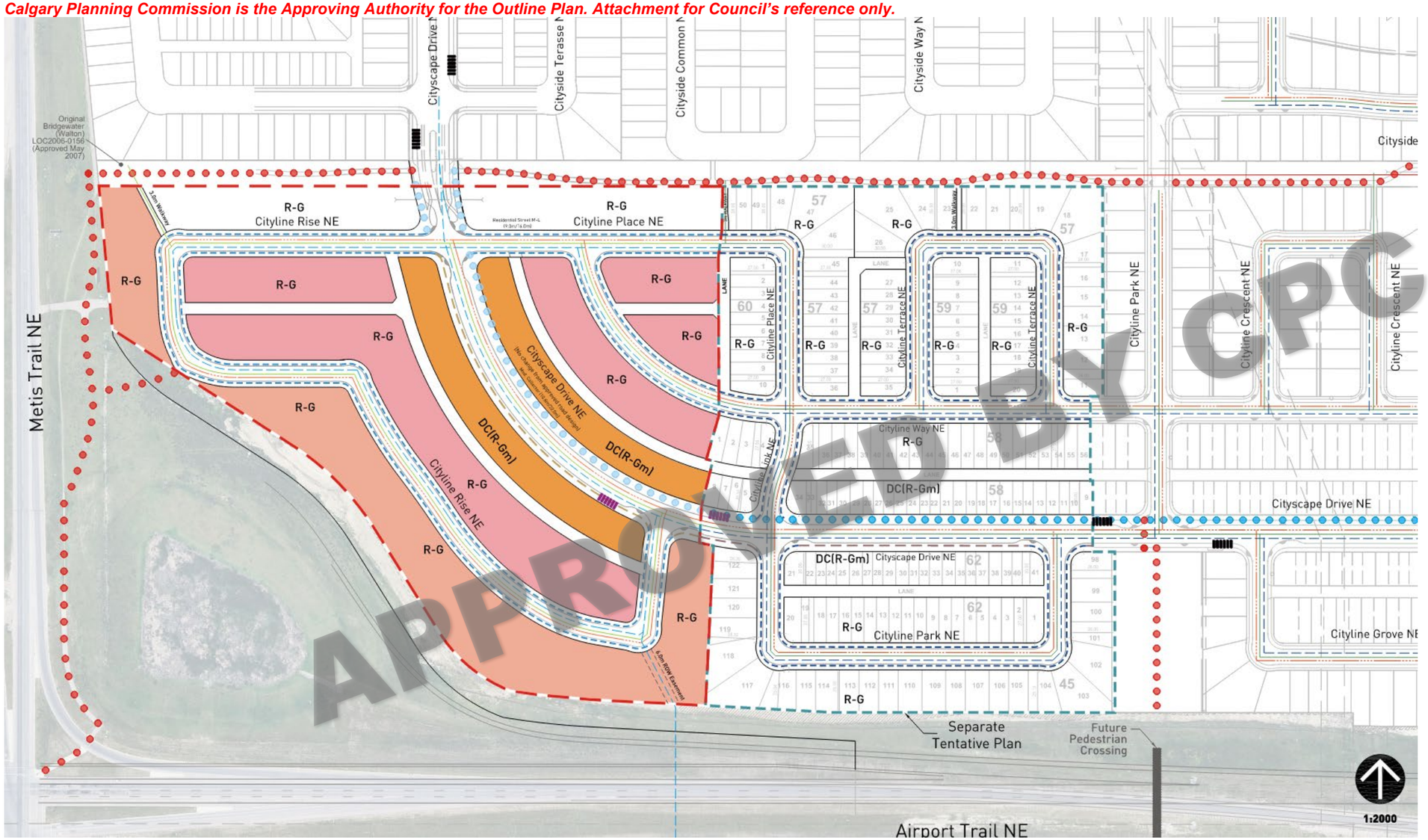
In addition to these development parameters, Mattamy is taking an innovative approach to live-work units as a Permitted use within the district and unique for the suburban locale of Cityscape.

Outline Plan & Land Use

This OP and LUA complies with the ASP and is compatible with the land use districts found directly adjacent and within the larger community Stage. As such, we are seeking support from City Administration for this LUA and OP.

Approved Outline Plan

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



Subject Site

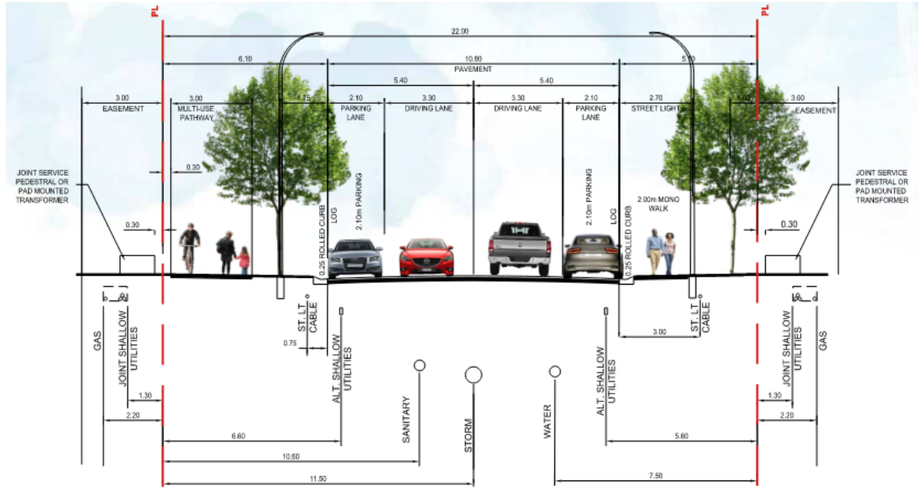
- Outline Plan Boundary
- Land Use Redesignation Boundary
- 0.5m Contours
- 1.5m Mono Sidewalk
- 2.0m Mono Sidewalk
- Existing /Approved 1.5m Mono Sidewalk
- Existing /Approved 2.0m Mono Sidewalk
- Approved 3.0m Regional Pathway
- Approved 3.0m Multi-Use Pathway
- Proposed 3.0m Multi-Use Pathway
- Separate Tentative Plan
- Existing Approved Bus Stop
- Proposed Bus Stop

Deep Services - Existing / Approved

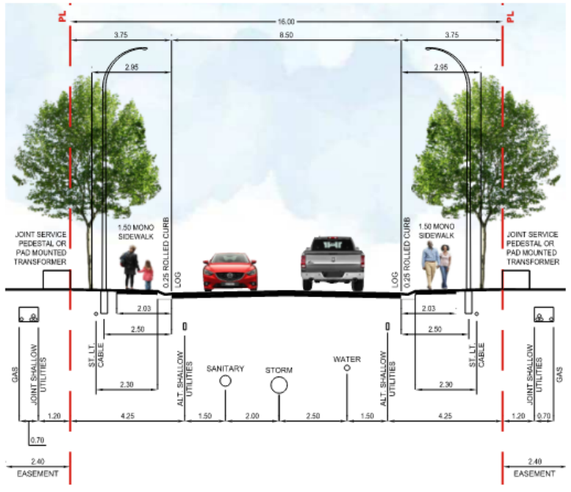
- Stormwater Servicing
- Sanitary Servicing
- Water Servicing/Hydrant

Deep Services - Proposed

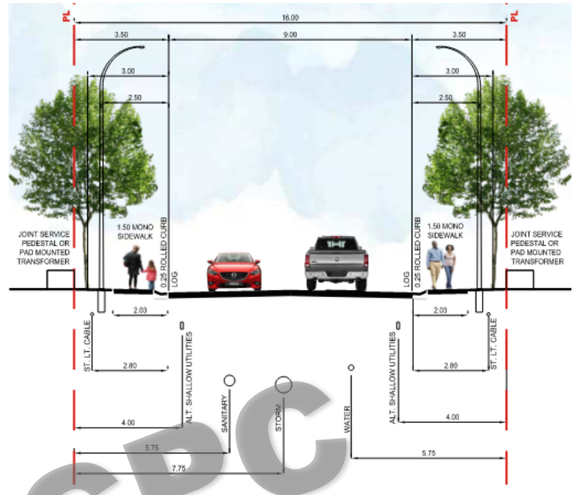
- Stormwater Servicing
- Sanitary Servicing
- Water Servicing/Hydrant



COLLECTOR STREET (10.8m/22.0m)
Two Driving Lanes & Multi-Use Pathway
(Approved LOC2018-0249)
Scale - 1:200



RESIDENTIAL 'M' STREET (8.5m/16.0m)
(Applies to streets with no lane or flankage lots)
Scale - 1:200

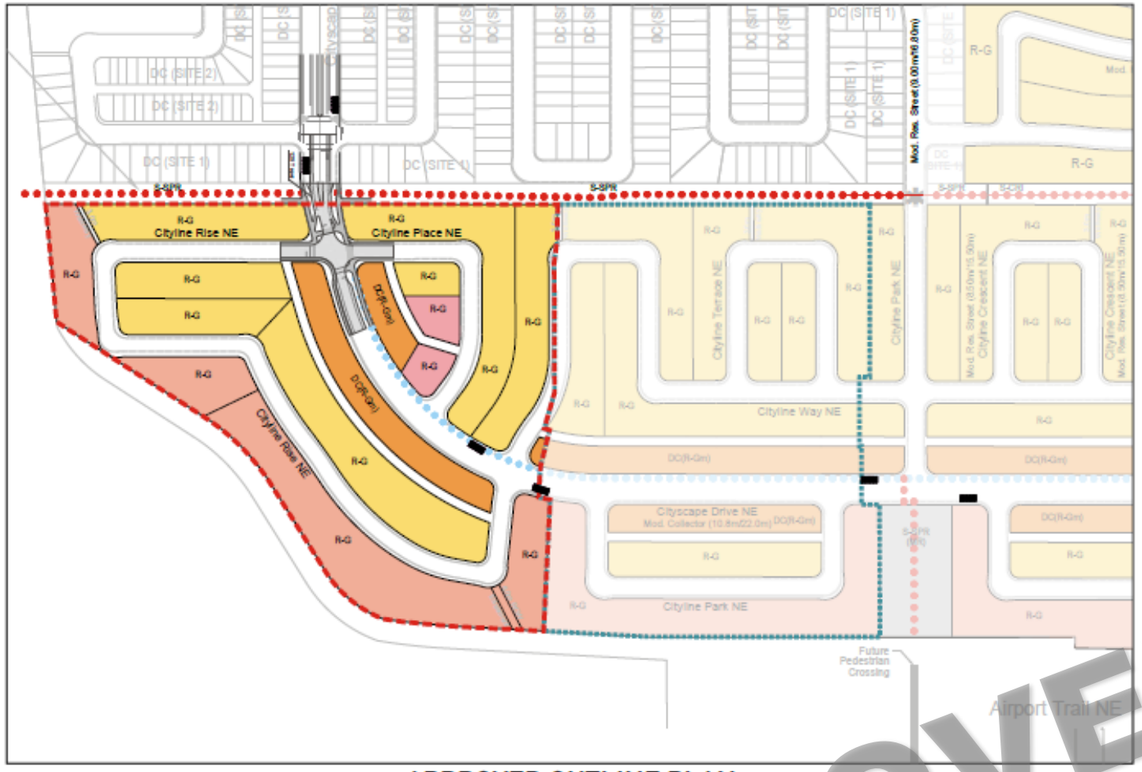


RESIDENTIAL 'M-L' STREET
(9m/16.0m)
Scale - 1:200

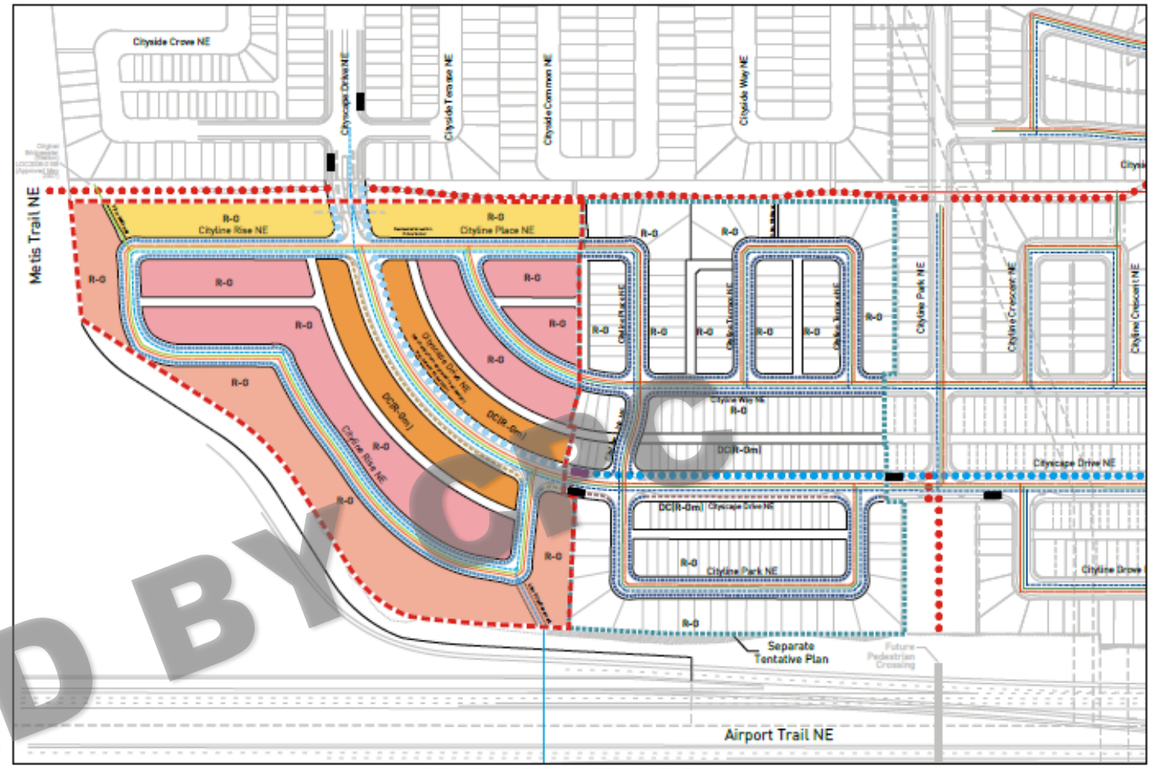
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OUTLINE PLAN STATISTICS

				Hectares (±)	Acres (±)		% of GDA
		Total Area		7.89	19.50		
		Gross Developable Area (GDA)		7.89	19.50		100.0%
	Land Use		Lot Width (m) / units per acre (upa)	Frontage (m)	Hectares (±)	Acres (±)	No. of Units	% of GDA
Residential					5.65	13.97		71.6%
	R-G	**Residential - Low Density Mixed Housing District**			4.79	11.83		
		Anticipated number of laned lots based on 7.0m lot width	7.00	692.13	2.07	5.12	99	
		Anticipated number of Front Loaded Towns lots based on 7.0m lot width	7.00	457.03	1.91	4.72	65	
		Anticipated number of laneless lots based on 12.2m lot width	12.20	303.18	0.80	1.99	25	
							190	
		Maximum number of lots based on 6.0m lot width	*6.00*	*1,452.34*			*242*	
	DC(R-Gm)	**Residential - Low Density Mixed Housing District**			0.87	2.14		
		Anticipated number of lots based on 7.0m lot width	7.00	398.43			**57**	
		Maximum number of lots based on 5.0m lot width	*5.00*	*398.43*			*80*	
Total Frontage				**1,850.77**				
Total Units		**Anticipated**					**247**	
		Maximum					*322*	
Density		**Anticipated**		**31.3 upha**		**12.7 upa**		
		Maximum		40.8 *upha*		16.5 *upa*		
Roadways & Lanes					2.24	5.53		28.4%



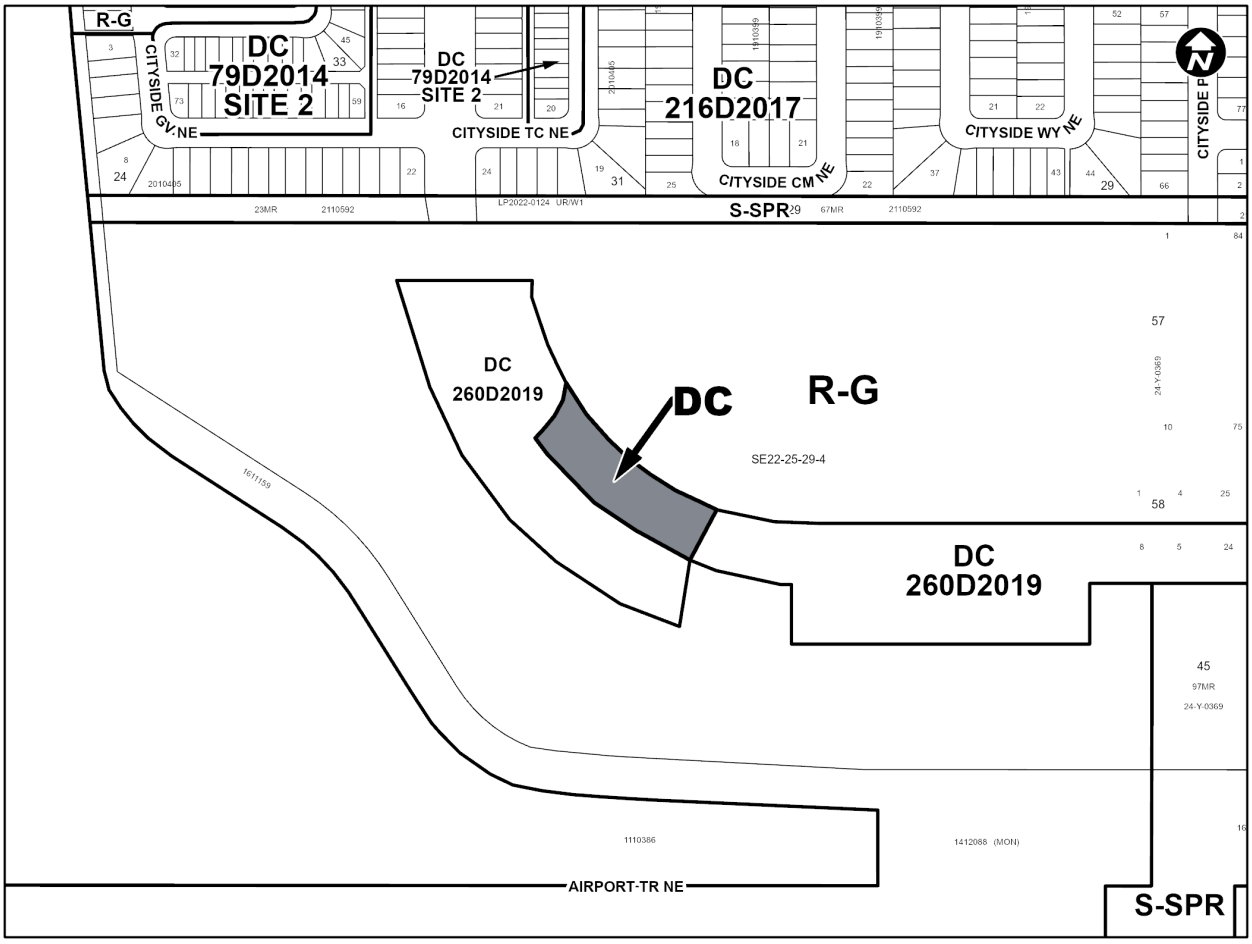
APPROVED OUTLINE PLAN



PROPOSED OUTLINE PLAN

APPROVED BY

Proposed Land Use Amendment Map



Approved Outline Plan Data Sheet

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

	HECTARES	ACRES
GROSS AREA OF PLAN	7.89	19.50
NET DEVELOPABLE AREA	7.89	19.50

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS
R-G	4.79	11.83		190
DC (R-Gm)	0.87	2.14		57

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	2.24	5.53	28.4

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	247		
ANTICIPATED DENSITY		31.3	12.7
ANTICIPATED INTENSITY		102	

APPROVED BY CPC

Applicant Outreach Summary

2025 May 30

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Cityscape Stage 3 LUR

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

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

This is a LU amendment for a small area within a stamped and approved outline plan (LOC2018-0249) within the developing community of Cityscape Stage 3. The surrounding area is currently undergoing stripping and grading, as such there are no immediate neighbours. Additionally, this LUR is pursuing a change from R-G to DC with the base district of R-Gm. This DC will be identical to the Cityscape Stage 3 approved DC of 260D2019. It is anticipated that no outreach is necessary.

Outreach Strategy

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

n/a

Stakeholders

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

n/a

calgary.ca/planningoutreach

Calgary

Community Outreach for Planning & Development
Applicant-led Outreach Summary

What did you hear?
Provide a summary of main issues and ideas that were raised by participants in your outreach.

n/a

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

n/a

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

n/a

calgary.ca/planningoutreach

Land Use Amendment in Westwinds (Ward 5) at 3633 Westwinds Drive NE, LOC2025-0210

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 8.44 hectares ± (20.86 acres ±) located at 3633 Westwinds Drive NE (Plan 0412252, Block 6, Lot 4) from Commercial – Regional 1 f0.2 (C-R1 f0.2) District to Commercial – Regional 3 f0.25h18 (C-R3 f0.25h18) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 51D2026** for the redesignation of 8.44 hectares ± (20.86 acres ±) located at 3633 Westwinds Drive NE (Plan 0412252, Block 6, Lot 4) from Commercial – Regional 1 f0.2 (C-R1 f0.2) District to Commercial – Regional 3 f0.25h18 (C-R3 f0.25h18) District.

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject property to allow for a comprehensively planned commercial development with multiple buildings of varying sizes and uses.
- The proposal allows for an appropriate building form and set of uses within the site and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would provide more commercial options for surrounding communities, make more efficient use of the site and would allow for more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable additional commercial and employment opportunities that may help activate this part of the Westwinds community.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application in the northeast community of Westwinds was submitted by B&A Studios on behalf of the landowner, CP REIT Alberta Properties Limited, on 2025 October 17. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), their intent is to apply for a development permit for a range of services including financial institutions, childcare service, healthcare service and offices.

The approximately 8.44 hectare (20.86 acre) site is located on Westwinds Drive NE. The northern boundary is formed by 64 Avenue NE and the eastern by Castleridge Boulevard NE. To the west is the LRT Blue Line. The western portion of the site is occupied by an existing large grocery store, while the eastern side is occupied by an extensive parking lot. The proposed Commercial – Regional 3 f0.25h18 (C-R 3f0.25h18) District will enable development

of smaller commercial units on the site, providing opportunities for both retail and commercial services to the wider community and employment generation.

As noted in the Applicant Submission, the site was previously designated Direct Control (DC) District, based on the C-2 General Commercial District of Land Use Bylaw 2P80. During transition to Land Use Bylaw 1P2007, the site was allocated Commercial – Regional 1 f0.2 (C-R1f0.2) District. This limits development to "big-box" format commercial development. This application seeks to redress the available land uses to those enabled in the DC District, by seeking a C-R3 District.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed 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 requested a meeting with the Martindale and the Falconridge/Castleridge Community Associations with no response. Over 400 mail-out postcards were distributed to nearby residents and businesses and the applicant also met with the Ward Councillor. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

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

Administration received one letter of opposition from the public. The letter of opposition included the following areas of concern:

- increased traffic;
- effect on the value of the existing neighbouring homes; and
- does not wish to see more buildings.

No comments were received from either the Falconridge/Castleridge or Martindale Community Associations. Administration contacted the Community Associations to follow up and no response was received.

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

Land Use Amendment in Westwinds (Ward 5) at 3633 Westwinds Drive NE, LOC2025-0210

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 application enables the continuation of development adjacent to the communities of Falconridge, Castleridge and Martindale and provides a future framework for commercial development. The development of these lands may enable a more efficient use of land and infrastructure and support surrounding uses and amenities while introducing the location of additional amenities for the community and greater area.

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

Economic
The proposed land use amendment would enable the development of approximately 45,000 square feet of additional commercial, retail and personal service uses in close proximity to the primary transit network. The development supports local business and employment for adjacent communities and services to the wider 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 51D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located on Westwinds Drive NE, in the northeast community of Westwinds. This site is approximately 8.44 hectares (20.86 acres) and is approximately 500 metres wide by 170 metres deep.

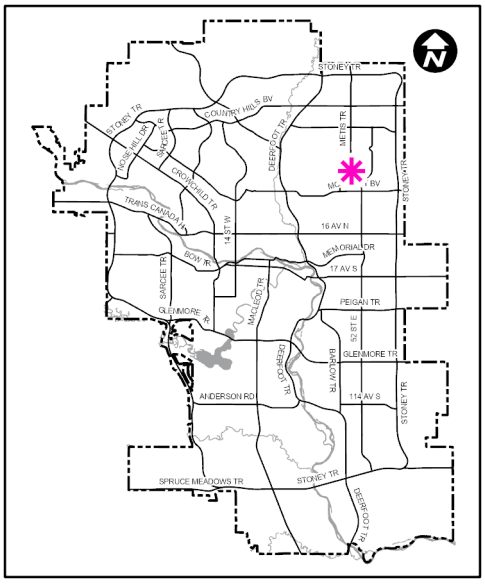
The northern boundary is formed by 64 Avenue NE and the eastern by Castleridge Boulevard NE. To the west is the LRT Blue Line and McKnight-Westwinds LRT and bus station. The western portion of the site is occupied by an existing large grocery store, the eastern part an extensive parking lot. To the north and east are the residential communities of Martindale and Castleridge, characterized by low density residential land uses, local amenity spaces, schools and occasional local commercial development. To the south of Westwinds Drive NE, accessed from Westwinds Crescent NE, are a range of commercial retail units, known as Westwinds Corner shopping mall.

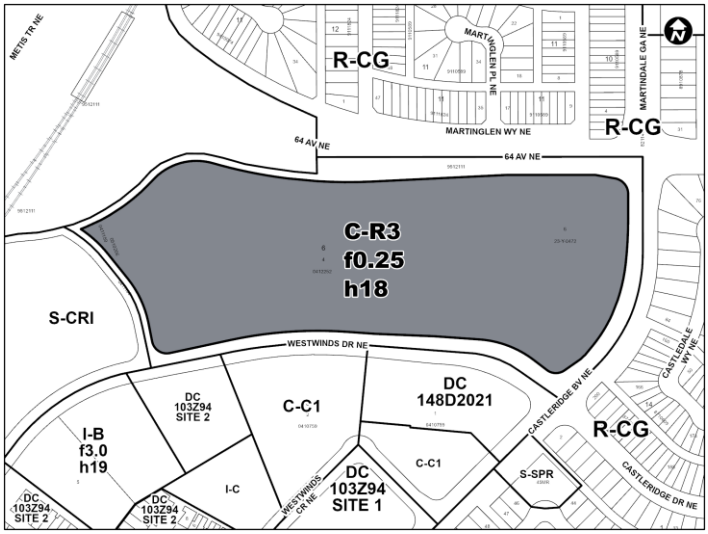
The site was previously designated Direct Control (DC) District (Bylaw 97Z2003), based on the C-2 General Commercial District of the previous Land Use Bylaw 2P80. During transition to Land Use Bylaw 1P2007, the site was allocated Commercial – Regional 1 f0.2 (C-R1 f0.2) District.

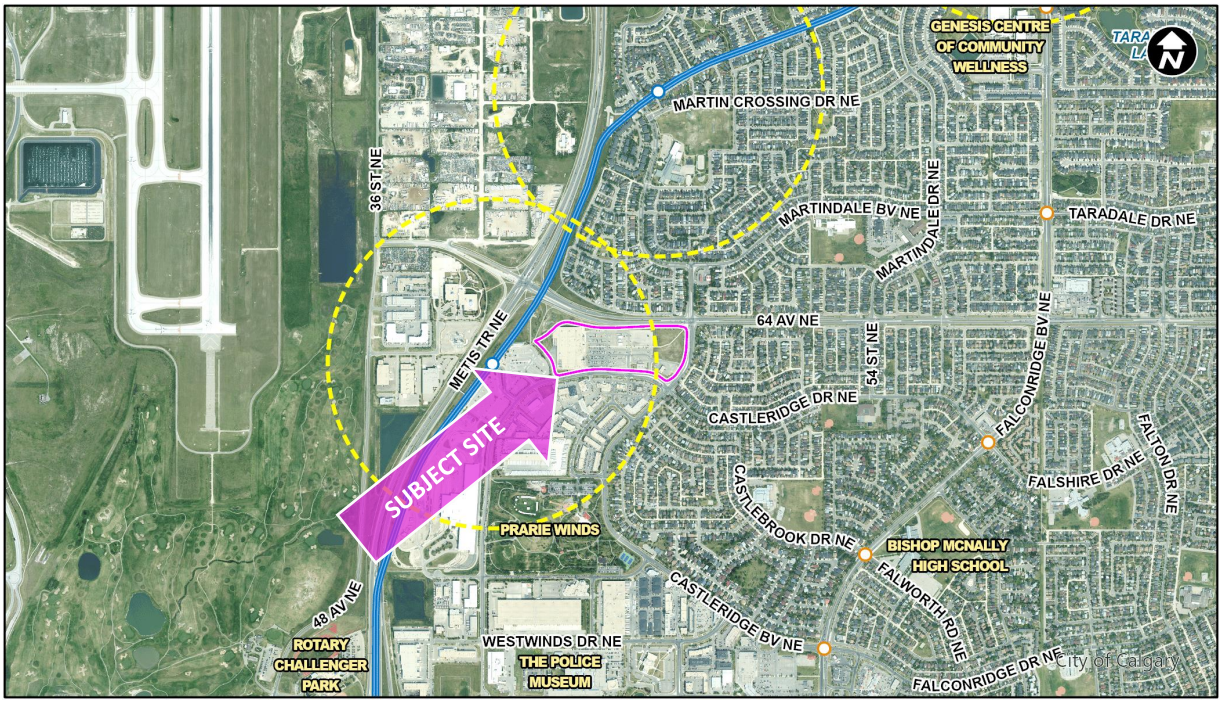
Community Peak Population Table

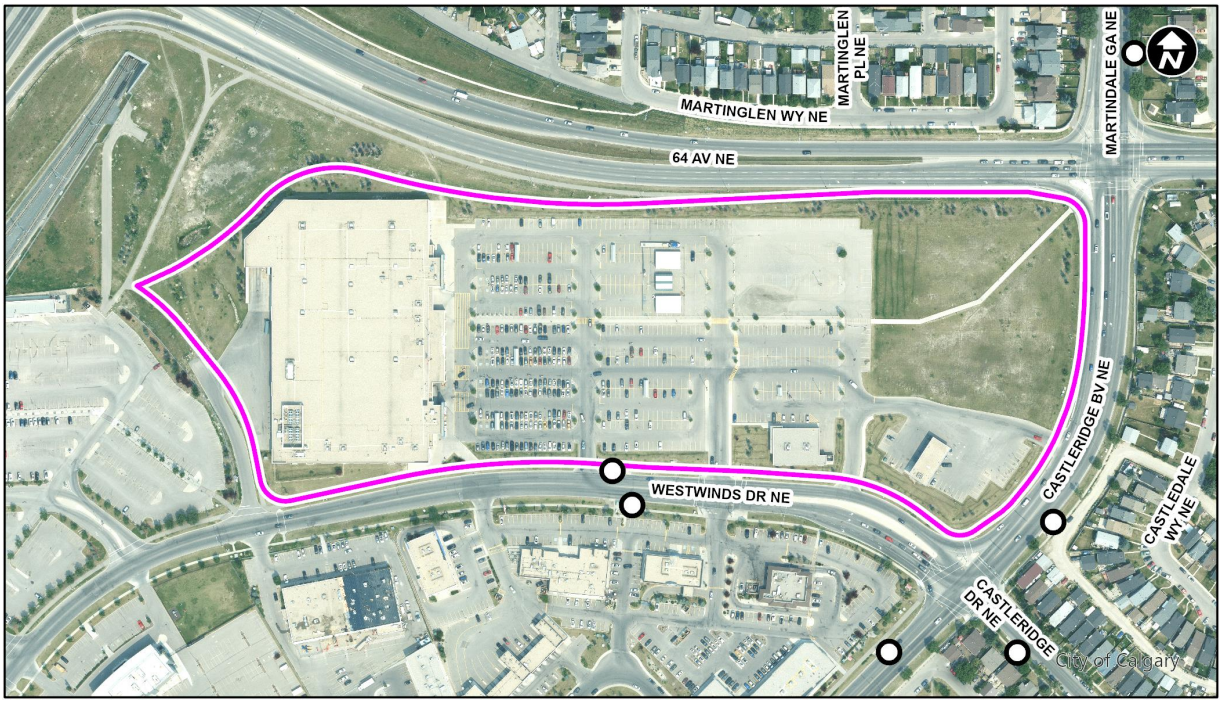
Not available as the area does not contain any residential development.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The current C-R1 f0.2 District allows for commercial uses, intended to be located on or near major roads or along major commercial corridors and be compatible with Industrial Districts; and is limited to large format, “big-box”, single entry, mostly single-use buildings. The maximum building height allowed in the C-R1 District is 15.0 metres, and the maximum floor area ratio (FAR) is variable by a modifier. This parcel has a maximum FAR of 0.2.

The proposed C-R3 f0.25h18.0 District would allow the site to be developed for a range of commercial, retail and service uses, compatible with the wider residential character of neighbouring communities, providing increased commercial and service offers and employment opportunities to those communities. The C-R3 District uses are reflective of those originally provided in the DC District previously associated with the site.

The proposed modest increase in FAR, from 0.2 to 0.25 would enable an additional approximately 4,200 square metres (45,000 square feet) of commercial floor space, allowing the comprehensive redevelopment of the site.

Development and Site Design
The rules of the proposed C-R3 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 corner site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring strong, safe and efficient pedestrian connectivity within the site and to McKnight-Westwinds LRT station for residents of adjacent communities and for those utilizing the commercial, retail and service offers of the site;
- providing appropriate interfaces with outward facing streets, as well as within the site; and
- providing a high quality landscaped environment and mitigating any potential conflict between pedestrian and vehicular users of the site.

Transportation
At present, transit stops for Route 71 (Taradale) and Route 85 (Martin Crossing) are located on Castleridge Boulevard NE approximately 100 metres (a two-minute walk) from the site, and a stop for Route 55 (Falconridge) is located on Westwinds Drive NE, less than 100 metres (a one-minute walk) from the site.

The Always Available for All Ages and Abilities (5A) Network provides year-round walking, wheeling and cycling options to Calgarians. There are established existing pathways bordering the site to the north and east, as well as connecting Castleridge Boulevard NE to the McKnight-Westwinds LRT Station. Several corridor projects are planned for the 2023-2026 budget cycle, including completing connections along Castleridge Boulevard NE, Falconridge Drive NE, and Martindale Boulevard NE.

The site is 180 metres (a three-minute walk) from the McKnight-Westwinds LRT Station. As it is within the 600-metre walkshed of the station, it is classified as a transit-oriented development (TOD) area. As such, TOD policies will apply to future development permit applications, including consideration of parking relaxations and required high quality pedestrian connections.

A Transportation Impact Assessment was submitted and reviewed as part of this application. The proposed Land Use is considered acceptable.

Environmental Site Considerations
No environmental concerns were identified.

Utilities and Servicing
Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of site servicing and stormwater management will be reviewed 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.

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) 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 Noise Exposure Forecast (NEF) areas. The proposed C-R3 District is allowable within the lower noise exposure of 25 - 30 NEF contour area. Calgary International Airport Authority was circulated with this application and provided a letter in support of the Land Use amendment. 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 site is classified as the Industrial – Employee Intensive typology as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The Industrial – Employee Intensive Area is intended for manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network. The subject site is flanked by the Residential – Established typology which reflects the residential communities located immediately north and east of the subject site, including the communities of Martindale (directly north of 64 Avenue NE), Castleridge (directly east of Castleridge Boulevard NE). Currently, there is no Local Area Plan or similar policy document in place for the subject site.

Policy for the Industrial – Employee Intensive typology states that notwithstanding other policies, other uses that support the industrial function may be allowed and should be determined as part of the policy planning process and land use application process. The site is a long standing commercially designated (C-R1 f0.2 District) parcel intended to provide supportive commercial uses to the surrounding industrial businesses, but also to the surrounding residential communities. Redesignation of the site to the C-R3 District provides for a different and more appropriate mix of commercial and support uses to those communities. The application is in alignment with established MDP policy.

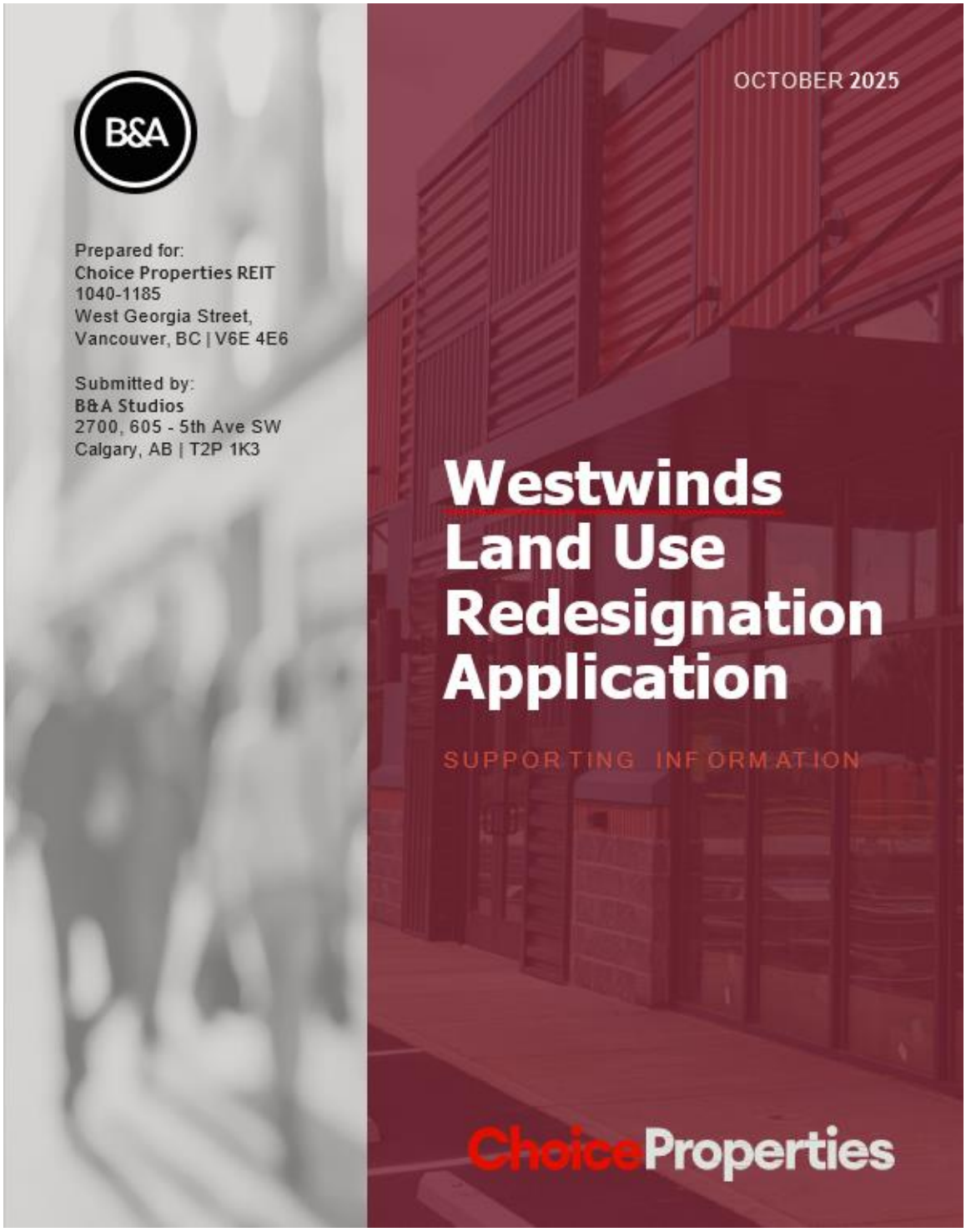
Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy - Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Transit Oriented Development Policy Guidelines (2004)
The *Transit Oriented Development Policy Guidelines* (Guidelines) provide direction for the development of areas typically within 600 metres of a Transit Station. This type of development creates a more walkable 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 site is within the 600-metre walkshed of the McKnight-Westwinds LRT station. Future development on the subject site will be expected to comply with the Guidelines, and these policies will inform Administration’s review of future Development Permit applications.

Applicant Submission

2025 October 21





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2.0	SITE CONTEXT	02
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1.0 INTRODUCTION

On behalf of Choice Properties REIT, B&A Studios has prepared a Land Use Redesignation application for a 20.85-acre parcel at 3633 Westwinds Dr. NE, Calgary.

The proposal is to redesignate the parcel from Commercial – Regional 1(C-R1 f0.2) District to Commercial – Regional 3 (C-R3 f0.25 h18) District to allow the parcel to be fully developed with additional commercial uses.

The intended uses/tenants include financial institutions, childcare service, health care services, and offices. The land use district best suited for these uses and the proposed building form is the Commercial - Regional 3 (C-R3) District.



2.0 SITE CONTEXT

2.1 Location and Ownership

The subject site is located within the community of Westwinds, east of Metis Trail, on the southwest corner of 64 Avenue NE and Castleridge Boulevard NE. The partially developed site includes a Real Canadian Superstore and their subsidiary gas bar and standalone liquor store. The property is owned by Choice Properties REIT.

The adjacent land to the west consists of the McKnight Westwinds C-Train Station and associated surface parking lot.

TABLE 1 Address & Ownership

Municipal Address	Legal Address	Owner	Existing Land Use District	Area (ha/ac)
3633 Westwinds Dr. NE	Descriptive Plan 0412252; Block 6; Lot 4	Choice Properties REIT.	C-R1 f0.2	8.44 ha/20.85 ac

FIGURE 1 Context Plan



2.2 Existing Land Uses

Lands to the north and east are predominantly residential, consisting of R-G designations, whereas lands to the south and west are predominantly industrial and commercial in nature with a range of designations from C-R1, I-C, I-B, and DC.

The area south of Westwinds Drive is the Westwinds Corner shopping mall which consists predominately of commercial retail uses. These uses include multiple restaurants, financial institutions, health and medical uses.

FIGURE 2 Existing & Surrounding Land Uses



2.3 Site Conditions

Most of the site has been developed with three buildings and surface parking lot except for the northeast corner which had previously been graded and sodded in anticipation of future development. 1/5 of the surface parking area is underutilized. The site is landscaped and has an established sidewalk and lighting program. Partial development of the site dates back over 20 years.

Although it is standard for the City to request a Biophysical Impact Assessment (BIA) with many applications, in this situation it is not warranted. The property in question has already received Outline Plan and Land Use approval, has been subdivided and has been stripped and graded, removing any of the original (see Figure 3). None of the previous applications would have been approved without the City first approving a BIA or Stormwater Management Plan.

FIGURE 3 Aerial Context



Subject Site Parcel

3.0 LAND USE HISTORY

In 2003 the subject site was redesignated to DC97Z2003 (site 1) for commercial development utilizing the C-2 General Commercial District of LUB 2P80 as a base district.

The DC designation allowed for a wide variety of commercial land uses, a requirement for a comprehensive plan and conditional limitations on maximum density. Many of the uses allowed by the DC District are similar to the uses allowed in the proposed C-R3 District. Density was limited to 190,000 sq.ft. but would allow for additional floor area if it resulted in higher utilization of LRT usage and did not produce any significantly negative effects to the road network.

As part of the adoption of LUB 1P2007, this parcel was redesignated C-R1 f0.2. The designation reduced the number of uses allowed on the site, limited development to big box, single use retail buildings and by applying a density modifier, reduced the overall floor area to 180,000 sq.ft.

In 2024, an application to redesignate the undeveloped portion of the property to for multi-residential use was submitted. Although supported by Administration, the redesignation was not approved by Council.



4.0 LAND USE PROPOSAL

The proposed Commercial Regional 3 (C-R3 f0.25 h18) District would allow the site to be fully developed and provide for more commercial retail and personal services to the residents of neighbouring residential communities. The additional commercial uses and development would help serve the needs of the community while reducing the need to travel outside the neighbourhood to meet residents' daily needs. The intended tenants include financial institutions, childcare service, health care services, and offices among other uses.

FIGURE 4 Proposed Land Use Plan



TABLE 2 Existing & Proposed Land Use Area

From	To	Area	
		ha (+)	ac (+)
C-R1	C-R3	8.44	20.85
Total		**8.44**	**20.85**

The application is also proposing to increase the Floor Area Ratio (FAR) from 0.2 to 0.25, a slight increase to enable the site to be fully development with limited impact on traffic generation. The intended designation will allow for ~45,000 square feet of additional commercial development on site.

According to the C-R3 Purpose Statement, the district allows for comprehensively planned development on large tracts, may include multiple buildings and can be phased over time. It further states that parcels less than 6 ha in size should not be designated C-R3. The subject site is 8.44 ha in size. Furthermore, as the site has only been used for commercial purposes and is compatible with adjacent residential uses, we believe that the proposed land use district is appropriate for the site.

Although the site is currently designated C-R1 f0.2, it was done so when new districts were created as part of LUB 1P2007 adoption. Prior to the approval of the current LUB, the site was designated DC97Z2003 which allowed for more commercial uses and slightly more density than the current designation.

Choice Properties would like to develop the remaining portion of the property with the variety of uses that were previously allowed under the previously approved DC designation by redesignating the site to the more suitable C-R3 District.

Uses that were previously allowed under the DC District but excluded in the C-R1 District use list include financial institutions, child care service, health care services, offices. These are amongst other uses Choice Properties REIT would like to provide on the site.

It is noted that the existing parcel size of 8.44 ha does not comply with the C-R1 District maximum parcel area of 6.0 ha. and would have been better served by the C-R3 District when LUB 1P2007 was adopted as the C-R3 District does not have a maximum parcel area. We do not believe it was Administration's intension to create a non-conforming parcel by redesignating the site C-R1.

Furthermore, the C-R1 District Purpose Statement intends development to be characterized by large "big box" single entry, mostly single use buildings. The introduction of multi-tenant buildings may not be allowed under the C-R1 designation which contradicts the ultimate concept plan envisioned for the site. This concept plan was provided to the City by the landowner as a requirement of the DC97Z2003 designation. An updated concept plan can be found in **Appendix B**.

Because of these discrepancies, we believe the property should have been redesignated C-R3 District instead of C-R1 District when LUB 1P2007 was approved. For this and the benefits of having a fully developed commercial site, we would like to rectify the matter and are requesting Administration's support of the redesignation application to C-R3 f0.25 h18 District.



5.0 PLANNING POLICY

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) contours of the AVPA. The AVPA was created to ensure only compatible land uses are developed near the airport flight paths to minimise disruptions to airport operations. The proposed C-R3 f0.25 h18 District uses area allowable within the 25-30 NEF contour area.

Municipal Development Plan (2009)

The subject site is classified as the Industrial – Employee Intensive typology that have high labour concentrations. The proposed redesignation will result in additional jobs, increasing the employee intensity the MDP envisioned for the area without the need to amend the MDP map. Commercial land use is an appropriate interface and transition between industrial and existing residential neighbourhoods to the north and east. The commercial use also provides activities in the evening adjacent to the LRT station, helping to create a safe and more vibrant pedestrian environment between the station and residential areas. This position is supported by Council's previous decision to designate the parcel for commercial purposes.

Area Structure Plan

There is no Local Area Planning document for the subject land.

FIGURE 5 NEF Contours



6.0 ACCESS

The subject site has excellent accessibility in all modes of travel.

The site is within a short walking distance for the McKnight-Westwinds LRT Station and various bus routes that serve the area. Bus stops are located adjacent to the site along Westwinds Drive NE and at the intersection with Castleridge Boulevard NE. The site is serviced by transit routes, 21, 55, 71, 85, and 555.

The inclusion of regional pathways along the north, south and east boundaries of the site ensure multi-modal opportunities to access the site. Maintaining proper pedestrian connectivity throughout the site will be a key design principle adhered to at the Development Permit stage.

Existing vehicular access is provided from three driveways from Westwinds Drive NE, and one right-in/right-out access from Castleridge Boulevard NE via 64 Avenue SE.

Access to and from 64 Avenue is currently not permitted by the City. Access conditions were applied under the previous subdivision approval.

7.0 TRAFFIC

The proposed land use and intended future development will only result in a slight increase of vehicular traffic during afternoon peak hours.

A transportation impact assessment (TIA) has been submitted under separate cover in support of this application. The TIA notes that minor extension to the existing left turn lane of Westwinds Drive at Castleridge Boulevard NE would be recommended to address the additional traffic anticipated. This roadway improvement may be required as a condition of Development Permit approval.

The TIA has also indicated that the additional traffic generated by the increased FAR will not compromise the operation of intersections at Castleridge Boulevard/64 Avenue NE to unsatisfactory levels. This intersection operational concern was the rationale for the FAR limitation placed on DC 97Z2003/C-R1 f2.0 before Metis Trail was widened to six lanes.

8.0 UTILITIES & SERVICING

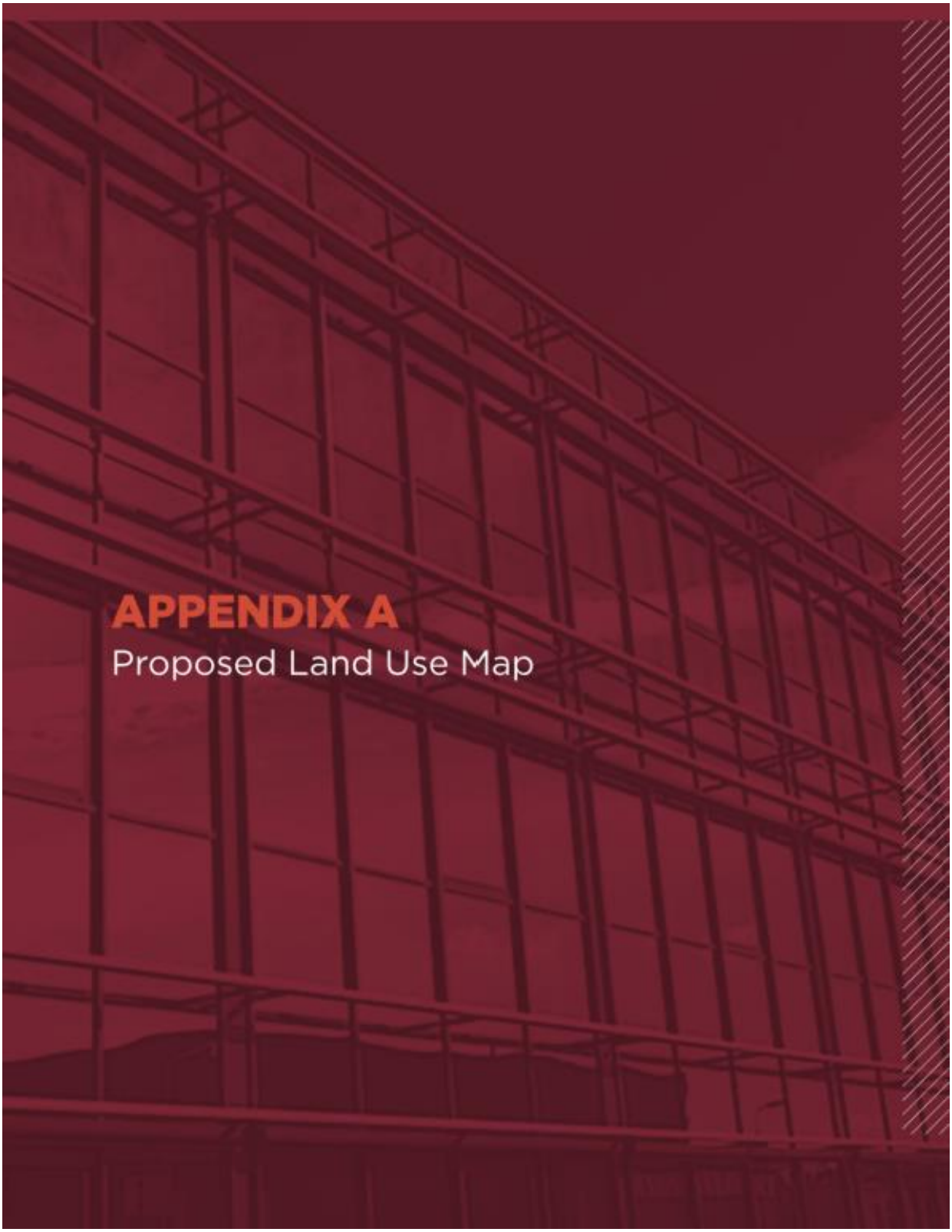
Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades. Specific servicing details can be addressed at the Development Permit stage.

9.0 CONCLUSION

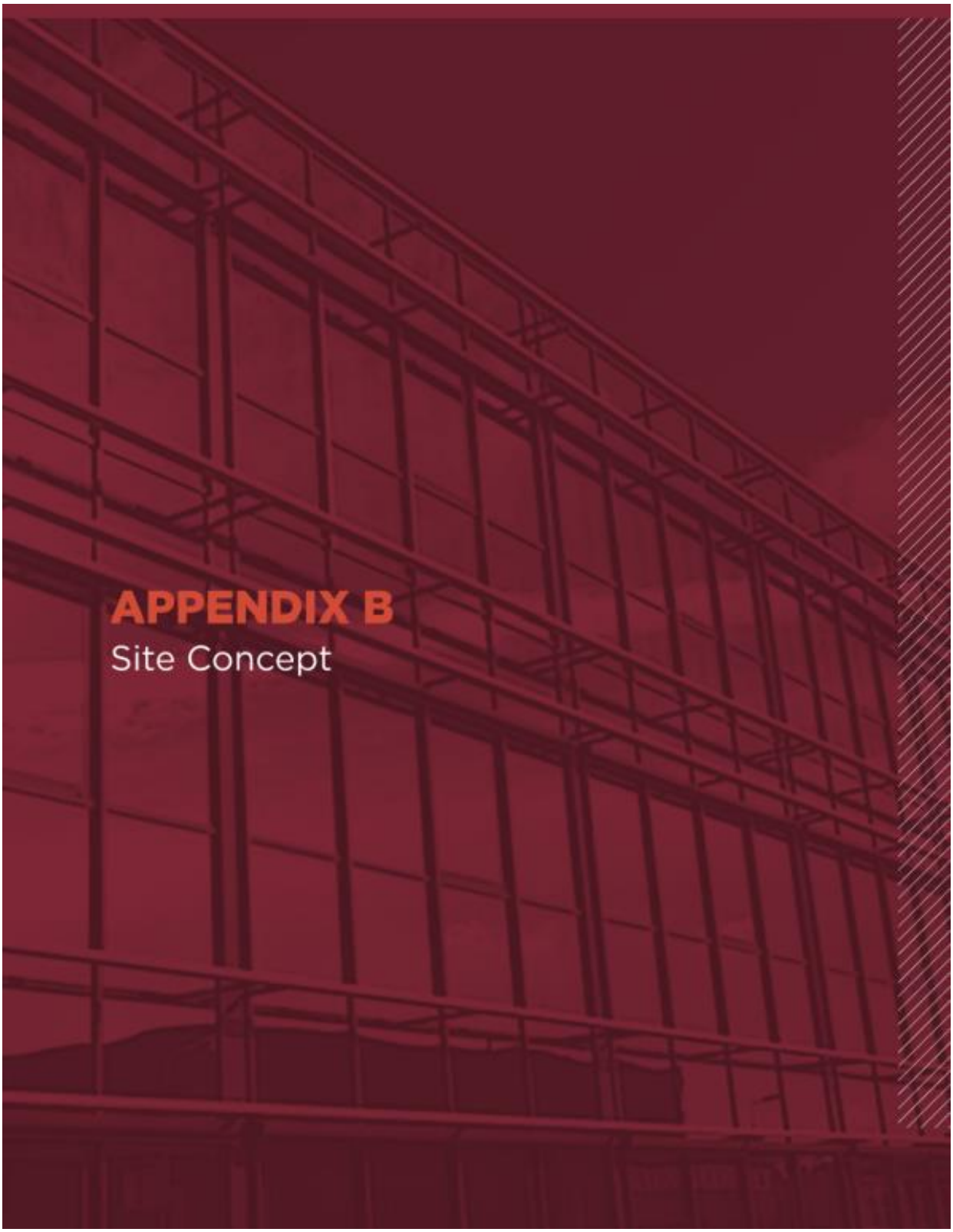
The proposed land use redesignation provides additional services to neighbouring residential areas, allows the site to be fully developed, provides a safe/active pedestrian environment between the LRT station/residential areas, does not compromise the functionality of surrounding intersections and is consistent with the uses allowed by the previously approved DC 97Z2003 District.

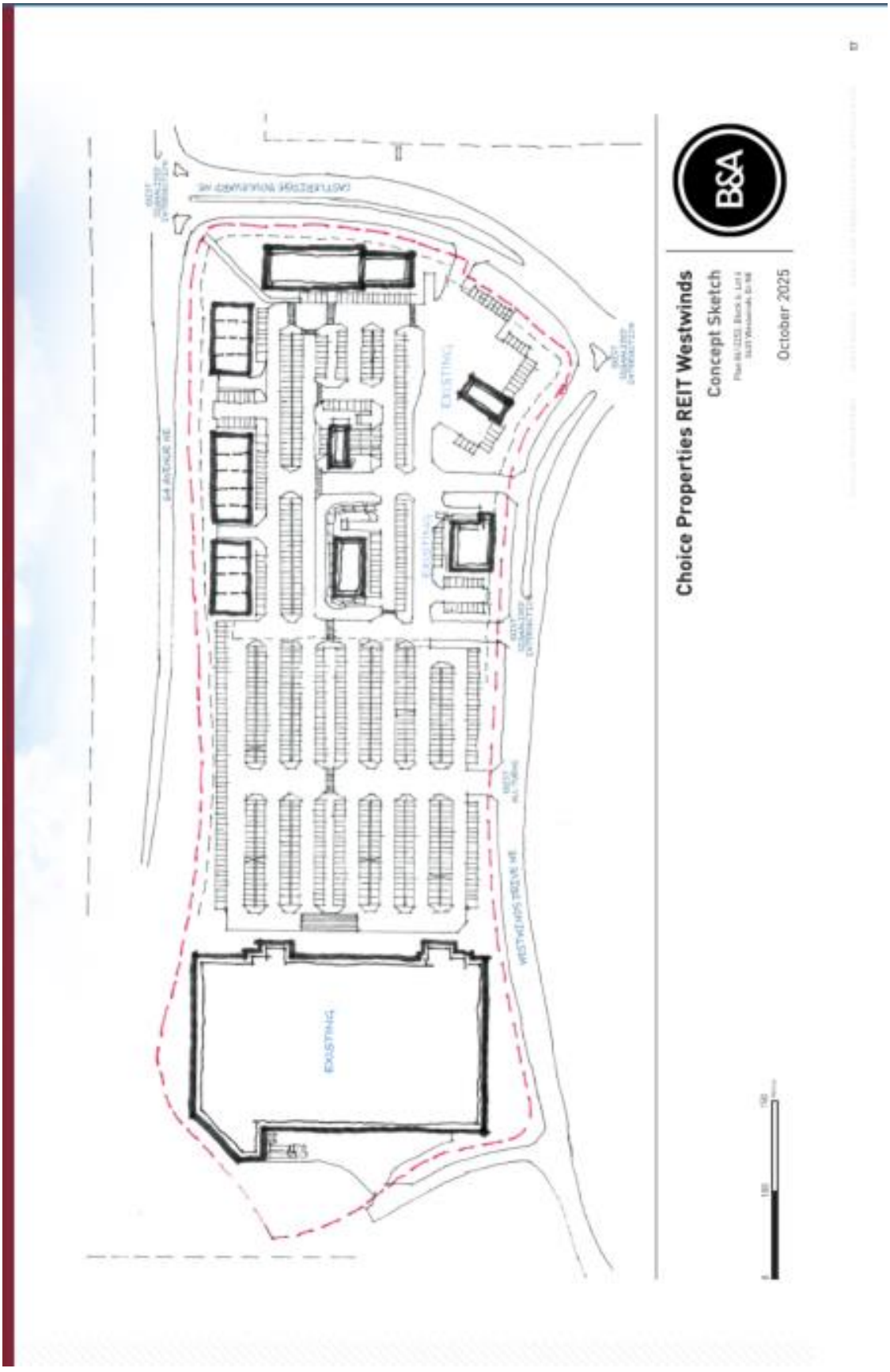
In addition, the site is accessible via all modes of travel and only generates limited increase in peak period vehicular traffic that can easily be addressed by minor intersection improvements. As such, we respectfully request Administration's support of the proposed redesignation application.

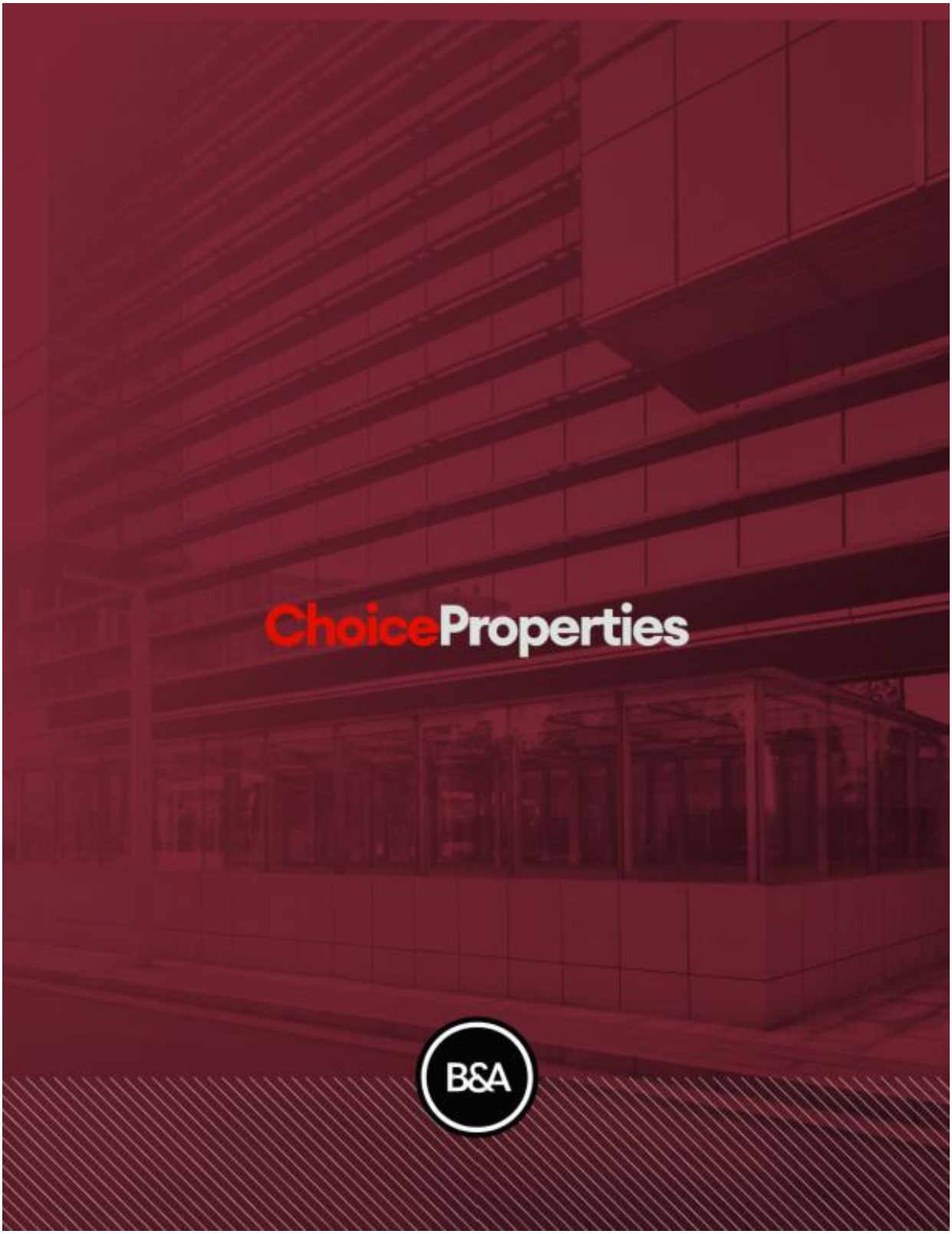



APPENDIX A
Proposed Land Use Map


PROPOSED LAND USE
EXISTING LAND USE
LAND USE STATISTICS
CHOICE PROPERTIES REIT WESTWINDS
LAND USE REDESIGNATION
B&A


APPENDIX B
Site Concept


B&A
Choice Properties REIT Westwinds
Concept Sketch
October 2025
EXISTING
EXISTING
EXISTING
EXISTING
WESTWINDS DRIVE NE
54 AVENUE NE


ChoiceProperties
B&A

Applicant Outreach Summary

2026 March 4

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Westwinds Centre Land Use

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)

Outreach included:

- Emailing the Martindale and Falconridge/Castleridge Community Associations of the application and requested a meeting on three occasions (October 24, November 7, and December 16). No response to the emails and request to meet was received.
- Notified and met with area Councillor to share information about the application.
- A mail-out postcard informing area residents of the application was distributed to over 400 neighbouring residents and businesses. No comments or concerns received from the mail-out.

Affected Parties

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

Adjacent residents and businesses, two local community associations, and the local Councillor.

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.

No comments received from area residents, business or community associations.

Confirmed with area Councillor the proposed height is to address the existing building to ensure conformity, not for the proposed development height. Discussed the possibility of allowing right-in/right-out access to 64 Avenue NE at the Development Permit stage. Provided copy of mail-out and map of distribution area.

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

No need for plan changes as plan layout will be addressed at the Development Permit stage.

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

No comments received to be addressed.

calgary.ca/planningoutreach

PROPOSED

CPC2026-0199
ATTACHMENT 4

BYLAW NUMBER 51D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0210/CPC2026-0199)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

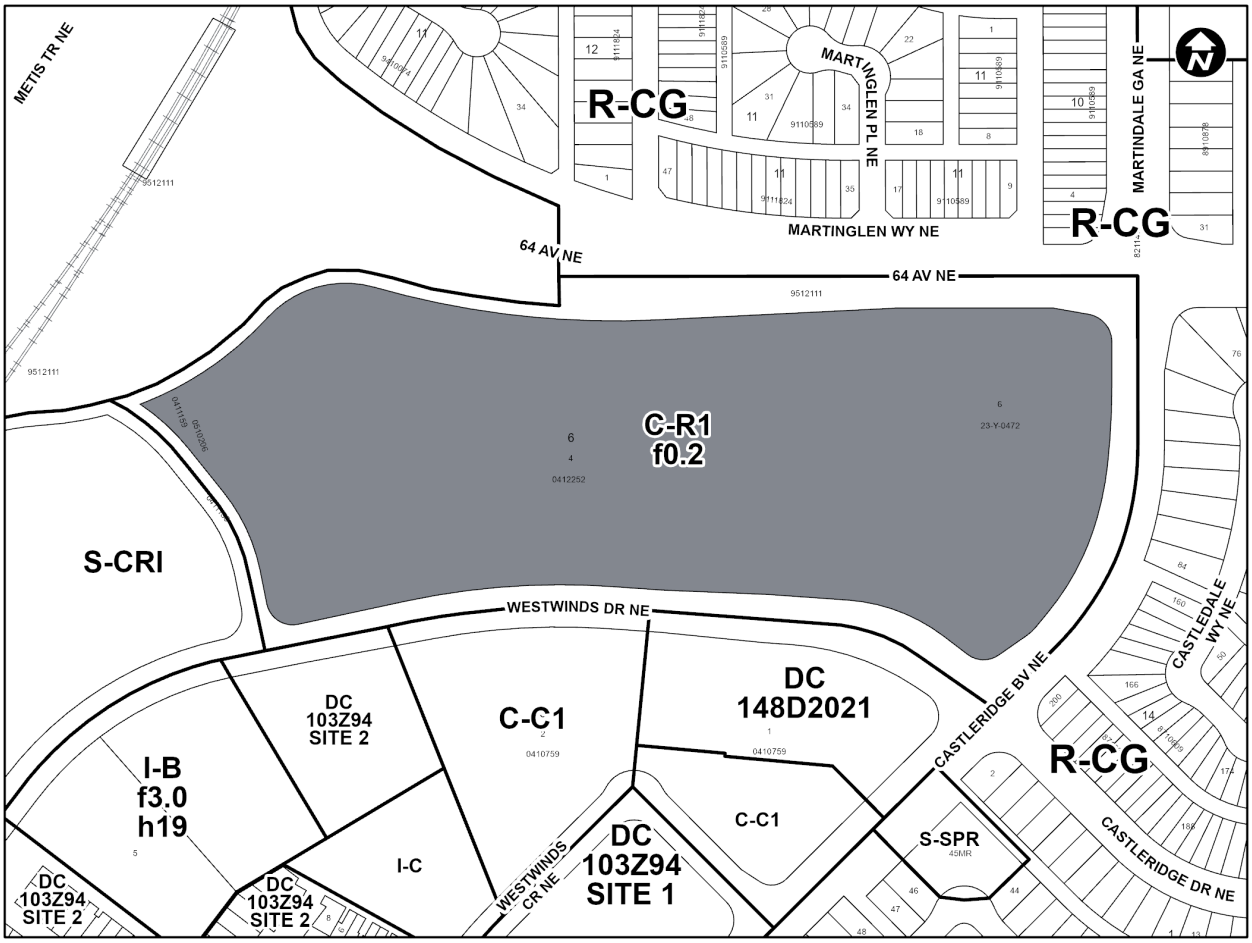
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0210/CPC2026-0199
BYLAW NUMBER 51D2026

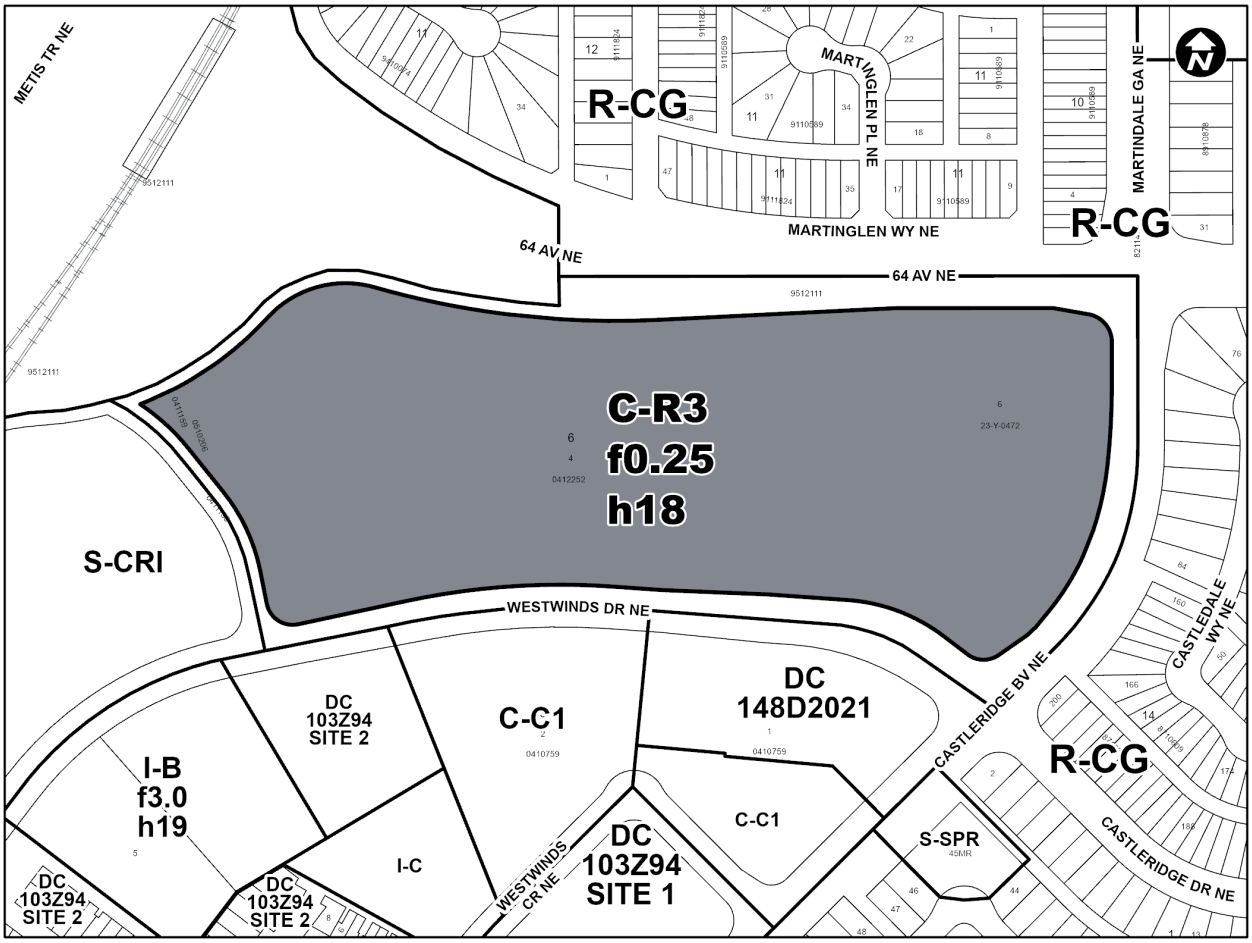
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0210/CPC2026-0199
BYLAW NUMBER 51D2026

SCHEDULE B



Land Use Amendment in Tuxedo Park (Ward 7) at multiple addresses, LOC2025-0256

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.11 hectare ± (0.28 acre ±) located at 302, 306 and 308 – 28 Avenue NE (Plan 2617AG, Block 38, Lots 23 to 26) from Residential – Grade-Oriented Infill (R-CG) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 12:

That Council give three readings to **Proposed Bylaw 47D2026** for the redesignation of 0.11 hectare ± (0.28 acre ±) located at 302, 306 and 308 – 28 Avenue NE (Plan 2617AG, Block 38, Lots 23 to 26) from Residential – Grade-Oriented Infill (R-CG) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District.

Opposition to Recommendation: Commissioner Boechler

HIGHLIGHTS

- This application proposes to redesignate the parcel to Multi-Residential – Contextual Grade-Oriented (M-CG) District to allow for development of up to 12 dwelling units with a maximum height of 12 metres (four storeys).
- The proposal is in alignment with the *Municipal Development Plan* (MDP) and the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would increase the variety and availability of urban, inner-city housing choices within walking distance of transit, including a future Green Line LRT station.
- Why does this matter? The proposal would enable redevelopment of several aging residential properties, providing increased housing and reinvestment within an inner-city neighbourhood.
- A development permit has not been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application in the community of Tuxedo Park was submitted on 2025 December 30 by Horizon Land Surveys on behalf of the landowners, 2160003 Ontario Inc. (Ravinder Sighu), 2498015 Alberta Ltd. (Ravinder Sighu), 2675053 Alberta Ltd. (Ravinder Sighu), Manpreet Sidhu, Karamjot Sidhu and Swarn Sidhu. As noted in the Applicant Submission (Attachment 2), their intent is to redevelop the property for multi-residential uses.

This approximately 0.11 hectare (0.28 acre) site is located on the northeast corner of 28 Avenue NE and 2 Street NE. It is currently developed with three single-detached dwellings.

Land Use Amendment in Tuxedo Park (Ward 7) at multiple addresses, LOC2025-0256

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 distributed post cards to all residents within a 100-metre radius of the site, conducted in-person visits to homes to discuss the proposal and contacted the Tuxedo Park Community Association (CA) and Ward 7 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 a total of 16 letters of opposition, including the following areas of concern:

- density – too many units;
- character – out of context with surrounding neighbourhood;
- parking – too many anticipated vehicles in an area experiencing a shortage of on-street parking;
- traffic – increase in traffic as a result of greater density;
- impact to infrastructure – existing water, sanitary and stormwater infrastructure cannot handle additional population and development;
- construction nuisance – nuisance caused by construction and increased traffic; and
- heritage value – architectural design and building form doesn't respect the existing neighbourhood context and style of older homes and properties.

No feedback was received from the Tuxedo Park CA. Administration contacted the community association on 2026 February 23 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. It supports opportunities for multi-residential development that is consistent with the surrounding development, well connected to services, jobs and transit and is aligned with city policy. The building and site design, number of units, on-site parking, infrastructure capacity, landscaping, amenity areas and architecture 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 out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social
The proposed M-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.

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

Economic
The proposed land use district would allow for a more efficient use of land, existing infrastructure and services and will provide more compact housing in the community.

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this application.

ATTACHMENTS
1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 47D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The site is located in the northeast community of Tuxedo Park at the northeast corner of 28 Avenue NE and 2 Street NE, approximately 350 metres (a six-minute walk) east of Centre Street N and 100 metres (a two-minute walk) west of Edmonton Trail NE. The site is approximately 0.11 hectares (0.28 acres) in size and is approximately 30 metres wide by 37 metres long. The site fronts onto 28 Avenue NE and the site has access to a rear lane. Three single-detached dwellings currently exist on site.

Surrounding development is characterized by primarily single detached and semi-detached dwellings; however, there are approximately five rowhouse/townhouse style developments either actively being constructed or recently approved in the surrounding area.

The site is within a 600-metre radius (a 10-minute walk) of schools, parks and two community association halls, as well as multiple streets offering both on-street bike lanes and vehicular access to downtown Calgary and other areas. In addition, the site is within 400 metres (a seven-minute walk) of a future Green Line LRT station, along with multiple other transit options within the area.

Community Peak Population Table

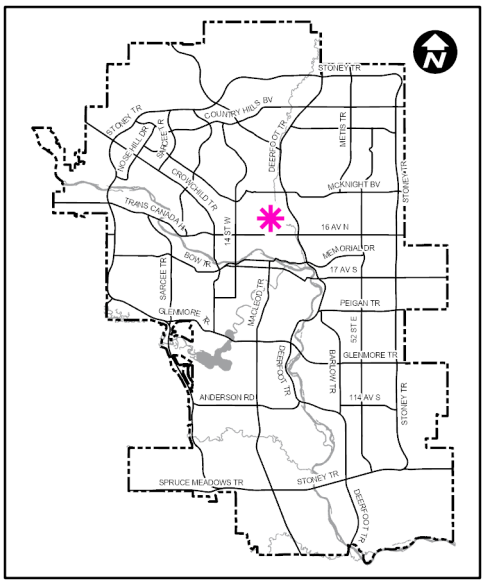
As identified below, the community of Tuxedo Park reached its peak population in 2019.

Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0%

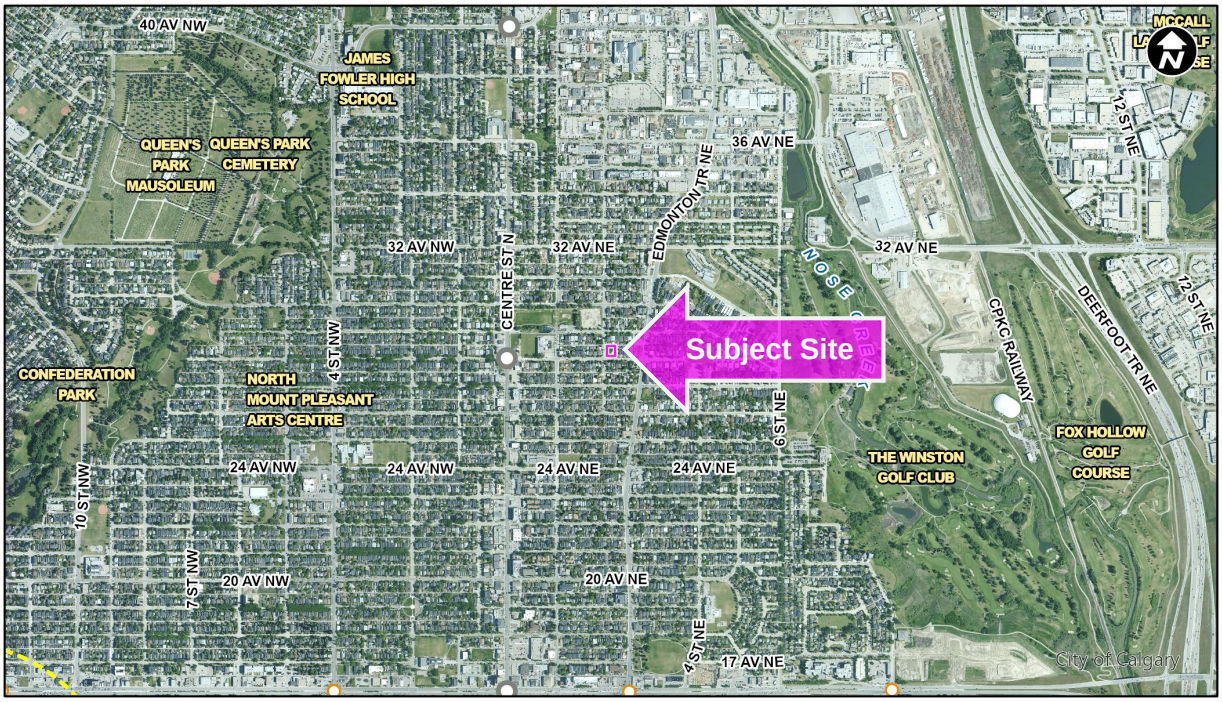
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the Tuxedo Park Community Profile.

Location Maps









Previous Council Direction

None.

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, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site area, this would allow up to eight dwelling units.

The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District provides for grade-oriented multi-residential development in a variety of forms in the developed area and allows for varied building height and front setback areas in a manner that reflects the immediate context. The M-CG District allows for a maximum building height of 12 metres and a maximum density of 111 units per hectare. Based on the subject site area, this would allow for up to 12 dwelling units.

Secondary suites are allowed in both the R-CG District and M-CG District and do not count towards allowable density. Under the M-CG District rules, the subject site would require 0.625 motor vehicle parking stalls per dwelling unit and secondary suite.

Development and Site Design
The rules of the proposed M-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

Transportation

Pedestrian access to the site is provided by separate sidewalks along 28 Avenue NW and 2 Street NW. The Always Available for All Ages and Abilities (5A) Network has the following elements in proximity to this site:

- to the north, an on-street bikeway is planned for 30 Avenue NE;
- to the south, an on-street bikeway is planned for 24 Avenue NE; and
- to the west, 1 Street NE includes an existing on-street bikeway.

The site is well served by Calgary Transit, with the nearest bus stops located approximately 160 metres (a three-minute walk) on Edmonton Trail at 27 Avenue NE. Route 4 (Huntington) and Route 5 (North Haven) operate on the same route, in opposite directions. Destinations include downtown Calgary. In addition, convenient vehicular access to downtown Calgary exists with connections to Edmonton Trail NE and Centre Street N.

A Transportation Impact Assessment was not required for this application.

Environmental Site Considerations
No environmental concerns were identified.

Utilities and Servicing
Water, sanitary and storm service connections are available.

Legislation and Policy

South Saskatchewan Regional Plan (Statutory – 2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The site is located within an Urban Main Street area, as indicated on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). Urban Main Streets (Section 3.4.2) provide for a high level of residential and employment intensification along an Urban Boulevard Street type (Edmonton Trail). An Urban Boulevard is a multi-modal street with strong focus on walking, cycling and transit with a mix of higher intensity residential and business uses. An Urban Main Street should contain a broad range of employment, commercial and retail uses as well as housing (form, tenure and affordability) to accommodate a diverse range of the population. Apartments, mixed-use developments and ground-oriented housing are encouraged. While the highest densities should be located fronting the main street itself, the proposal aligns with the intent for intensity to decrease toward the existing lower-density fabric of the surrounding community.

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.

North Hill Communities Local Area Plan (Statutory – 2021)
The site is in the Neighbourhood Local urban form category, according to Map 3: Urban Form and the Low - Modified (up to 4 storeys) building scale area, according to Map 4: Building Scale of the *North Hill Communities Local Area Plan* (LAP). The subject site is not located within an

identified Urban Main Street, as shown in Map 2: Community Characteristics and Attributes. This is because the LAP provides a more precise level of land use policy compared to the MDP.

Section 2.2.1.6 Neighborhood Local supports building forms containing three or more residential units in transit station areas, near or adjacent to a main street or activity centre, on higher activity streets and where the parcel has a lane and parking can be accommodated on site. The subject site has lane access and the applicant believes parking can be accommodated on site; therefore, the proposal is supported by the relevant policies of the LAP.

Applicant Submission

2025 December 30

Company Name (if applicable):
Horizon Land Surveys

LOC Number (office use only):

Applicant's Name:
Lei Wang

Date:
Dec. 23rd, 2025

On behalf of the landowner, please accept this application to redesignate a combined +/-0.111 hectare site from R-CG to M-CG to allow for:

- multi-residential development designed to provide some or all units with direct access to grade
- multi-residential development of low height and low density
- allows for varied building height and front setback areas in a manner that reflects the immediate context
- multi-residential development in close proximity or adjacent to low density residential
- provides landscaping to complement the design of the development and to help screen and buffer elements of the development that may have impacts on residents or nearby parcels
- the uses listed in the proposed M-CG designation.

The combined three lots 302-308 28 Ave NE are located in the community of Tuxedo Park by the intersection of 2 Street and 28 Ave NE. Among those three, 306-308 are built in 1910s with 302 was built in 1940s. Although still livable, those houses are reaching the end of their lift and needs to be rebuilt.

The sites combined is 0.111 hectares in size. A rear lane exists to the north of the site. Vehicle access to the parcel is available and will be via the rear lane. The site is within Edmonton Trail main street where many commercial, social, recreational and public transit are located. The site is also in close proximity to Centre Street, Tuxedo Park Community Association, Tuxedo Corner Playground, etc.

North Hill Communities Local Area Plan define the lots as neighborhood local with building scale of up to 4 storeys. The policy says building forms that contain three or more residential units should be supported in the following areas: within transit station areas; near or adjacent to an identified main street or activity centre; on higher activity streets such as where there are adjacent regional pathways or higher volumes of private vehicle or pedestrian activity in a community; where the parcel has a lane and

parking can be accommodated on site.

The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and row housing. The Municipal Development Plan also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit. The proposal is in keeping with the relevant policies of the MDP as the rules of the M-CG provide for development forms that may be sensitive to existing residential development in terms of height, built form and density.

With the lot being a corner lot, the impacts of higher density use on neighbouring lower density properties can be reduced. Housing that faces both streets adds to the residential appearance of the side streets and tends to slow traffic and enhance pedestrian safety and experience on adjacent sidewalks.

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

FOIP DISCLAIMER: The personal information on this form is being collected under the authority of The Freedom of Information and Protection of Privacy (FOIP) Act, Section 33(c). It will be used to provide operating programs, account services and to process payments received for said services. It may also be used to conduct ongoing evaluations of services received from Planning & Development. Please send inquiries by mail to the FOIP Program Administrator, Planning & Development, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.

Applicant Outreach Summary

2025 December 30

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 302-308 28 Ave NE

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

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

Outreach Strategy

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

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

On Dec. 9th, 2025, our staff did post card deliver to residents within a 100 meters radius and spoke with residents at home. On Jan. 30th, 2026, we did another round of letter deliver to residents within 100 meters.

On Jan. 6th, 2026, we contacted Councillor Atkinson office for comments. Councillor provides no comments, but expect us to actively engage with local residents and community association
On Dec. 10th, 2025 and Jan. 6th, 2026, we contacted the community association.

Stakeholders

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

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

calgary.ca/planningoutreach

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 received three emails and two phone calls with regards to the project. Two emails expressive opposition citing traffic, parking, garbage bin collection, infrastructure in the area and property value loss.

One email took a neutral position while suggest a mixed of townhouse and singles or semi-detached.

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 will carefully evaluate those at DP stage to make sure those concerns are incorporated into the design.

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

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

calgary.ca/planningoutreach

Community Outreach Assessment Tool

The City has created this optional assessment tool which is designed to help you navigate the decision to undertake outreach and provides guidance on high-level outreach considerations based on the impact of your proposed project and the community complexity.

When filling this out, it can be helpful to do some initial research into past projects in the area as this will help inform your answers for more accurate results. Also, ensure when you are answering these that you are putting yourself in the shoes of the community. Remember that how you answer today, is reflective of the context of today and isn't a guarantee that no issues will arise in the future as you move through your process.

COMMUNITY IMPACT	1 Point	2 Points	3 Points	Enter Values
How similar is your project to what already exists in the community?	Similar projects exist in the community and is a low level of change for community.	Community is not that familiar with this project type and will be a moderate change.	Major change or redevelopment being proposed and likely a big change for the community.	1
What is the duration of your project (to occupancy)?	Under 2 years	3 - 5 years	5 + years	1
How broadly will this project impact the surrounding community?	Likely to affect immediate neighbours.	Could have an impact within a few blocks.	Likely to have an impact community - wide.	1
How common is redevelopment within the community?	Redevelopment is common in community.	Moderate redevelopment has occurred.	Little to no redevelopment has occurred.	1
TOTAL				4
COMMUNITY COMPLEXITY	**1 Point**	**2 Points**	**3 Points**	**Enter Values**
How do you anticipate the community will react to this project?	Little attention - project unlikely to be a public issue.	Anticipate there will be some attention. Disagreement or differing opinions are expected.	Anticipate this to be a highly sensitive issue.	2
How inclined will the community be to accept this project?	Likely minimal to no issues anticipated.	Some issues anticipated.	Many issues are anticipated.	2
What level of influence does the community have over project decisions?	No decisions open for input, willing to inform the community of project details.	Willing to listen to community and learn about their ideas and respond where possible	Willing to collect input to influence specific project decisions.	2
TOTAL				6

IMPACT SCORE

4 to 6	1
7 to 9	2
10 to 12	3

COMPLEXITY SCORE

3 to 5	A
6 to 9	B

	COMMUNITY COMPLEXITY	
COMMUNITY IMPACT	3A	3B
	2A	2B
	1A	1B

Your Project's Score: 1 B

Outreach Approach Assessment	
Direct approach (1A, 1B)	Your project is likely of low impact to the community and is not proposing a major change or disruption. For higher complexity, you may have to put a bit more effort in developing content to educate and inform The community about your project details. Consider choosing 2 - 3 tactics suited for a targeted audience*.
Moderate approach (2A, 3A)	Your project is of medium to high impact for the community, but is not very complex and likely little attention and/or issues are expected. Given the level of impact consider expanding your reach beyond the immediate neighbours to inform them of the project details and collect input if needed. Consider choosing 4 - 6 tactics for a range of targeted and broader audiences*
Comprehensive approach (2B, 3B)	Your project is of medium to high impact for the community, and of higher complexity. There are likely issues that will need to be mitigated and addressed and extra effort will be needed to educate and inform the community about your project. Consider a broader approach with the community and be open to an iterative process with multiple tactics where input could help inform better decisions*.

19-00155896

*For an overview of outreach tactics and techniques you could consider, click here.

calgary.ca/planningoutreach


1 ST NE
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29 AV NE
2 ST NE
EDMONTON TR NE
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201B
201
D
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PR

50

PROPOSED

CPC2026-0220
ATTACHMENT 4

BYLAW NUMBER 47D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0256/CPC2026-0220)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

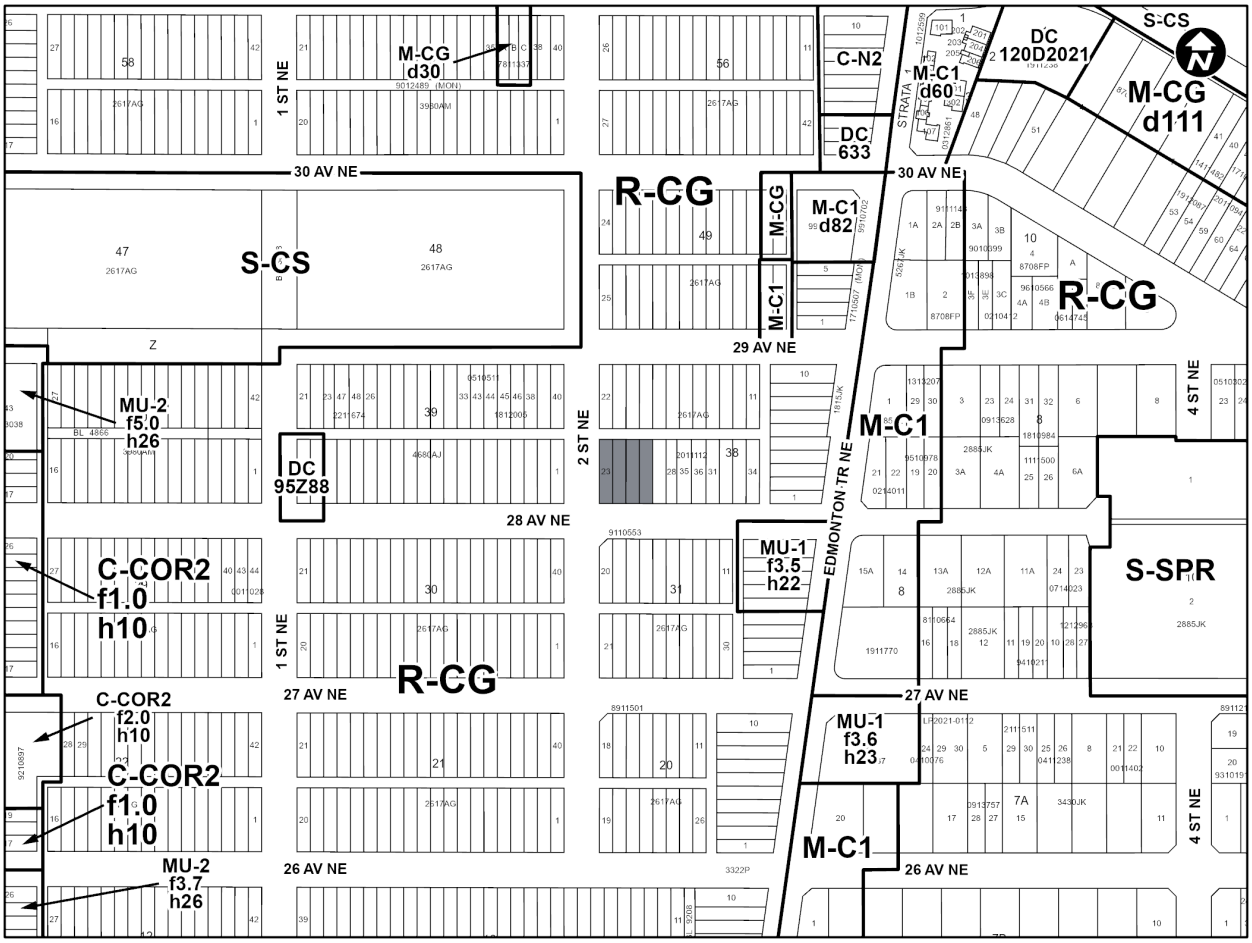
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0256/CPC2026-0220
BYLAW NUMBER 47D2026

SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0256/CPC2026-0220
BYLAW NUMBER 47D2026

SCHEDULE B



Land Use Amendment in Banff Trail (Ward 7) at 2471 – 23 Street NW, LOC2025-0171

RECOMMENDATIONS:

That Calgary Planning Commission:

1. Forward this report (CPC2026-0250) to the 2026 May 12 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 0.11 hectares ± (0.27 acres ±) located at 2471 – 23 Street NW (Plan 9110GI, Block 4, Lot 21) from Multi-Residential – High Density Low Rise (M-H1f3.6h20d280) to Direct Control (DC) District to accommodate multi-residential development, with guidelines (Attachment 2).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 APRIL 16:

That Council give three readings to **Proposed Bylaw 63D2026** for the redesignation of 0.11 hectares ± (0.27 acres ±) located at 2471 – 23 Street NW (Plan 9110GI, Block 4, Lot 21) from Multi-Residential – High Density Low Rise (M-H1f3.6h20d280) to Direct Control (DC) District to accommodate multi-residential development, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject parcel to a Direct Control (DC) District based on the Multi-Residential – High Density Medium Rise (M-H2) District to address unusual site constraints created by the irregular shape of the subject site.
- This proposal supports the transit-oriented development vision for the Banff Trail community and is in keeping with the relevant policies of the *Municipal Development Plan* (MDP) and the *South Shaganappi Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This proposal would allow for more housing options within the community and more efficient use of existing infrastructure, public amenities and transit.
- Why does this matter? By providing new housing options close to the existing Banff Trail Light Rail Transit (LRT) Station, it may increase population diversity near existing transit infrastructure while accommodating the evolving needs of different age groups, lifestyles and demographics.
- A development permit for a multi-residential development has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, located in the northwest community of Banff Trail, was submitted on 2025 August 25 by Modern Office of Design + Architecture on behalf of the landowner, Banff Trail 2471 Development Corporation. This application proposes a redesignation to a DC District to enable the development of a multi-residential development, as indicated in the Applicant

Submission (Attachment 3). A development permit (DP2025-05477) for a multi-residential development with 64 units was submitted on 2025 September 23 and is under review.

The approximately 0.11 hectare (0.27 acre) site is located at the corner of 24 Avenue NW and 23 Street NW and is currently developed with a single detached dwelling with a detached garage. The site is approximately 400 metres northeast of the Banff Trail LRT Station (a seven-minute walk) away. The site is also within the Core Zone of the Banff Trail LRT Station where these areas are envisioned to be developed with higher building scales.

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, a consultant on behalf of the applicant conducted a virtual meeting with the Banff Trail Community Association (CA) and hosted an in-person open house at the community association on 2025 October 30. In addition, the applicant delivered 250 post cards to nearby properties advertising the open house and project. 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 two letters of opposition from the public, noting areas of concern including increased parking and traffic, shadowing and impacts to utilities.

The CA provided a response stating it did not have any comments on the proposed land use (Attachment 5).

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate based on providing additional housing choice in an area designated as a Core Zone for the Banff Trail Station Area and applying site specific development rules to address the surrounding context. A multi-residential development will provide opportunities for more people to live in an established community supported by nearby amenities including the Banff Trail LRT and the University of Calgary. The future building and site design, including landscaping, parking, waste and recycling will be considered at the development permit stage.

Land Use Amendment in Banff Trail (Ward 7) at 2471 – 23 Street NW, LOC2025-0171

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

IMPLICATIONS

Social
The proposed DC District would allow for higher density development to accommodate the housing needs of diverse demographics, income levels, and lifestyles. The development of these lands would promote more efficient use of land and infrastructure, support surrounding uses and amenities and introduce additional housing units near public transit.

Environmental
This land use amendment does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050.* Opportunities to align the future development on this site with applicable climate strategies are being explored through the development permit application.

Economic
The proposal would contribute to Calgary's housing supply and provide for greater housing options, while making more efficient use of existing infrastructure and services. It would also enhance transit ridership and support local business and employment opportunities within surrounding communities.

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 63D2026**
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 northwest community of Banff Trail at the corner of 24 Avenue NW and 23 Street NW. The site is approximately 0.11 hectares (0.27 acres) in size and is approximately 38 metres wide by 30 metres deep. The parcel is currently developed with a single detached dwelling with a detached garage.

Surrounding development is generally characterized by a mix of low density residential, commercial, special purpose and direct control districts. Parcels surrounding the development are designated as Residential – Grade-Oriented Infill (R-CG) District. Directly east of the site is designated as a Direct Control (DC) District (Bylaw 104D2021) that allows mixed use and multi-residential development. Parcels located to the north and west of the site are designated as special purpose districts including Special Purpose – Community Institution (S-CI) District and Special Purpose – Recreation (S-R) District. While parcels to the south are designated as Commercial – Corridor 2 (C-COR2) and a variety of DC Districts surrounding the Banff Trail Transit Station Area.

The site is located near public transit, recreational and institutional opportunities. The parcel has a frontage along 23 Street NW which provides direct access to the Banff Trail Light Rail Transit (LRT) Station which is approximately 400 metres southwest (a seven-minute walk) away. The University of Calgary Campus and McMahon Stadium are approximately 650 metres (an 11-minute walk) north and west of the site.

Community Peak Population Table

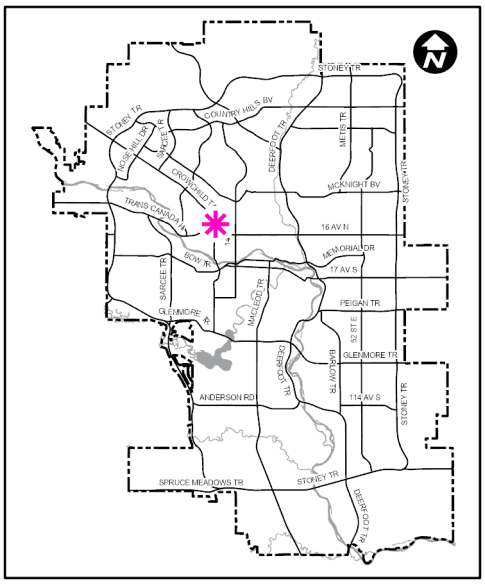
As identified below, the community of Banff Trail reached its peak population in 1968.

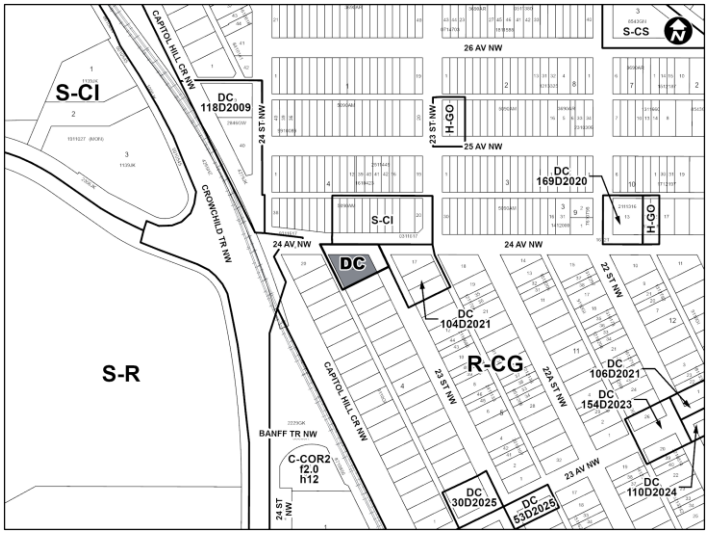
Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2019 Current Population	4,153
Difference in Population (Number)	- 730
Difference in Population (Percent)	- 14.9%

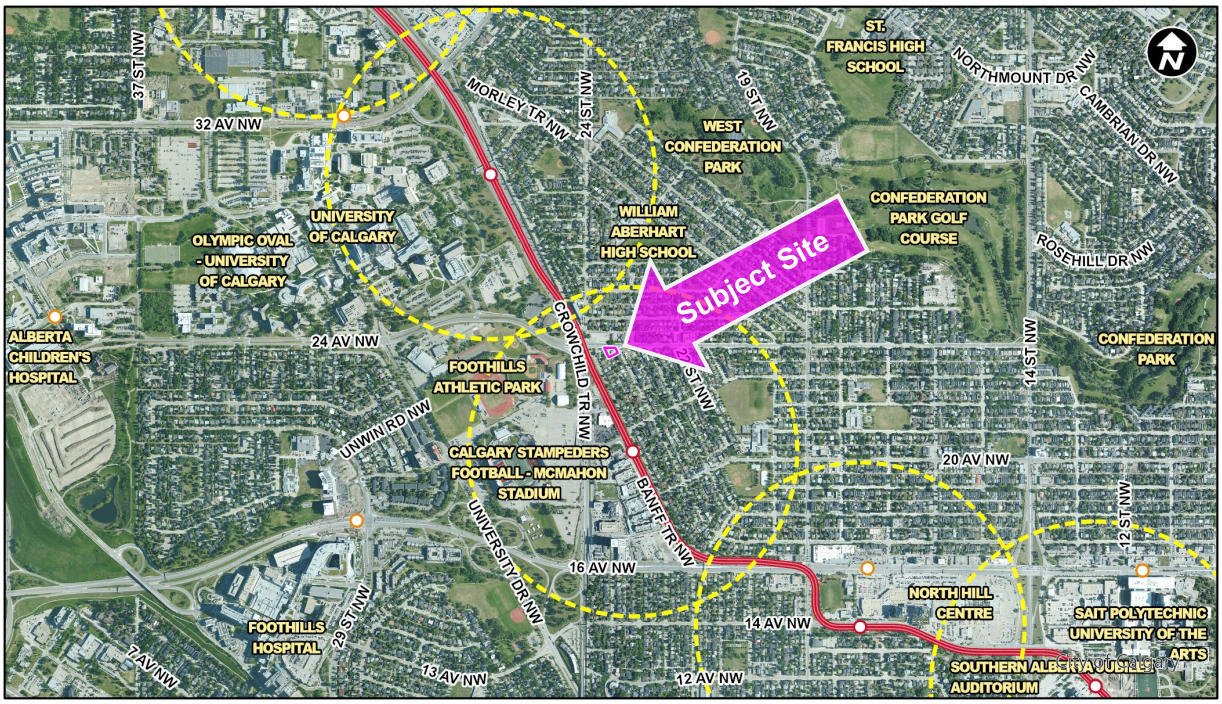
Source: *The City of Calgary 2019 Civic Census*

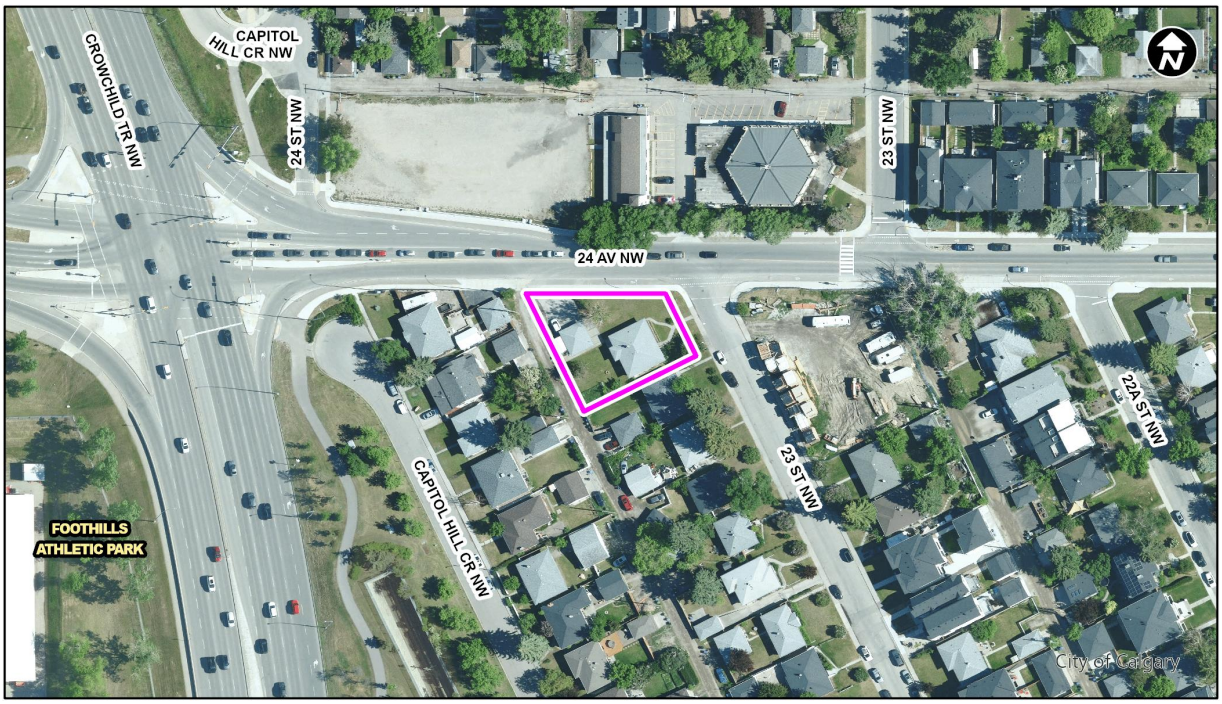
Additional demographic and socio-economic information may be obtained online through the Banff Trail Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Multi-Residential – High Density Low Rise (M-H1) District accommodates multi-residential development in variety of forms and is typically located near community nodes, transit and transportation corridors. The current M-H1 District has modifiers that allow a maximum floor area ratio (FAR) of 3.6, a maximum building height of 20 metres (approximately five to six storeys) and a maximum density of 280 units per hectare.

The proposed Direct Control (DC) District is based on the Multi-Residential – High Density Medium Rise (M-H2) District. The proposed DC District will allow for a maximum building height of 26.0 metres (approximately six to eight storeys) and a minimum density of 150 units per hectare, with no maximum density. The intent of the DC District is to establish specific rules for setbacks and building height and exclude specific uses on the site. The setback rules allow for no minimum building setback with a street or a lane and a minimum 3.0 metre building setback from a property line shared with another parcel. Additionally, the DC District excludes Secondary Suite, Backyard Suite, Duplex Dwelling, Semi-detached Dwelling and Single Detached Dwelling uses.

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 unusual site constraints caused by the triangular shape of the parcel along with the reduced frontage along 23 Street NW. The use of a

DC District with allow for the applicant's intended built form, which 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. The DC District also includes a rule that allows the Development Authority to relax Sections 8, 9(2) and 9(3) of the DC District Bylaw. This is to allow for flexibility for building setbacks and chamfers at the development permit approval stage.

Development and Site Design
A development permit (DP2025-05477) for a multi-residential building is currently being reviewed by Administration. The review of the development permit will include a review of the proposed land use, maximum building height, building massing, landscaping and parking provisions to ensure alignment with applicable policies and design guidelines. Based on the site's location within a Transit Station Core Zone, additional considerations will be addressed through the development permit process including interface with adjacent developments, pedestrian connectivity and transit supportive site planning.

Transportation
Pedestrian access is available from the existing sidewalks on 23 Street NW and 24 Avenue NW. Vehicle access to the site is available from the rear lane. On-street parking is restricted along 23 Street northbound and southbound (2 hours, 7:00 a.m. – 11:00 p.m., Monday to Friday) and no on-street parking is allowed along 24 Avenue NE both directions adjacent to the proposed development.

Existing on-street bikeways, which are part of the current Always Available for All Ages and Abilities (5A) Network, are situated along 22 Street NW, 20 Avenue NW, 24 Avenue NW, Capitol Hill Crescent NW and an existing pathway along Crowchild Trail NW. These bikeways facilitate access to and from the site by supporting alternative modes of transportation.

The subject site is well served by public transit and has direct access to Banff Trail LRT Station, approximately 400 metres southwest of the site (a seven-minute walk). The subject site is approximately 700 metres south (a 12-minute walk) from Route 65 (Market Mall/Downtown West) located along Morley Trail NW eastbound at 24 Street NW. In addition, it is approximately 900 metres east (a 15-minute walk) from a bus stop located along University Drive NW northbound at 24 Avenue NW with access to Route 9 (Dalhousie Station/Chinook Station), Route 19 (16 Avenue North), Route 20 (Heritage Station/Northmount Dr N), Route 90 (Bridgeland/University of Calgary) and Route 104 (Sunnyside/University of Calgary).

Vehicular access to the proposed development is anticipated to be from the rear lane. A parking study was 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 the site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The subject site is located within the Developed – Residential Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The proposal contributes to achieving applicable MDP policies that encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, while delivering modest and incremental benefits to climate resilience.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address 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 review of the development permit.

South Shaganappi Communities Local Area Plan (Statutory – 2025)
The *South Shaganappi Communities Local Area Plan* (LAP) designates this site as part of the Neighbourhood Connector urban form category, as referenced in (Map 3: Urban Form). Neighbourhood Connector areas are predominantly residential, with provisions for a variety of work-live units and home-based businesses. Additionally, the site falls within the Mid building scale designation, which permits development of up to 12 storeys, as outlined in Map 4: Building Scale.

The subject site is within the Banff Trail Core Zone (Figure 9: Banff Trail Station Area). The Banff Trail LRT Station connects the University of Calgary, Foothills Athletic Park, and the Banff Trail community. These areas are envisioned to accommodate mixed-use development that supports transit infrastructure and promotes a walkable, well-connected neighbourhood. As such, the proposed land use amendment is in alignment with the applicable policies of the LAP.

PROPOSED

CPC2026-0250
ATTACHMENT 2

BYLAW NUMBER 63D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0171/CPC2026-0250)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

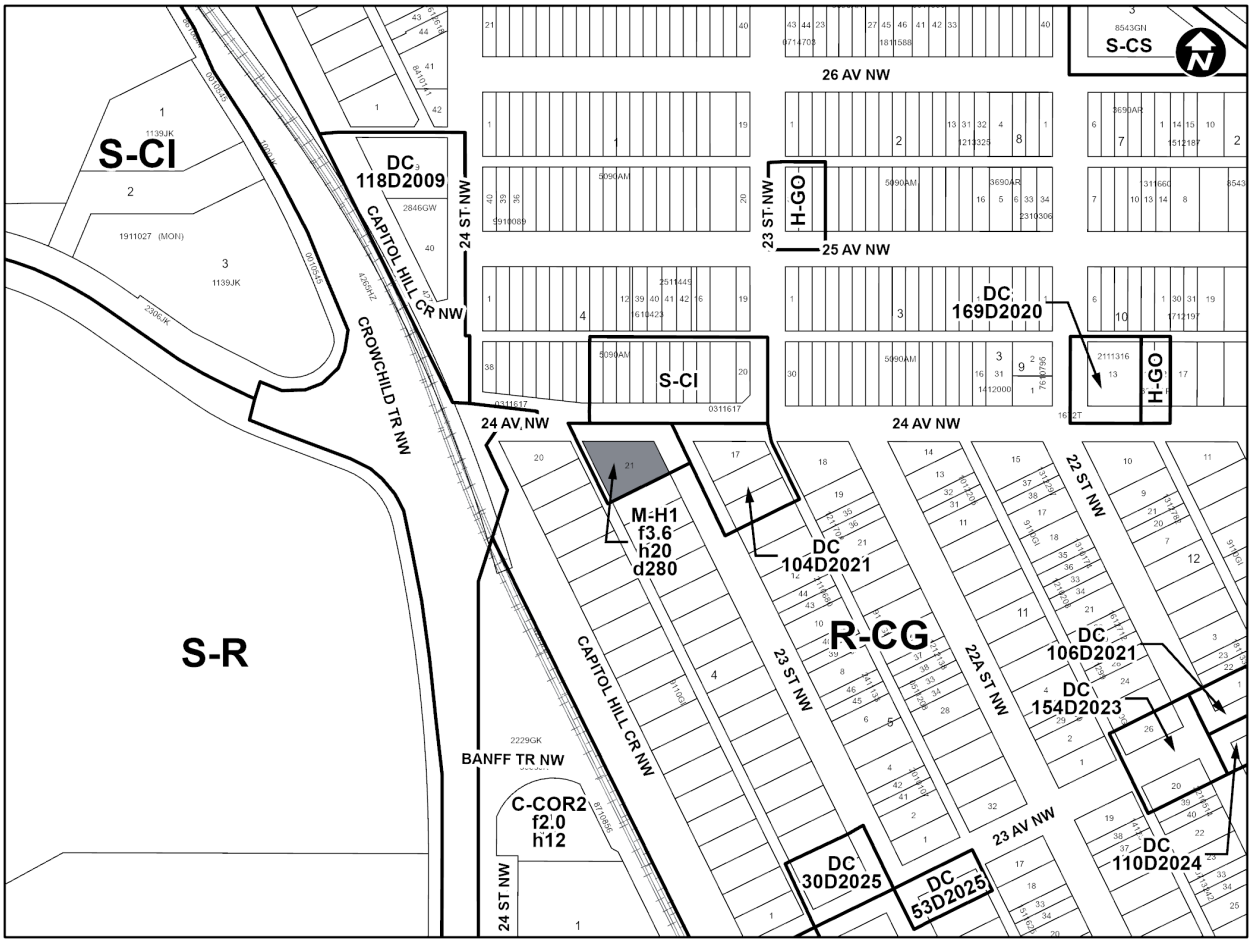
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0171/CPC2026-0250
BYLAW NUMBER 63D2026

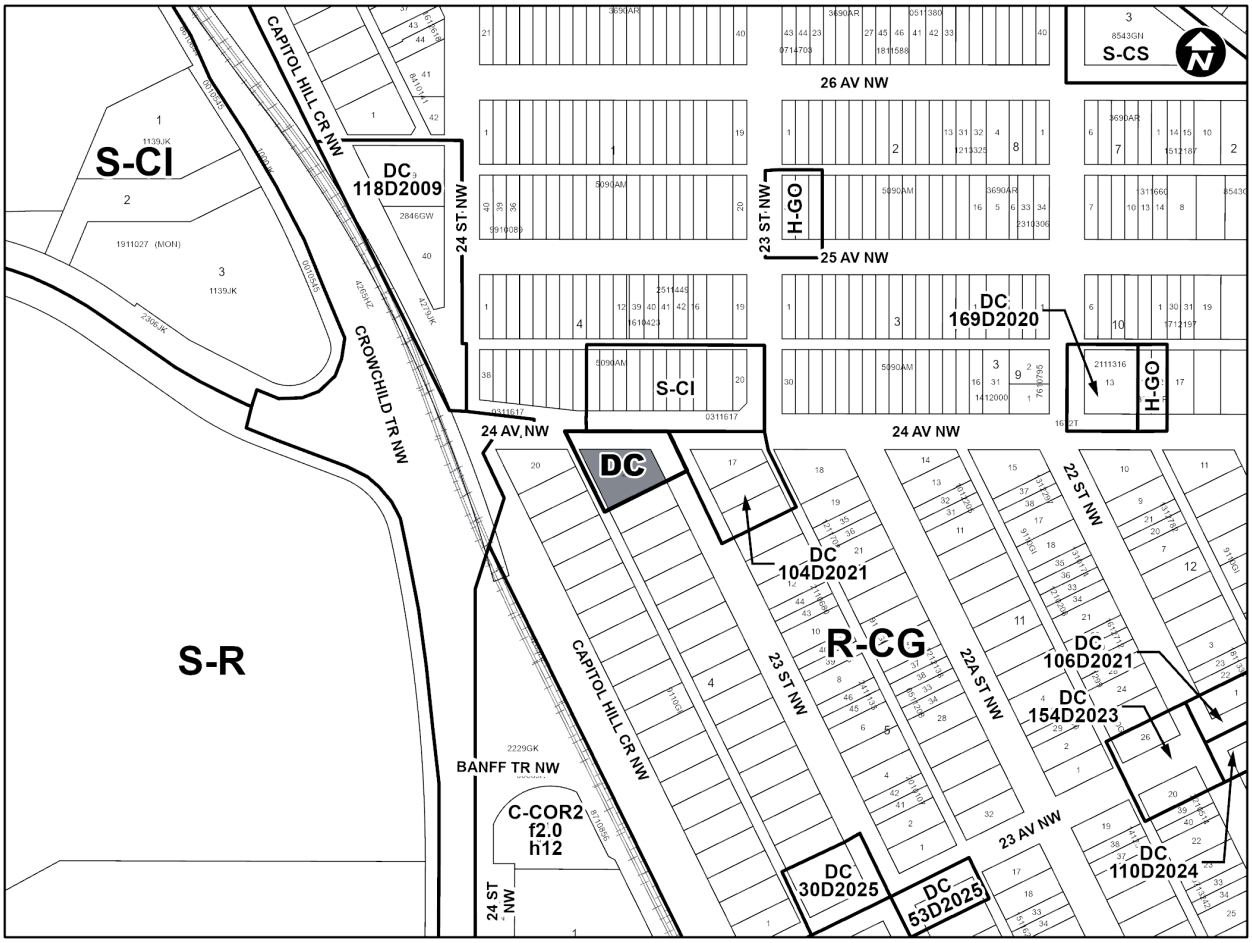
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0171/CPC2026-0250
BYLAW NUMBER 63D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

(a) establish specific rules for setbacks and building height; and

(b) exclude specific uses on the site.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

PROPOSED

AMENDMENT LOC2025-0171/CPC2026-0250
BYLAW NUMBER 63D2026

Permitted Uses

4 The ***permitted uses*** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District with the exclusion of:

(a) **Secondary Suite**.

Discretionary Uses

5 The ***discretionary uses*** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the exclusion of:

(a) **Backyard Suite**;
(b) **Duplex Dwelling**;
(c) **Semi-detached Dwelling**; and
(d) **Single Detached Dwelling**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District.

Setback Area

7 The depth of all ***setback areas*** must be equal to the minimum ***building setback*** required in Section 8 of this Direct Control District Bylaw.

Building Setbacks

8 **(1)** The minimum ***building setback*** from a ***property line*** shared with a ***street*** or a ***lane*** is zero metres.

(2) The minimum ***building setback*** from a ***property line*** shared with another ***parcel*** is 3.0 metres.

Building Height

9 **(1)** Unless otherwise referenced in subsections (2) and (3), the maximum ***building height*** is 26.0 metres.

(2) Where a ***parcel*** shares a ***property line*** with a ***lane***, the maximum ***building height*** is reduced to 14.0 metres from ***grade*** within 3.0 metres of that shared ***property line***.

(3) Where a ***parcel*** shares a ***property line*** with another ***parcel***, the maximum ***building height*** is reduced to 11.0 metres from ***grade*** within 5.0 metres of that shared ***property line***.

Relaxations

10 The ***Development Authority*** may relax the rules contained in Section 6, 7, 8, 9(2) and 9(3) of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

Company Name (if applicable):
Modern Office of Design + Architecture

LOC Number (office use only):

Applicant's Name:
Brogan Gordon-Cooper

Date:
March 3, 2026

Our hopes are to allow redevelopment at 2471 23 Street NW for a six (6) storey multifamily building, complete with a parkade level below grade. This parcel is located in the community of Banff Trail and located within a block of Crowchild Trail NW. The NB Banff Trail (C-Train) station is about 500m away if accessed via city paths along Capitol Hill Crescent NW, but only 400m if accessed from 23 Street NW. The South Shaganappi Local Area Plan (LAP), Map 4, shows a "Mid" building scale on this parcel, which allows up to 12 stories. We are looking to keep out development as "Low" building scale and will keep it as a 6-storey building. Map 3 shows the parcel as a "Neighbourhood Connector" and a residential building would align with that. The building will consider the local built form context by adhering to all height and chamfer heigh bylaw rules as we are directly adjacent to low density residential development. The building will be oriented towards the street and as it is at the north end of the block, the shadowing effects will be minimal. The parkade will be accessed off the lane. The main entrance will also be located off a street. The current zoning on this parcel is Multi-Residential - High Density Low Rise (M-H1) District with a permitted maximum floor area ratio (FAR) of 3.6, a height maximum of 20m and a density modifier of 280 units/ ha. The height unfortunately is too low to allow for a six-storey development.

The parcel across the street at 2464-2468 23 Street NW was successfully changed to a Direct Control 104d2021 zoning based on a mixed use - general (MU-1) district with a permitted FAR of 3.9, a height maximum of 23 m from grade and a minimum density modifier of 150 unit/ha. In light of the success of the zoning, we are also pursuing a DC zoning but instead based on M-H2 as it allows for the higher FAR and density modifier while aligning with the intent of the LAP.

INTENT STATEMENT:

The proposed DC based on M-H2 zoning allows for a higher FAR of 5.0 and a minimum density of 150 units/ha. We are requesting a height modifier to a maximum of 26m along with modifications to the building setbacks and height chamfers to better support the 6-storey mass. This DC will also exclude specific uses that conflict with the intent of the LAP.

Applicant Outreach Summary

2026 March 02

Outreach Summary

O2 implemented a comprehensive engagement strategy to share details of the proposed land use amendment application, receive feedback from interested stakeholders and outline potential revisions to the proposed application. Community Outreach has remained a continuous effort throughout the land use application process to ensure information was updated and project updates were shared.

The following engagement tactics were implemented:

- Postcard Mailers
- Notice Posting
- Meeting with the Community Association
- Open House event with adjacent neighbours and the broader community

Postcard Mailers
250 postcard mailers were hand delivered to directly adjacent and nearby properties in advance of the in-person open house to notify neighbours of the upcoming engagement and provide them with the email address of the project team to answer any required questions.

Public Notice Posting
A public notice sign was posted on the subject site in compliance with the City's notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed redesignation to the applicant.

Coordination with Community Associations
Project information was shared with the Banff Trail Community Association (BTCA) via a summary memo and contact details. A digital meeting was held on September 16, 2025, to present the proposed land use change and architectural concept.

Open House with the wider community
An in-person open house was held on October 30, 2025, from 5–7 pm at the Banff Trail Community Association. The session provided an overview of the proposed development and invited community feedback. Members of the project team were present to answer questions. A total of 10 residents attended.

What We Heard
BTCA – What We Heard
- What sizes of units will be available in the building?
- Why was this land use district chosen?
- Why is the designation going for six storeys and not twelve?
- What are the potential traffic impacts and parking?
- Will bicycle parking be provided?
- How long will it take before building starts?
- That commercial use on the ground floor would benefit the community.

Public Open House – What We Heard
- General acknowledgement that 24th Avenue NW and the surrounding community are experiencing change through increased density and a diversity of built forms.
- Recognition that the site is well suited for additional density due to its proximity to the LRT, community amenities, and educational institutions.
- Recognition that the site is well suited for additional density due to its size and being a corner block.
- Concerns that the proposed height could create privacy impacts for properties to the south and west.
- Concerns about potential increases in traffic and parking congestion resulting from the development.
- Concerns about the materials and aesthetic of building finishes being 'cheap'
- Questions on how many dwelling units
- Concerns of tree canopy loss

How the Application Responds to Comments

Appropriateness of the Proposed District:

In response to questions regarding the suitability of the Multi-Residential – High Density Low Rise (M-H2) District, the project team confirms that this designation is appropriate and strongly supported by City policy. The M-H2 District is intended to accommodate multi-residential development and includes a limited range of supporting commercial uses that can serve local residents. This aligns with the South Shaganappi Communities Local Area Plan (LAP), which identifies this section of 24 Avenue NW as a Neighbourhood Connector and part of a Community Corridor—areas that encourage a diversity of housing types and opportunities for small-scale, locally serving uses. While commercial uses are not currently present along this street, the LAP is a forward-looking policy that anticipates gradual evolution over time. The M-H2 designation provides flexibility for future adaptation while primarily supporting residential development, making it a well-suited land use for the site.

Height and Massing:

Public feedback has raised concerns regarding the proposed six-storey height and overall massing. In the project team's professional opinion, the site is well-suited for intensification due to its location: it is a corner lot with lane access, approximately 350 metres from the Banff Trail LRT station, and within walking distance of schools, the University of Calgary, recreation facilities, and employment areas.

The Local Area Plan (LAP) designates the site within a 'Mid' building scale modifier area, which supports buildings up to twelve storeys. The proposed six-storey height is well below this maximum and was carefully chosen to ensure contextual appropriateness with the surrounding built form. Similar mid-rise developments in West Hillhurst, Banff Trail, and Killarney have demonstrated how thoughtfully designed six-storey buildings can provide additional housing choice while fitting seamlessly within established neighbourhoods. The LAP also includes strong urban design policies to ensure that future development is compatible with surrounding buildings. These policies will guide the Development Permit stage to ensure appropriate transitions and respect for the character of the neighbourhood.

Traffic and Parking:

The site is well connected to existing infrastructure to support future residents. It is adjacent to Crowchild Trail SW, providing strong road connectivity to the broader network. The BRT runs along 16thAve NW with direct service to Downtown, Mount Royal University, Marda Loop, and Westhills. The site is also 350 m from the Banff Trail LRT station, offering enhanced transit options. Off-street cycling routes connect the site to the citywide network, including the Confederation Park trail network. Given these attributes, it is our professional opinion that the transit-oriented nature of the proposed development will help reduce reliance on personal vehicles by providing residents with multiple high-quality mobility options.

As a corner lot with rear lane access, the site allows for safe vehicle entry and efficient integration of underground parking. Any future development must meet vehicle and bicycle parking requirements under the MH-2 district and comply with the City's Mobility Engineering standards. Existing on-street parking along 23rd Street NW will also provide supplementary capacity.

As part of the circulation review, mobility engineers confirmed that a Transportation Impact Assessment (TIA) or related study is not required at the land use stage. Should more detailed analysis be needed based on future density or access design, it will be addressed at the Development Permit stage when more detailed plans are available.

Building Materials:

Design and materials are generally addressed through the development permit process, which ensures that new buildings meet relevant urban design guidelines and standards. At this stage of planning, the focus of the engagement is on land use and overall development objectives, rather than specific architectural details. The project architect has provided renderings that illustrate material concepts and demonstrate how the building responds to the surrounding context, which will inform discussions and decisions during the development permit review. At the Development Permit stage, the project team will continue to refine the building's design

Concern about the impact on existing trees:

There are currently two trees on site which will need to be removed to accommodate a new six-storey building. However, the proposed landscape plan introduces planting five new trees. Future development will be required to comply with all landscaping requirements outlined in the Land Use Bylaw, including tree planting standards.

Community Association Response

2025 October 01

The BTCA has reviewed and does not have any comments on this proposed land use.

Land Use Amendment in Hillhurst (Ward 7) at multiple addresses, LOC2025-0133

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.31 hectares ± (0.76 acres ±) located at 1202, 1204, 1206, 1210, 1212, 1214, 1218 and 1220 – 5 Avenue NW (Plan 5609J, Block S, Lots 1 to 10) from Direct Control (DC) District to Multi-Residential – High Density High Rise (M-H3f6.0h40) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 12:

That Council give three readings to **Proposed Bylaw 46D2026** for the redesignation of 0.31 hectares ± (0.76 acres ±) located at 1202, 1204, 1206, 1210, 1212, 1214, 1218 and 1220 – 5 Avenue NW (Plan 5609J, Block S, Lots 1 to 10) from Direct Control (DC) District to Multi-Residential – High Density High Rise (M-H3f6.0h40) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for multi-residential development along 5 Avenue NW.
- The proposal allows for an appropriate building form and set of uses along 5 Avenue NW and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Riley Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The application would provide greater housing diversity within the community and would allow for a more efficient use of existing infrastructure.
- 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.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application in the northwest community of Hillhurst was submitted by Dobbin Consulting on behalf of multiple landowners, Grock Enterprises Limited, Bellagio Group Incorporated, Maden Holdings Corporation, The Elysium Limited, Treat Street Real Estate Incorporated and Karen and Mark Wright on 2025 June 25. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), their intent is to apply for a residential development of 175 units in the future, including 25 affordable housing units.

The 0.31 hectare (0.76 acre) site is located on 5 Avenue NW, immediately to the south of Riley Park. The proposed M-H3f6.0h40 District would allow for multi-residential development, consistent with the rules of the district as imposed by the density and height modifiers described.

Land Use Amendment in Hillhurst (Ward 7) at multiple addresses, LOC2025-0133

Surrounding development includes multi-residential development to the west (Ezra on Riley Park). Further to the east on 5 Avenue NW is a relatively new multi-residential development of six storeys. The site is well served by public transit. The westbound bus stop for Route 104 (Sunnyside/University of Calgary) is immediately adjacent to the site on the north side of 5 Street NW; the eastbound stop is approximately 50 metres southeast (a minute's walk) on the south side of 5 Street NW. Hillhurst Sunnyside LRT platform is approximately 400 metres east of the site (a seven-minute walk).

This application was presented to the Urban Design Review Panel (UDRP) on 2025 December 10 at Administration's request. UDRP comments are provided in Attachment 5 and the applicant response to Urban Design comments in Attachment 6.

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 met with Hillhurst/Sunnyside Community Association (HSCA) twice; held two public open houses (including mailed fliers to 100 properties for the first open house and 1,000 properties for the second). The applicant also invited the Ward 7 Councillor and the 5 Avenue Bike Lane Advocacy Group to meetings. 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 22 letters of opposition from the public, together with two in support. The letters of opposition included the following areas of concern:

- 12-storey building height compared to adjacent development;
- shadowing impact (notably on Riley Park);
- increase in density;
- erosion of community character;
- traffic concerns;
- privacy to neighbouring development; and
- potential conflict of parkade entrance with existing development.

Supporting comments include that vertical development of residential units is appropriate (if height and shadowing impacts can be mitigated) and that the development will be a positive addition to the community.

Land Use Amendment in Hillhurst (Ward 7) at multiple addresses, LOC2025-0133

The HSCA provided a response neither in support nor opposition of the application on 2026 January 15 (Attachment 4) with the following conclusion:

> "While the HSPC (Hillhurst/Sunnyside Planning Committee) supports increased density near transit and recognizes the potential benefits of this redevelopment, the committee believes that the proposed FAR 6 exceeds what is appropriate for this location. The committee would be prepared to support rezoning based on MH-2 with a maximum FAR of 5, which should be sufficient to achieve the project's objectives while maintaining contextual respect for Riley Park and the surrounding neighbourhood".

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

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

Social
The proposed application enables the continuation of development in the community of Hillhurst and provides a future framework for residential development. The development of these lands may enable a more efficient use of land and infrastructure supporting surrounding uses and amenities. The applicant intends to provide affordable housing options as part of the future development of the site.

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

Economic
The proposed land use amendment would enable the development of 175 residential units, providing more diverse housing opportunities within Hillhurst. It would also make more efficient use of existing infrastructure and services, including transit.

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this proposal.

Land Use Amendment in Hillhurst (Ward 7) at multiple addresses, LOC2025-0133

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. Urban Design Review Panel Comments
6. Applicant Response to Urban Design Comments
7. **Proposed Bylaw 46D2026**

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 Hillhurst on the north side of 5 Avenue NW, immediately south of Riley Park. The site is approximately 0.31 hectares in size (0.76 acres) and is approximately 81 metres wide by 36 metres deep. The site fronts onto 5 Street NW and a lane exists to the north to provide access to the site.

Surrounding development is characterized by a mix of residential developments including the multi-residential development ("Ezra on Riley Park") to the west, low density residential development to the south and east, and low rise (four storey) multi-residential development at the eastern end of the block. Further to the east (approximately 200 metres, a three-minute walk) is 10 Street NW, with a range of retail and commercial goods and services.

The site is ideally located near a range of transportation modes, including Hillhurst/Sunnyside LRT Station, approximately 400 metres to the east (a seven-minute walk); bus stops for Route 104 (Sunnyside/University of Calgary) immediately adjacent to the site on the north side of 5 Avenue NW and 50 metres east (a minute's walk) on the south side.

The Southern Alberta Institute of Technology (SAIT) and the Alberta University of the Arts (AUA) are located just up the hill, within a 10-15 minute walk.

Community Peak Population Table

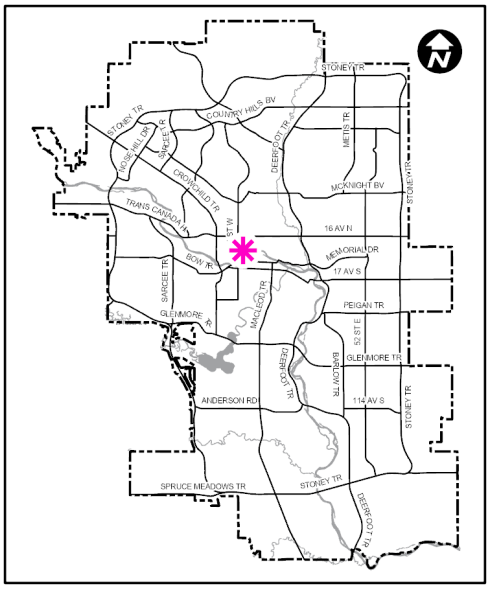
As identified below, the community of Hillhurst reached its peak population in 2015.

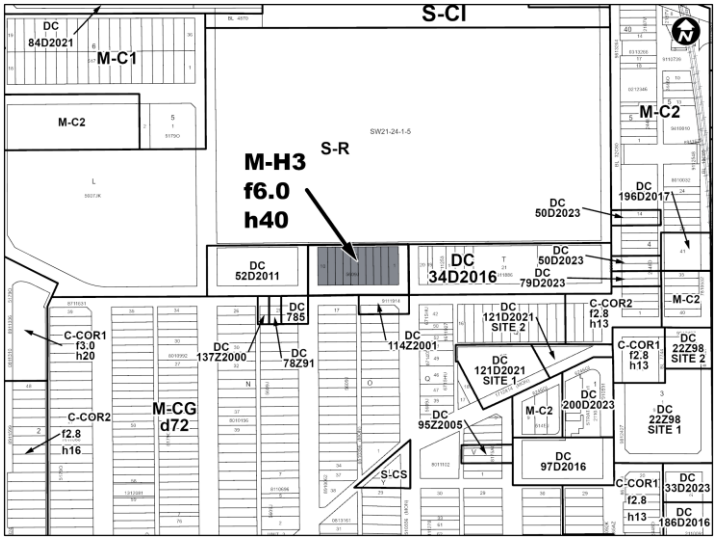
Hillhurst	
Peak Population Year	2015
Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	-179
Difference in Population (Percent)	-2.66%

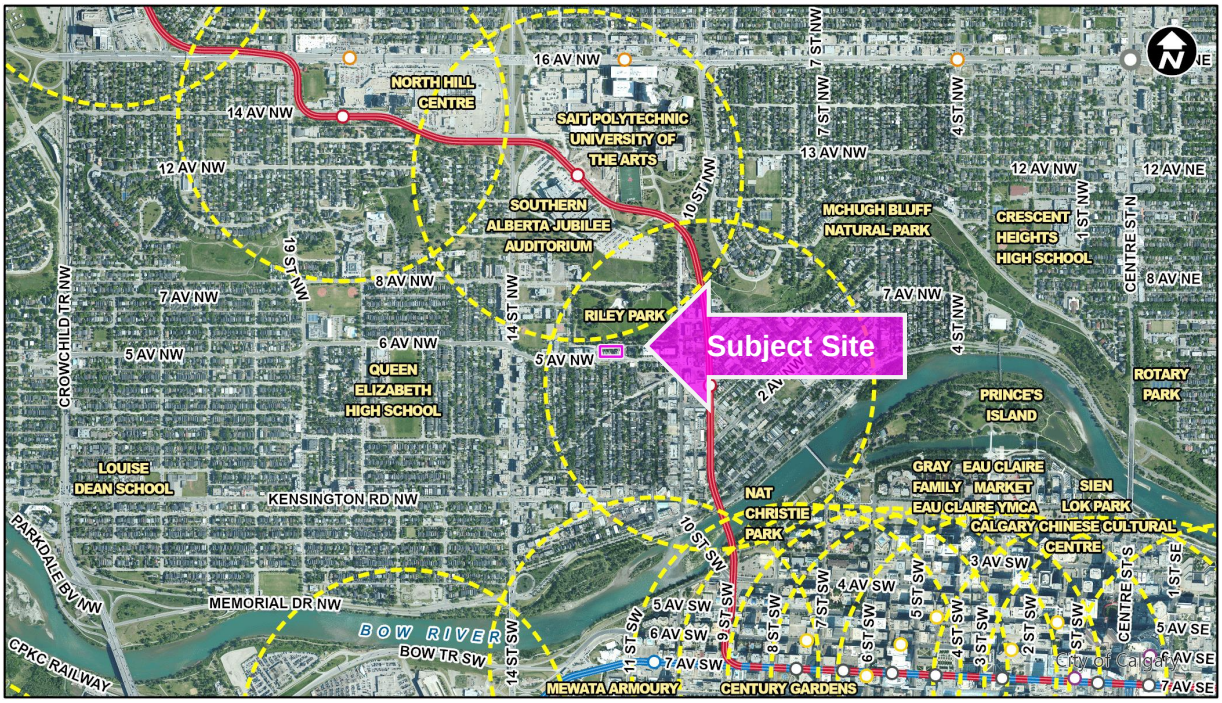
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the Hillhurst community profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The site is currently designated as a Direct Control (DC) District (Bylaw 34D2016) which is based on the Multi-Residential – High Density Low Rise (M-H1) District, with a maximum building height of 26 metres and floor area ratio FAR 4.0. The existing District would enable a minimum of 46 dwelling units on the site; there is no maximum number of dwelling units. The District contemplates street oriented multi-residential development and a limited range of support commercial uses, together with an opportunity for density bonusing which was previously available in the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP). The ARP has been replaced by the LAP and the policies for density bonusing are no longer relevant. Notwithstanding this, the existing District has specific policy to enable density bonusing even without the ARP.

This application originally sought a new DC District based on the Multi-Residential – High Density Medium Rise (M-H2) District with a proposed height of 40 metres (12 storeys) and density bonusing up to a maximum FAR of 6.0, however Administration did not consider that the test for DC in Land Use Bylaw 1P2007 (Section 20) was met as the development intent could be achieved through the use of a different standard district. Instead, Administration advised the applicant that the available land use district to meet their needs is the Multi-Residential – High Density High Rise (M-H3) District with a maximum floor area ratio of 6.0 and a maximum height of 40 metres. This complies most closely with the land use and development policies in the LAP and Land Use Bylaw.

Development and Site Design
The rules of the proposed M-H3f6.0h40 District would provide guidance for the development of the site, including appropriate uses, building height, massing, landscaping, parcel coverage and parking. Other factors that will be reviewed with the submission of a development permit application would include:

- interface with the lane;
- parkade access and number of parking stalls;
- shadow impact on Riley Park;
- building massing in relation to existing adjacent properties;
- preservation of existing heritage assets (e.g. sidewalk stamps and lilac bushes);
- mix of uses within the building; and
- appropriate amenity space for residents.

Density
The applicant has indicated the site to be capable of accommodating up to 175 residential dwelling units, 25 of which are intended to qualify as 10-year affordable units. The minimum density in the M-H3 District is 300 dwelling units per hectare. With a site area of 0.31 hectares, this would equate to 90 dwelling units. The M-H3 density would allow for the projected 175 units.

Urban Design
This application was reviewed by Administration's Office of Urban Design, who referred the application to the Urban Design Review Panel (UDRP) on 2025 December 10. The panel's comments were provided to the applicant on 2025 December 22 and a formal written response received 2026 January 29.

The Panel noted the uniqueness of the location, adjacent to Riley Park, and was generally supportive of the potential development. It noted that the early-stage massing and scale, including the stepped height up to 12 storeys, was appropriate for the site. The inclusion of grade-oriented units to the 5 Avenue NW and laneway frontages would be a welcome addition and add vibrancy. UDRP also noted that there are opportunities to refine the development and this will be explored at detailed design and development permit stages. A future development permit application will be reviewed by the City's Office of Urban Design and UDRP at the appropriate time.

Transportation
Pedestrian access is available from the existing sidewalk on the north side of 5 Avenue NW. This site is also located along the Always Available for All Ages and Abilities (5A) Network and supports a range of non-motorized modes of transport.

The nearest bus stop is immediately adjacent to the site on 5 Avenue NW, with another on the south side of the road approximately 50 metres (a minute's walk) to the east. The Hillhurst/ Sunnyside LRT Station is approximately 400 metres to the east (a seven-minute walk).

No major concerns have been identified in terms of mobility requirements.

Environmental Site Considerations
No environmental concerns were identified.

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

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The site is located in the Developed Inner City Area (Map 1: Urban Structure) of the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established areas to make a more efficient use of existing infrastructure, public amenities and transit.

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.

Riley Communities Local Area Plan (2025)
The *Riley Communities Local Area Plan* (LAP) identifies 5 Avenue NW as a "Neighbourhood Connector" (Map 3: Urban Form) with a "Mid (up to 12 storeys)" Building Scale (Map 4).

Section 2.2.1.4 notes that Neighbourhood Connector (as well as Neighbourhood Local) areas represent the more residentially oriented areas of Riley Communities. The policy directs that land use should be predominantly residential in nature, along with supporting a broad range and mix of housing types, unit structures and forms.

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity, predominantly residential streets. These areas may accommodate small-scale commercial uses to meet residents' daily needs. Section 2.2.1.5 adds support for higher frequency of units and entrances facing the street. It also provides policies that support minor commercial uses (e.g. cafes, corner stores, live/work units and home based businesses).

The site is also located in the Sunnyside LRT Transit Station Area (Figure 12), within Section 2.5.4.2 of the LAP. This provides policy relating to development and improvements to the 5A network. Generally, it envisions the continued development of a mixed-use neighbourhood with higher densities that support transit infrastructure and promote a highly walkable and well-connected neighbourhood.

This Land Use application is consistent with the policies contained in the LAP. Further review of the LAP will be required during an assessment of a development permit application.

Applicant Submission

Company Name (if applicable): Dobbin Consulting Inc.

Applicant's Name: Jennifer Dobbin

Date: January 29, 2026

Dobbin Consulting Inc. has been engaged by "The Harriet on Riley Park" (The Harriet Ltd.) to submit a land use redesignation proposal for the 1200 block of 5th Avenue NW. This development aims to enhance the area's residential density and vibrancy, by providing housing in a high-amenity, Transit Oriented Development area, aligning with Calgary's long-term growth objectives.

The redesignation proposes to change the current designation to a standard M-H3 district with a maximum height of 40 metres (12-storeys) and 6.0 FAR.

The subject site, encompassing 0.76 acres (3,080 m²) comprises eight lots with a mix of single-family homes, a duplex, and a small apartment building on the eastern side. It is bordered by Riley Park to the north, the Ezra on Riley Park development to the west, and single-family residences to the east and south. Key location highlights include:

- Within 350 metres of the Sunnyside CTrain Station;
- Located on 5th Avenue NW (a collector street and important multi-modal connection between 10th Street, a Neighbourhood Boulevard and 14th Street, an Urban Boulevard)
- Calgary Transit bus stop mid-block (Stop 8048 of Route 104 - Sunnyside/University of Calgary (West), westbound);
- 5th Avenue bike lane runs along the south edge of the parcel;
- The public amenity of Riley Park lies immediately North of the parcel; and
- 2-blocks walking distance to the Kensington Business Improvement Area (BIA) with over 250 shops and services for resident's daily needs.

This location offers a unique opportunity for a development with maximized transit accessibility and active transportation, supporting the City's vision of sustainable, compact urban growth.

At the time of Redesignation submission, the development is estimated to create approximately 175 residential units (including 25 CMHC qualifying 10-year affordable units) in a **purpose-built rental project.** Parking is proposed to 'over-park' the building with up to 162 stalls (0.9 units per dwelling), meet or exceed bicycle parking requirements, and provide integration of inter-modal transportation including public transit, cycling, and scooter infrastructure.

A Development Permit will be submitted subsequent to the Redesignation and inform the bylaw drafting and codify massing restrictions.

Policy Alignment

This proposal directly supports the goals outlined in Calgary's Municipal Development Plan (MDP), Riley Communities Local Area Plan (LAP), and Land Use Bylaw (LUB) by promoting responsible, sustainable growth within Established Communities. It advances transit-oriented development, reduces urban sprawl, and fosters a vibrant, walkable neighborhood.

Specifically, it aligns with the LAP's emphasis on strategic intensification within established neighborhoods, supporting local amenities, transit, and economic vitality. Within the LAP, the site is designated as the *Neighbourhood Connector* typography on the Map 3: Urban Form, ideal for high-density residential development within walkable, mixed-use areas. A the LAP Map 4: Building Scale the parcel is located within the 12-storeys maximum height area.

Further, Calgary Climate Strategy encourages efficient land use and redevelopment to create a more dense, compact city to minimize travel distances and support multi-modal alternatives to vehicle use. Intensification of this well-connected TOD parcel will promote resident's use of public and alternative transportation types including walking, biking, scooters, and public transit as they access daily needs in the well-serviced local area area.

Redesignation Objectives

The proposed M-H3 standard district is well suited to this site as it is intended for the developed area, with higher numbers of dwelling units, and is to be located on strategic parcels, including landmark locations, transit and transportation corridors and nodes and employment concentrations. Further, Local Area Plan (LAP) requires reduced shadow impact on Riley Park and several mitigation techniques are proposed for the building massing including:

- Upper floor massing reductions to distribute the building's bulk, and reducing the overall shadow impact on Riley Park (portions of the building are 8-storeys, stepping up to 12-storeys on the East side;
- Creating set-backs above the podium and pushing the building mass to the South to reduce shadow impact to the North;
- DP design will 'erode' the 12-storey upper level corners to further reduce shadowing.

A high density 6.0 FAR is sought to allow a significant volume of building and units, to improve the financial feasibility of the development to facilitate funding of affordable units, amenities, public transit integration, bike lane improvements, and a high-quality public realm. Generally, higher a FAR allows more viable, innovative, sustainable, and attractive building designs that enhance the overall quality of the development.

Community Benefits

The developer seeks to participate in the community driven objective of creating a physical separation of the 5th Avenue bike path to improve safety for cyclists. Further, the development anticipates a requirement to create an integrated transit stop in the public area of the development. The developer looks forward to participating in these opportunities and finding opportunities to include public art, especially on the laneway side of the building.

In summary, this development represents a forward-looking, high-quality addition to Calgary's urban fabric. The Harriet on Riley Park will:

- Increase housing options within walking distance of transit and amenities, supporting a diverse population;
- Enhance neighborhood vibrancy through increased local economic activity and improved public realm;
- Support sustainable growth by leveraging existing infrastructure and promoting multi-modal transportation; and
- Create a landmark, transit-supportive development that exemplifies Calgary's commitment to responsible urban intensification.

The Applicant and Developer are committed to meaningful stakeholder engagement and providing a variety of platforms for residents to learn about the project, share feedback, and ask questions. A project website and several Open Houses will be conducted during the redesignation application and subsequent development permit application. Feedback will be carefully gathered and reported in an Outreach Summary Report.

Applicant Outreach Summary

19 January 2026



OUTREACH REPORT

The Harriet on Riley Park LOC2025-00133

Submitted:
January 19, 2026

Jennifer Dobbin,
Dobbin Consulting Inc.

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PROJECT BACKGROUND

Overview

The Harriet on Riley Park is a proposed purpose-built rental residential development located along the 1200 block of 5 Avenue NW, adjacent to Riley Park in the Hillhurst community. The site is identified as a *Neighbourhood Connector* within the Riley Communities Local Area Plan and is located within walking distance of the Sunnyside LRT station, the Kensington Business Improvement Area, and multiple cycling and transit corridors. Adjacent to 5th Avenue NW and within 350 metres of the Sunnyside LRT station, the proposed development includes the following key highlights:

- Create a landmark building at the southern gateway to Riley Park on 11 Street NW.
- Provide new rental homes in a transit-oriented area on the public amenity park.
- Provide 25 CMHC Affordable Housing units in the community integrated into a high-amenity building.
- Increase housing options in proximity to the LRT.
- Respond to the height and topography classifications of the site in the Local Area Plan.
- Activate surrounding streets and laneways.
- Contribute to Hillhurst-Sunnyside's position as one of Calgary's most vibrant and livable inner-city communities.

The project has evolved through City review and community engagement. The initial Land Use application proposed a Direct Control District based on the Multi-Residential – High Density Medium Rise (M-H2) District. Through the City of Calgary's Detailed Review process, Administration advised that the proposal could be accommodated under a standard Multi-Residential – High Density High Rise (M-H3) District, with appropriate modifiers. This direction resulted in a revised Land Use approach and re-noticing of the application.

In October–November 2025, the project also experienced a change in architectural team, which resulted in a revised massing concept that more directly responds to M-H3 zoning rules, City urban design guidance, and feedback received through public engagement and City-led review processes.

ENGAGEMENT SUMMARY

Outreach Tactics & Techniques

A range of outreach tactics and techniques were used, including print materials, open houses, invite meetings, public displays, and direct feedback channels, consistent with the City of Calgary's Outreach Tactics & Techniques framework.

Engagement included in-person open houses with presentation materials, presentations to the Hillhurst Sunnyside Community Association Planning Committee, a focused discussion with the HSCA Mobility Group, and opportunities for dialogue with the project team. Written feedback was also received through City circulation. Input received through these activities has been documented and used to inform ongoing design refinement and the evolution of the Land Use application.

Outreach Activity	Technique
Direct delivery / mailing / emailing of flyers: 100 neighbours for 1st Open House, and 1,000 neighbours for 2nd Open House (map to right)	Print Materials
Two HSCA Planning Committee presentations	Invite Meetings
Two Public Open Houses	Open House
Ward 7 Councilor / Ward Office meetings	Invite Meetings
Meeting with 5th Avenue Bike Lane advocacy group	Invite Meetings
On-site signage with QR code to website and Open House date	Public Displays / Kiosks
Email feedback form, direct contact email and phone number provided on flyers and website	Email Feedback





Timeline

May 23, 2025 - First Public Open House

- 15 residents attended the Panel Display and discussion session
- Introduced the project concept and initial Land Use approach (Direct Control based on M-H2)
- Feedback focused on building height, massing, shadows on Riley Park, parking, traffic, pedestrian safety, construction impacts, and engagement reach

May 26, 2025 - HSCA Planning Committee Presentation

- Presentation to the Hillhurst Sunnyside Community Association Planning Committee
- Discussion of policy context, site location, and early design approach
- Committee feedback focused on height, density (FAR), shadowing, park impacts, affordability, and alignment with the Riley Communities Local Area Plan

June 5, 2025 - HSCA Mobility Group Meeting

- Targeted meeting with the HSCA Mobility Group
- Feedback focused on pedestrian safety, cycling infrastructure, integration with the 5 Avenue NW bikeway, transit-oriented development principles, and reduced reliance on vehicle access

October 1, 2025 - City of Calgary Administration Direction

- Administration advised that the project should proceed under **standard M-H3 zoning** rather than a Direct Control District
- Land use application revised and re-noticed accordingly
-

November 2025 - Change in Architectural Team

- New architectural team engaged
- Revised massing concept aligned with standard M-H3 zoning rules and City urban design guidance

December 12, 2025 - Urban Design Review Panel (UDRP)

- City-led review of the project's massing, site strategy, and public realm
- Panel supported stepped massing up to 12 storeys and park-facing transitions
- Provided guidance on setbacks, landscaping, servicing consolidation, and pedestrian experience

December 8, 2025 - HSCA Planning Committee Presentation (Follow-up)

- 75 residents attended the Presentation + Q&A session
- Updated presentation reflecting revised M-H3 zoning approach and new massing
- Committee reiterated concerns regarding height, shadowing, park interface, and density, and requested continued refinement

January 16, 2026 - Second Public Open House

- In-person open house presenting revised massing and site strategy
- Discussion focused on how earlier feedback informed changes
- Ongoing concerns raised regarding height, shadow impacts on Riley Park, traffic and construction management, pedestrian safety, and trust in the process

WHAT WE HEARD

Early Engagement (May-June 2025)

Feedback during early engagement was gathered through the First Public Open House (May 23, 2025), presentation to the HSCA Planning Committee (May 26, 2025), and a meeting with the HSCA Mobility Group (June 5, 2025). Comments focused on parking and access, building height and shadowing, traffic safety, construction impacts, and engagement reach.

Parking and Access

Participants expressed concern about existing on-street parking pressures and questioned how additional residential density might affect parking availability. Some participants suggested that parking ratios could be reduced to discourage vehicle traffic and better align with transit-oriented development principles, while others requested additional resident and visitor parking to reduce spillover into surrounding streets. Feedback was also provided regarding the location of parkade access, with requests to avoid impacts near adjacent developments and Riley Park. Electric vehicle charging infrastructure was identified as an important consideration.

The HSCA Mobility Group emphasized the need for parking and access decisions to support walking, cycling, and transit use, and encouraged coordination with existing and planned cycling infrastructure along 5 Avenue NW.

Height and Shadowing

Participants raised concerns about building heights, with several attendees expressing that heights beyond eight storeys felt excessive for the 5 Avenue NW corridor and adjacent to Riley Park. Questions were raised about shadow impacts, overlooking, winter conditions, and how the proposed height compares to nearby developments. Riley Park was consistently identified as a valued and heritage-listed public space requiring careful protection.

Traffic and Pedestrian Safety

Concerns were raised regarding pedestrian safety at the intersection of 5 Avenue NW and 11 Street NW, which was identified by participants as a challenging location with existing safety issues.

Construction Timing and Impacts

Participants requested clarity on demolition timing, construction start dates, project duration, and mitigation of noise, dust, traffic, parking, and fencing during construction.

Engagement Reach

Participants requested broader flyer distribution and additional engagement with park users.

Urban Design Review Panel (December 12, 2025)

The project was reviewed by the City of Calgary's Urban Design Review Panel, which provided early-stage guidance on massing, site strategy, and public realm considerations.

The Panel expressed general support for the stepped height up to 12 storeys and the inclusion of grade-oriented units along both 5 Avenue NW and the laneway. Opportunities for further refinement were identified, including strengthening the relationship to Riley Park, increasing setbacks and landscape buffers, consolidating access and servicing functions, and enhanced gateway and public realm quality, and activate the streetscape on the West / 11A Street NW side of the building.

HSCA Planning Committee

Feedback was provided through presentations on May 26, 2025, and December 8, 2025, as well as written comments submitted during City circulation. The committee acknowledged the site's transit-oriented location and the inclusion of affordable housing. Concerns were raised regarding building height and floor area ratio, potential shadow impacts on Riley Park, adequacy of step-backs and setbacks, long-term security of affordable housing, and alignment with the Riley Communities Local Area Plan. Requests were made for comprehensive shadow studies, refined massing transitions, and reduced parking ratios consistent with transit-oriented development objectives.

HSCA Mobility Group

The Applicant met with HSCA Mobility Group on June 5, 2025. The discussion focused on pedestrian safety (especially at 11th Street & 5th Ave crossing), cycling infrastructure and the desire for a separated curb and bollard on 5th Ave, and transportation impacts. Feedback emphasized safe pedestrian conditions at nearby intersections, coordination with the 5 Avenue NW bikeway, and prioritization of active transportation and transit.





Second Public Open House (January 16, 2026)

Feedback at the second public open house reflected continued interest in height, massing, shadow impacts, traffic and construction management, and trust in the development process.

Height, Massing, and Shadows

Participants reiterated concerns about the 12-storey height and requested continued use of step-backs and articulation to reduce perceived scale. Shadow impacts on Riley Park were a central topic, with requests for clear seasonal analysis and explanation of impacts during peak park usage periods.

Design Certainty and Trust

Some participants expressed skepticism about how closely the final building would reflect what has been presented, referencing past developments that changed after rezoning approval. Participants emphasized the importance of transparency and continued engagement prior to Development Permit submission.

Traffic, Construction, and Pedestrian Safety

Concerns were raised regarding construction traffic routing, pedestrian safety, and cumulative impacts from ongoing development in the area.

Park Character and Heritage

Participants emphasized Riley Park's importance as a community and heritage asset and encouraged design responses that respect its character and users.

WHAT WE DID

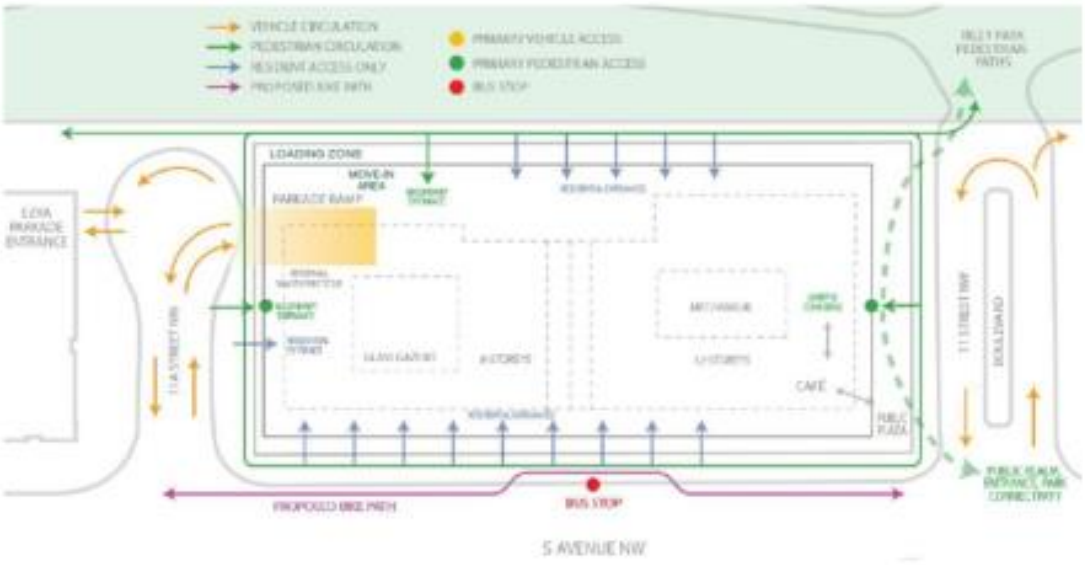
How Feedback Informed Project Evolution

Feedback received through the first public open house, Urban Design Review Panel (UDRP), Hillhurst Sunnyside Community Association discussions, and the second public open house directly informed the evolution of the project's Land Use approach, massing strategy, access planning, and public realm design. The following summarizes how key themes raised through engagement have been addressed to date.

Parkade Access and Interface with 11 Street NW

In response to feedback received at the first public open house regarding the location of the parkade entrance and concerns about impacts to the shared cul-de-sac with the adjacent Ezra development on 11A Street NW, the project team explored relocating the parkade access to 11 Street NW. Through subsequent discussions with the City of Calgary, it was identified that 11 Street NW functions as a heritage entrance to Riley Park and is planned for future public realm improvements. As a result, vehicular access from 11 Street NW was not supported by the City.

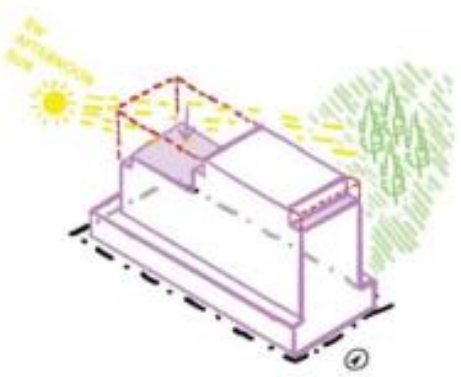
In response to this direction and UDRP feedback, the building massing was shifted westward within the allowable M-H3 setbacks. This adjustment allows for a more respectful built form along 11 Street NW and reinforces the importance of the Riley Park entrance, while maintaining functional site access, however it is noted that the City direction is at odds with the Community's articulated wishes.



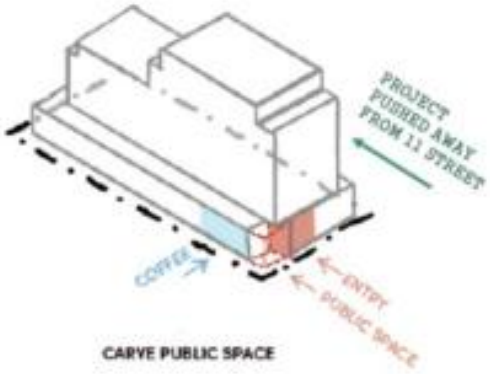
Massing Strategy and Shadow Mitigation

Concerns regarding building height, massing, and shadow impacts on Riley Park were a central theme throughout engagement. In response, the massing strategy evolved from an earlier tower-based approach to a more articulated form that steps from lower heights adjacent to the park up to greater height toward the east.

The current massing places approximately eight storeys along the western edge of the site, increasing gradually toward a maximum of twelve storeys on the east side. This approach reduces shadow impacts on Riley Park, improves transition to adjacent development, and establishes a gateway condition at the eastern edge of the park. This gateway massing is intended to align with future development patterns east of 11 Street NW and anticipated public realm improvements along the corridor.



REDUCE SHADOW ON PARK



CARVE PUBLIC SPACE



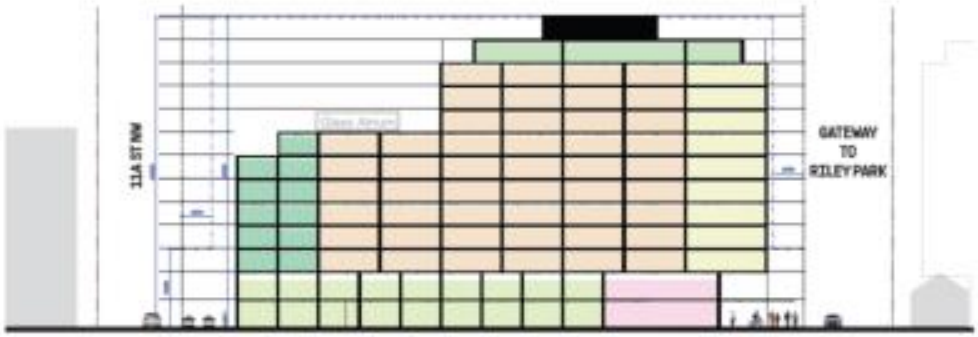
STREET FACING LIVE / WORK

Podium Design, Step-Backs, and Pedestrian Experience

To address feedback regarding perceived scale and pedestrian comfort, the design respects M-H3 setbacks and incorporates a two-storey podium along public frontages. Upper floors are stepped back to reduce visual mass and improve the pedestrian experience at street level.

Additional step-backs and massing reductions are anticipated as the design advances through the Development Permit stage. These refinements are intended to further reduce shadowing from the upper storeys and create larger outdoor amenity spaces and patios for residents, particularly on upper levels.

During the second Open House, one participant noted the glass atrium (gym/social area) on top of the eight floor should be noted in elevations and possibly constitutes another storey. The atrium will be glass and significantly set back from all edges on the roof of the eight floor. Elevations will be annotated to indicate this reality.

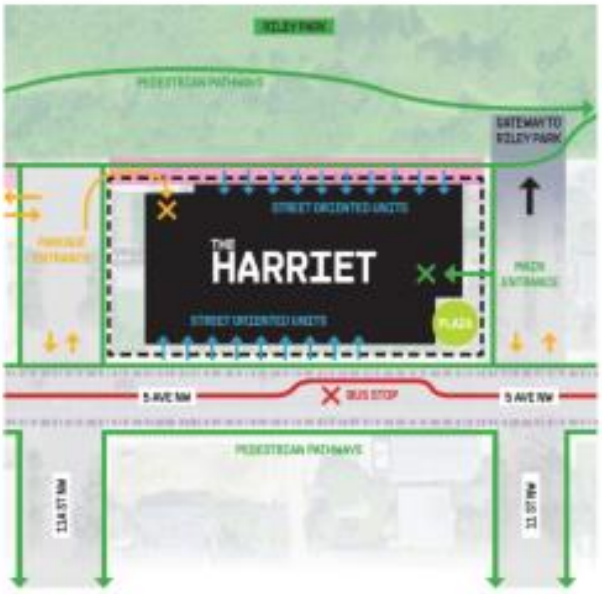




Public Realm, Café, and Plaza Interface

Strong interest was expressed in the quality of the public realm and the role of ground-floor uses. In response, particular emphasis is being placed on the café space at grade, including its interface with the public realm and whether it functions as a commercial or resident-oriented amenity. The main building entrance on the east side is designed to engage a publicly accessible plaza located at the southeast corner of the site, reinforcing activity and visibility adjacent to Riley Park.

The integration of the 5 Avenue NW bike lane, on-site bike parking, and nearby bus stop is being carefully considered through landscape design to ensure a cohesive and safe pedestrian environment.





Lane and Service Consolidation

In response to UDRP feedback and community concerns regarding laneway impacts, waste and recycling, loading, and parkade access have been consolidated on the west side of the site. The East-West laneway adjacent to Riley Park is proposed to be remediated into a pedestrian-oriented space (similar to the laneway on the North side of Ezra, shown to the right), minimizing service functions and improving safety, comfort, and usability.

This approach reduces conflicts between vehicles and pedestrians and strengthens the interface between the building and the park edge.

Heritage Considerations

During the second public open house held on January 16, 2026, following the formal question-and-answer period, a representative of the Hillhurst Sunnyside Community Association with a heritage focus engaged the project team to discuss opportunities for intentional heritage integration within the development's public realm. The representative emphasized the historical significance of the Riley family and Riley Park and requested that future design work include specific engagement to explore how this history could be meaningfully acknowledged. The developer welcomed this request and expressed openness to working collaboratively with HSCA heritage representatives, the City, and other relevant stakeholders to identify appropriate opportunities for heritage recognition as the project advances.

As part of this discussion, several known and tangible heritage elements were identified for consideration, including the retention and reinstatement of existing sidewalk heritage stamps along the street frontage, the commemoration of the historic lilac bushes along 11 Street NW through retention where feasible and replacement planting within the new development, and participation in the improvement and remediation of the historic 11 Street NW entrance to Riley Park. The project team expressed support for exploring how this entrance could be enhanced to function as the primary park gateway, in coordination with City Parks and future public realm upgrades. These heritage considerations would be further explored during the Development Permit stage, where detailed landscape design, public realm treatments, and interpretive elements can be refined in alignment with City policies and community input.







CONCLUSION

The engagement process for The Harriet on Riley Park has provided valuable input from community members, organized stakeholder groups, and City review bodies. This feedback has informed revisions to the Land Use approach, massing strategy, and engagement planning. The Applicant remains committed to transparent communication and ongoing dialogue as the project advances.

Ongoing Design Development

The project continues to evolve in response to stakeholder feedback and City guidance. The transition from a Direct Control District to standard M-H3 zoning, combined with the change in architectural team in late 2025, resulted in a revised massing approach that aligns more directly with City policy, zoning rules, and community input. Further refinements related to massing articulation, landscape design, public realm treatments, and building detailing will continue through the Development Permit process.

Community Association Response

HSCA
Planning Committee

January 15, 2025
Development Circulation Controller
Planning & Development #8201
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Emailed to: julian.hall@calgary.ca

RE: LOC2025-0133 | 1200 Block 5 Avenue NW ("Harriet on Riley")

The Hillhurst Sunnyside Planning Committee (HSPC) thanks you for the opportunity to comment on the above-mentioned application. We understand that the applicant, Dobbin Consulting on behalf of The Harriet Ltd., is seeking a land use redesignation from Direct Control (DC 2016D34, based on MH-1) to an MH-3, with a proposed maximum height of approximately 40 m (12 storeys) and a floor area ratio (FAR) of 6.0. The HSPC has reviewed this proposal with reference to Riley Communities Local Area Plan (LAP).

Strengths

- The subject site is well located within a Transit-Oriented Development (TOD) area, within walking distance of Sunnyside LRT Station, the Kensington BIA, and multiple transit and cycling corridors.
- The inclusion of approximately 25–30 affordable housing units, even if temporarily secured through CMHC financing, represents a positive contribution to housing diversity.
- The site's proximity to amenities and the potential to activate the 5 Ave NW corridor are consistent with broader City goals for compact, sustainable urban growth.

Concerns

- Excessive Height and FAR – The proposed FAR of 6 and 40 m height exceeds LAP guidance for this block and would establish an outsized precedent adjacent to Riley Park and the local context, particularly on the south side of 5th Avenue. Nearby developments reinforce a lower-scale pattern. A building approaching twice the mass of the Victoria would be inconsistent with the mid-scale objectives of the LAP and the character of the corridor.
- Shadowing – The committee requests a comprehensive and independently verified shadow study, including seasonal and diurnal modelling, to assess the full impact on Riley Park.
- Parking Supply – The proposal "over-parks" the site, which conflicts with TOD objectives.
- Increased Vehicular Traffic – While the committee members accept densification and increased residents, they are roundly opposed to increased vehicular traffic. In our opinion,

the overparking of this site is directly in conflict with the premise of a TOD and will lead to increased conflict with the cycling lane on 5th Avenue NW.

- Mobility – Clarity is required regarding commitments to the 5th Avenue NW bikeway and any off-site improvements. We would like to see this project commit to improvements to the Riley Park entrance. Additionally, we would like broader mobility concerns to be addressed in this project such as safe access for families entering Riley Park from the South and the multiple conflict points posed in intersecting pedestrian, cyclist and car-based movement.
- Setbacks and Stepbacks – The committee encourages further refinement of stepbacks and setbacks to mitigate park shadowing and improve transition to the lower-scale context.

Consensus Recommendations

- Reduction of FAR: The committee requests that the proposed FAR of 6 be reduced. A FAR of 5.0 would adequately meet the developer's stated objectives while better respecting the established scale and open-space context adjacent to Riley Park.
- Comprehensive Shadow Studies: Require full, detailed shadow analyses as part of the DC review prior to approval.
- Enhanced Setbacks and Stepbacks: Incorporate stepbacks and transitions on the north and west edges to reduce visual and shadow impact on Riley Park.
- Reduced Parking Supply: Align parking ratios with TOD principles and LAP objectives. Reduced parking ratios would better support active modes and the adjacent LRT.
- Mobility: The project presents an opportunity for mobility enhancements focused on active modes of transportation. The developer should explore options to create a mobility connection to SAIT and to enhance the cycling connection along 5th Avenue NW.

Concluding Comments

While the HSPC supports increased density near transit and recognizes the potential benefits of this redevelopment, the committee believes that the proposed FAR 6 exceeds what is appropriate for this location. The committee would be prepared to support rezoning based on MH-2 with a maximum FAR of 5, which should be sufficient to achieve the project's objectives while maintaining contextual respect for Riley Park and the surrounding neighbourhood.

Thank you for the opportunity to comment on this important application. Please keep the HSPC informed as the application proceeds.

Sincerely,
Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc:
Executive Director, HSCA
Community Planning Coordinator, HSCA

Urban Design Review Panel Comments

Date	December 10, 2025	
Time	2:00	
Panel Members	**Present** Jeff Lyness (chair) Kathy Oberg (chair) Rasool Ghodoosi Dehnavi Andrea Kennedy Ben Klumper Maria Landry Ryan Martinson Bao-Nghi Nhan	**Distribution** Noorullah Hussain Zada Boris Karn Brendan Stevenson Rick Gendron
Advisor	Peter Spearey, Chief Urban Designer	
Application number	LOC2025-0133	
Municipal address	1212, 1215, 1218 5 Av NW	
Community	Hillhurst	
Project description	Schematic Design for Land Use Amendment to MH-3 The Harriet on Riley Park	
Review	First	
File Manager	Jules Hall	
Urban Design	Brandon Silver	
Applicant	Dobbin Consulting, DAAS	

*Based on the applicant's response to the Panel's comments, the Chief Urban Designer will determine if further review will include the Panel or be completed internally only by Urban Design.

The Panel appreciates the opportunity to provide feedback on the key design drivers and fundamentals at this early stage in the land use planning and design process for this uniquely located site adjacent to Riley Park. The Panel is generally supportive of the scale and early-stage massing of the building including the stepped height up to 12 storeys. The inclusion of grade-oriented units on both 5 Avenue SW and the laneway are a welcome addition to encourage vibrancy on both the southern and northern edges of the site.

However, the site strategy, access points and setbacks require further refinement to sufficiently leverage the unique adjacency and gateway opportunity of the site. Back-of-house components require consolidation to improve the vibrancy and street-level experience. The Panel recommends consolidating parkade access and loading from 11A Street NW to enhance the continuity of the pedestrianized laneway. The project would also benefit from increased setbacks on both the North and East edges. These larger setbacks will buffer units from the lane, allowing more planted edges facing the Park and will establish a more generous pedestrian connectivity to the Riley Park south entrance. Opportunities for refinement on 11 Street NW include consideration for the addition of street-oriented units with direct access to the street in addition to thoughtfully conceived amenity spaces facing the heritage boulevard to improve the legibility of this gateway condition.

Applicant Response

(date)

Urban Design Element	
Place Recognize and enhance the unique and emerging identity of a place by responding to surrounding context, local policy, and community objectives through the contribution of innovative architecture and public realm.	
Site	Does the site planning show innovation in addressing site constraints and challenges?
	Does the design respect existing topography, landscape, and archaeology?
	Does the site design accommodate people of all abilities?
Architecture	Is the project visually interesting and unique?
	Does the architecture respond to landmark and gateway opportunities presented by the site?
	Does the design reflect any distinctive social, cultural or historical aspects of the site and community?
Public Realm	Does the project contribute to the creation of a high quality, connected public realm?
UDRP Commentary	The Panel appreciates the opportunity to create a strong sense of place; however the scheme does not yet leverage its adjacency to the park and the unique gateway opportunity present on the site. The Applicant is invited to consider the following strategies to increase the project's chances of success as a gateway site: • Relocate parking access and consolidate back of house uses on 11A Street NW to enhance and activate the pedestrianized laneway. • Relocate the molok waste internal to the building to improve street edge activation. • Enlarge the north setback to provide increased landscape buffer transition between the at-grade units and the laneway. • Consider relocating utility poles to the north of the laneway to improve livability of north units. • Enlarge the Southeast corner plaza to more effectively signal the gateway to Riley Park from 5 Avenue NW. • Provide active uses fronting 11 Street NW to activate the eastern edge. • Consider providing a wider sidewalk on 11 Street NW to create hierarchy and enhance the public connection to the Riley Park entrance.
Applicant Response	
Scale *Ensure appropriate transitions between building masses and adjacent places and spaces; define street and open space edges and bring human scale through articulation, materials, details and landscaping.*	
Site	Does the arrangement of buildings and spaces on the site address street edges well?
	Is the scale and placement of buildings and structures appropriate for the street and public space size and type?
	Are large service and surface parking areas modulated and screened by structures and landscaping?
Architecture	Are design strategies employed to reduce the impact of building height and bulk?
	Are street walls well defined and of appropriate height to street width and type?
	Are human scaled elements and details included to enhance street character?
Public Realm	Are public spaces well edged and framed by structures and/or landscaping?
	Does the design include detail which will enhance street character and encourage use of the public realm?
UDRP Commentary	
Applicant Response	The proposed building height, scale, massing and stepping arrangement to decrease bulk are appropriate for the site. The street-oriented units at grade provide a welcome pedestrian scale on both 5 Avenue NW and the laneway.
Amenity *Ensure that public sidewalks and gathering spaces are generously proportioned, comfortable, safe, fully accessible, and framed by permeable facades which allow for activation throughout the year.*	
Site	Are equitable, inviting access and varied movement options provided for all ages and abilities?
	Does the design work with sun orientation and seasonal climate variation?
	Does the site plan safely accommodate all travel modes?
	Are service and utility requirements located appropriately to lessen visual impact?
Architecture	Does the building(s) meet or exceed expectations for universal access design?
	Does the architecture create a pleasant street edge which feels safe to users?

Public Realm	Does the public realm design prioritize pedestrians and cyclists over vehicle access?
	Is the public realm visually interesting, comfortable, and safe during all seasons?
	Are the public spaces designed for people of all abilities and ages?
	Do the public spaces meet or exceed expectations for universal access design?
UDRP Commentary	The nature of the amenity offering is unclear. As the design evolves, it is recommended the Applicant be transparent regarding the intended use of the at-grade amenity confirming whether it will be operated as a commercial retail space or private co-working amenity to the building residents. A commercial space such as a coffee shop would bring much needed activation to the site and could serve to animate the southeast plaza. Alternately, consideration for its location further north could provide opportunities to animate the entry to Riley Park and the pedestrianized laneway. Additional residential amenities, types and location throughout the building require further clarification, particularly whether live-work units are included and where they are located. Should the live-work units be located at grade, the Panel strongly encourages designing accessibility from the street level access point.
Applicant Response	
Legibility *Create logical, permeable networks of streets and pathways that connect within and between neighbourhoods and public places; design well-defined community and building entrances with distinctive, memorable attributes.*	
Site	Does the project provide a permeable, fine-grained and functional urban structure of blocks and streets?
	Does the project provide legible, accessible, continuous walking and cycling connections within the site that connect to adjacent systems and destinations?
	Does the proposed network consider future expansion into surrounding areas?
	Are large parking areas designed with clear, safe, direct pedestrian connections?
Architecture	Are buildings designed with clearly marked and differentiated entries to facilitate wayfinding?
Public Realm	Are the public routes and spaces configured to facilitate easy and safe navigation with clear paths and appropriately placed wayfinding elements?
UDRP Commentary	The proposal currently lacks hierarchy in its arrangement of uses and interface with various prominent edges (the lane, 11 Street, 5 Avenue NW). Consolidation of the back-of-house elements on 11A Street NW and internalizing the waste and recycling into the building might allow the building footprint to shift west, providing more generous sidewalks on the eastern edge and limiting vehicular access to 11A Street, signaling a pedestrian experience on the heritage boulevard at 11 St NW. While the location of the main entry on 11 Street NW appears appropriate, the Applicant is encouraged to consider re-orienting the front door to face south toward the plaza to increase legibility from 5 Avenue.
Applicant Response	
Vibrancy *Ensure that new developments are configured and designed to animate streets and public spaces with varied sizes and types of grade-oriented uses.*	
Site	Will the building placement and orientation together with the arrangement and variety of uses activate the adjacent streets and public spaces?
	Will the project contribute to creating greater economic, employment and/or residential diversity in the neighbourhood?
Architecture	Does the building articulation, materials and details contribute to the vibrancy of the streets and public spaces?
	Is there a variety of residential and/or commercial unit types and sizes?
Public Realm	Do outdoor spaces provide varied experiences and accommodate people with diverse abilities?
UDRP Commentary	The Panel welcomes the inclusion of 15% affordable and 15% accessible units in this proposal. Similarly, the provision for grade-oriented units is appreciated both on 5 Avenue NW and at the lane, which will bring a significant level of vibrancy to the block. Suggested refinements as the design develops include the provision for a commercial use (versus resident-only amenity) at grade, wrapping the north-eastern townhouse to face 11 Street NW or consideration for additional grade-level amenity at that corner to activate the Riley Park interface.
Applicant Response	
Resilience *Ensure that projects provide opportunities, through their site layout, spatial configuration, materials, and sustainable design features for responsible operation and continuous adaptation to change over time.*	

Site	Is the project designed to respond to change (economic, social, demographic or other) over time?
	Does the plan meet/exceed climate resilience/sustainable design expectations?
	Are active travel modes prioritized, and active lifestyle choices encouraged?
Architecture	Does the building show indication of sustainable design practices and materials?
	Is a range of uses accommodated; does the design anticipate future change?
	Is the building designed to endure over time with reasonable maintenance?
Public Realm	Are public spaces adaptable for multiple uses over short and medium term?
	Does the public realm design respond to climate resilience / sustainability expectations?
UDRP Commentary	The Applicant is encouraged to address in specific detail resilience strategies applicable to the proposal in future submissions.
Applicant Response	

Applicant Response to Urban Design Comments

DAAS DESIGN & ARCHITECTURE STUDIO

January 9th, 2026

DR Response

The Harriet
1212, 1215, 1218 5 Av NW
Calgary, AB
LOC2025-0133

Christopher Berg, Architect, AAA #310, 1032 – 17 Ave. SW. - Calgary, AB T2T 0A5 christopher@daasarchitecture.com Phone: 403.689.5790	**City of Calgary** Planning Services Centre 3rd floor, Municipal building 800 Macleod Trail SE Phone: 403.268.5311

General Comments	Applicant Response
Site	
1. The relationship between the proposed development and abutting streets/sidewalks should be carefully considered: a. It is expected that strong pedestrian access points will be provided into and through the development. b. It is expected that utilities and services, such as transformers and waste areas, will not be located close to main pedestrian or vehicular access points. c. It is expected that the development will be sited to provide an animated and vibrant interface with public streets. At-grade units fronting onto public streets are expected to address the street/ sidewalk with doors, windows, and connections to public sidewalk when provided.	A. Noted. We will ensure clear and strong pedestrian access points are provided throughout the development. B. Noted. We will ensure utilities and service areas are located away from main pedestrian and vehicular access points. C. Noted. We will design at-grade units to engage the street with active frontages, including doors, windows, and connections to the sidewalk.
2. It is expected that shadowing of Riley Park and the scale of the development will be mitigated through transition techniques where the development is adjacent to the park and public realm. For example: Development should provide setbacks and stepbacks along each property line, particularly the north and east property lines.	Noted. We will incorporate setbacks and stepbacks along the north and east property lines to mitigate shadowing and ensure an appropriate transition to Riley Park and the public realm.
3. It is expected that at-grade units fronting on the proposed public sidewalks or amenity space will have direct access to the space.	Noted. We will provide direct access from at-grade units to adjacent public sidewalks and amenity spaces.
4. Due to the large scale of the development, it is expected that a range of amenity spaces that enable programmatic flexibility, including seating areas, will be provided.	Thank you for the comment. We will include a variety of flexible amenity spaces with seating throughout the development.
5. Every effort should be made to retain natural site features and wildlife habitat and enhance biodiversity on the site. Provide information regarding the current site and measures proposed to revitalize the landscape.	We will work to retain existing natural features and wildlife habitats, enhancing biodiversity through measures such as tying into the surrounding green space and planting lilacs to mirror existing vegetation.

6. Green infrastructure features are strongly encouraged, including permeable paving, LID features, rainwater harvesting, EV charging, photovoltaics and opportunities for on-site food production. Indicate all site-focused sustainable design measures on the landscape plan.	Many of these green infrastructure measures will be considered, taking into account available funding options and the client's budgetary requirements.
7. Provide complete site/landscape plans and details including all site infrastructure elements (fire hydrants, sign posts, street light and traffic light poles) at the time of development permit submission to allow for a complete analysis of the viability of the pedestrian space.	Noted. Complete site and landscape plans, including all infrastructure elements, will be provided with the development permit submission for a full pedestrian analysis.
8. It is expected that adequate external lighting on all the proposed development, complying with CPTED requirements and principles will be included in the development.	We will ensure the development includes adequate external lighting that complies with CPTED principles.
Public Realm	
9. It is expected that strong edge definition to streets and proposed amenity spaces through layered landscaping will be provided. Define landscape strategy for front setbacks. Consider one tree per area and layered landscaping with bushes and/or decorative ornamental grasses.	We will provide strong edge definition with layered landscaping, including trees, shrubs, and ornamental grasses, and will define the strategy for front setbacks accordingly.
10. At the Development Permit stage, indicate the location and screening of all mechanical equipment and associated ventilation and exhaust grilles, gas metres, and other service infrastructure, ensuring that it does not negatively impact the public realm.	All mechanical equipment, meters, and service infrastructure will be located and screened to minimize impact on the public realm, and details will be provided at the Development Permit stage.
11. Review all public spaces to ensure they are designed to meet or exceed standards for universal access design. The City of Calgary's Access Design Standards are intended primarily for City owned facilities, but a recommended resource to ensure the built environment is well designed for people of all abilities and ages.	Noted. We will review all public spaces to ensure they align with universal access principles, referencing the City's Access Design Standards as guidance. We have also onboarded an Accessibility expert to help guide and review unit and public domain design.
Architecture	
12. It is expected that all building facades will demonstrate visual interest and articulation through design elements including, but not limited to, windows, doors, recesses, canopies, awnings and porches to integrate with the public realm elements to create a sense of place.	We recognize that this is a four-sided building, and we will ensure all facades incorporate visual interest and articulation through windows, doors, canopies, and other design elements to enhance the public realm.
13. Provide detail regarding the resolution of materials where the building meets grade along the boundary of the public realm; show how finishes and details will be resilient and durable.	We will provide details showing durable and resilient material finishes where the building meets grade along public boundaries.
14. It is expected that common entrances will be accentuated along public streets to help activate and animate the public realm.	Common entrances will be highlighted and designed to activate the public realm along streets.

15. Corner elevations abutting public streets will be expected to be enhanced architecturally, with articulation applied to the side elevations to mitigate being perceived as secondary or of lesser importance. Potential strategies include at-grade unit entries and balconies to further animate the facades, windows, horizontal fascia, canopies, feature lighting.	Corner elevations will be architecturally enhanced with articulation, at-grade entries, balconies, and other features to ensure they are engaging and not perceived as secondary.
16. Avoid blank walls and consider innovative window designs to offer interesting fenestration and façade design articulation.	We will avoid blank walls and incorporate innovative window designs to create engaging and articulated façades.
17. It is expected that at-grade units' elevations are differentiated by materials and colour variations where possible to give each unit a unique look. Provide residential-scaled detail at the individual unit entries which signal that these are front entry door and are well defined with landscaping and screening where necessary.	At-grade units will feature varied materials and colors, with clearly defined, residential-scaled entries enhanced by landscaping and screening where appropriate.
Place	
The Panel appreciates the opportunity to create a strong sense of place; however the scheme does not yet leverage its adjacency to the park and the unique gateway opportunity present on the site. The Applicant is invited to consider the following strategies to increase the project's chances of success as a gateway site: • Relocate parking access and consolidate back of house uses on 11A Street NW to enhance and activate the pedestrianized laneway. • Relocate the molok waste internal to the building to improve street edge activation. • Enlarge the north setback to provide increased landscape buffer transition between the at-grade units and the laneway. • Consider relocating utility poles to the north of the laneway to improve livability of north units. • Enlarge the Southeast corner plaza to more effectively signal the gateway to Riley Park from 5 Avenue NW. • Provide active uses fronting 11 Street NW to activate the eastern edge. • Consider providing a wider sidewalk on 11 Street NW to create hierarchy and enhance the public connection to the Riley Park entrance.	We agree with the Panel's insights and recognize the opportunity to strengthen the project as a prominent gateway site. We will explore strategies to consolidate parking and back-of-house functions along 11A Street NW to better activate the pedestrian laneway, and relocate the Molok waste system internal to the building to improve the street edge experience. Increasing the north setback will provide a more generous landscape buffer between at-grade units and the laneway, while relocating utility poles will enhance livability for the north-facing units. Additionally, we will review opportunities to enlarge the Southeast corner plaza to clearly signal the gateway to Riley Park from 5 Avenue NW, provide active uses along 11 Street NW, and consider widening the sidewalk to reinforce hierarchy and strengthen the public connection to the park entrance. These measures will collectively enhance activation, connectivity, and the overall sense of place for the development.
Scale	
The proposed building height, scale, massing and stepping arrangement to decrease bulk are appropriate for the site. The street-oriented units at grade provide a welcome pedestrian scale on both 5 Avenue NW and the laneway.	Noted; thank you.

Amenity	
The nature of the amenity offering is unclear. As the design evolves, it is recommended the Applicant be transparent regarding the intended use of the at-grade amenity confirming whether it will be operated as a commercial retail space or private co-working amenity to the building residents. A commercial space such as a coffee shop would bring much needed activation to the site and could serve to animate the southeast plaza. Alternately, consideration for its location further north could provide opportunities to animate the entry to Riley Park and the pedestrianized laneway. Additional residential amenities, types and location throughout the building require further clarification, particularly whether live-work units are included and where they are located. Should the live-work units be located at grade, the Panel strongly encourages designing accessibility from the street level access point.	We will clarify the intended use of the at-grade coffee shop at Development Permit. While we will explore relocating it further north to better animate the Riley Park entry and laneway, we believe the current location provides a strong wayfinding marker to 5th Avenue and allows for spill-out patios with increased sun exposure. Live-work amenities throughout the building, including street-level accessibility where appropriate, will also be clearly defined.
Legibility	
The proposal currently lacks hierarchy in its arrangement of uses and interface with various prominent edges (the lane, 11 Street, 5 Avenue NW). Consolidation of the back-of-house elements on 11A Street NW and internalizing the waste and recycling into the building might allow the building footprint to shift west, providing more generous sidewalks on the eastern edge and limiting vehicular access to 11A Street, signaling a pedestrian experience on the heritage boulevard at 11 St NW. While the location of the main entry on 11 Street NW appears appropriate, the Applicant is encouraged to consider re-orienting the front door to face south toward the plaza to increase legibility from 5 Avenue.	We will review the arrangement of uses and consider consolidating back-of-house functions on 11A Street NW, internalizing waste, and shifting the building west to create wider sidewalks and enhance the pedestrian experience. The main entry orientation will also be evaluated to improve legibility from 5 Avenue NW.
Vibrancy	
The Panel welcomes the inclusion of 15% affordable and 15% accessible units in this proposal. Similarly, the provision for grade-oriented units is appreciated both on 5 Avenue NW and at the lane, which will bring a significant level of vibrancy to the block. Suggested refinements as the design develops include the provision for a commercial use (versus resident-only amenity) at grade, wrapping the north-eastern townhouse to face 11 Street NW or consideration for additional grade-level amenity at that corner to activate the Riley Park interface.	The current plan is to provide the 10% affordable and 15% accessible units, with grade-oriented units along 5 Avenue NW and the lane to enhance vibrancy. We will also consider a commercial use at grade and additional amenity at the northeast corner to further activate the Riley Park interface.
Resilience	
The Applicant is encouraged to address in specific detail resilience strategies applicable to the proposal in future submissions.	Noted; thank you.

PROPOSED

CPC2026-0143
ATTACHMENT 7

BYLAW NUMBER 46D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0133/CPC2026-0143)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

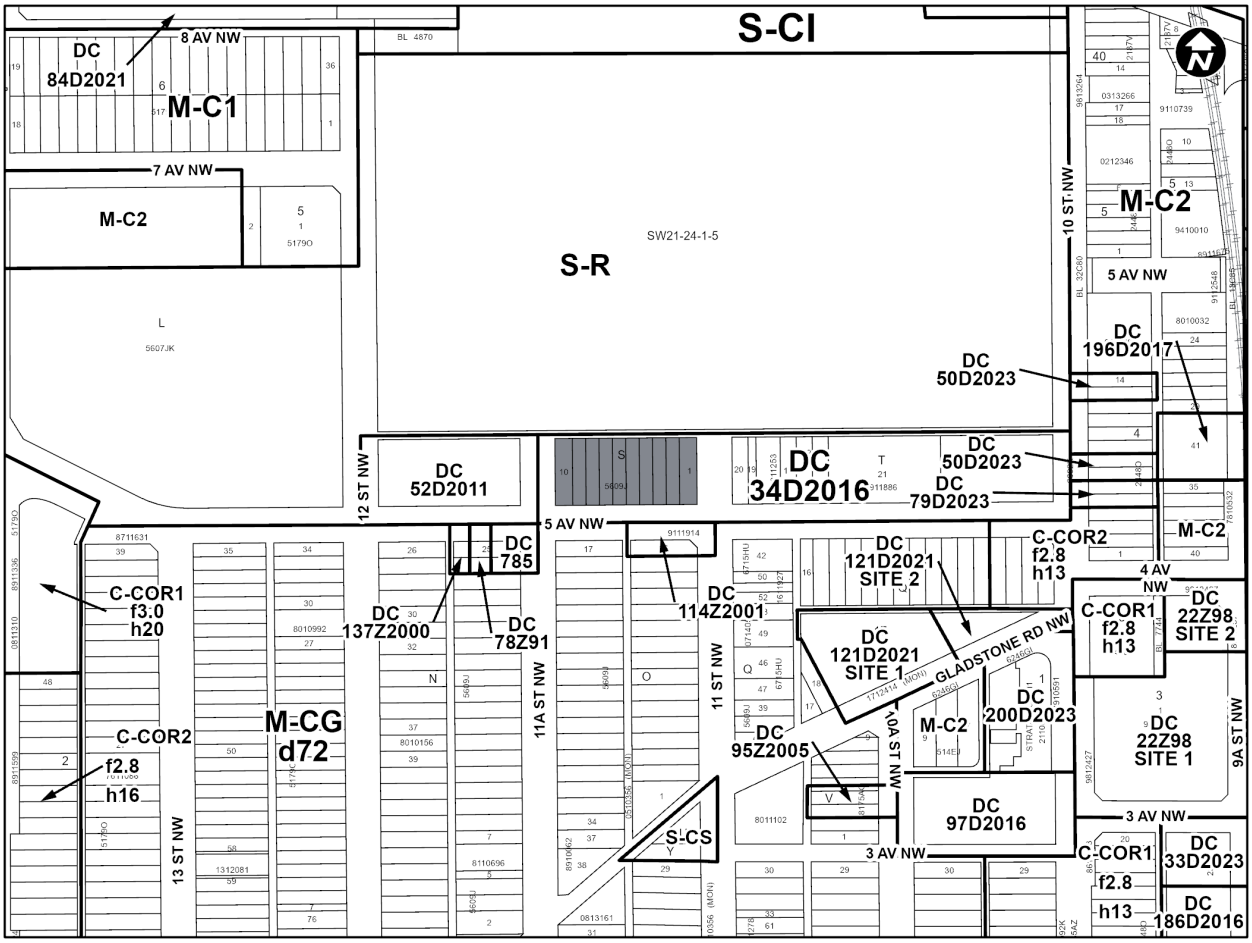
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0133/CPC2026-0143
BYLAW NUMBER 46D2026

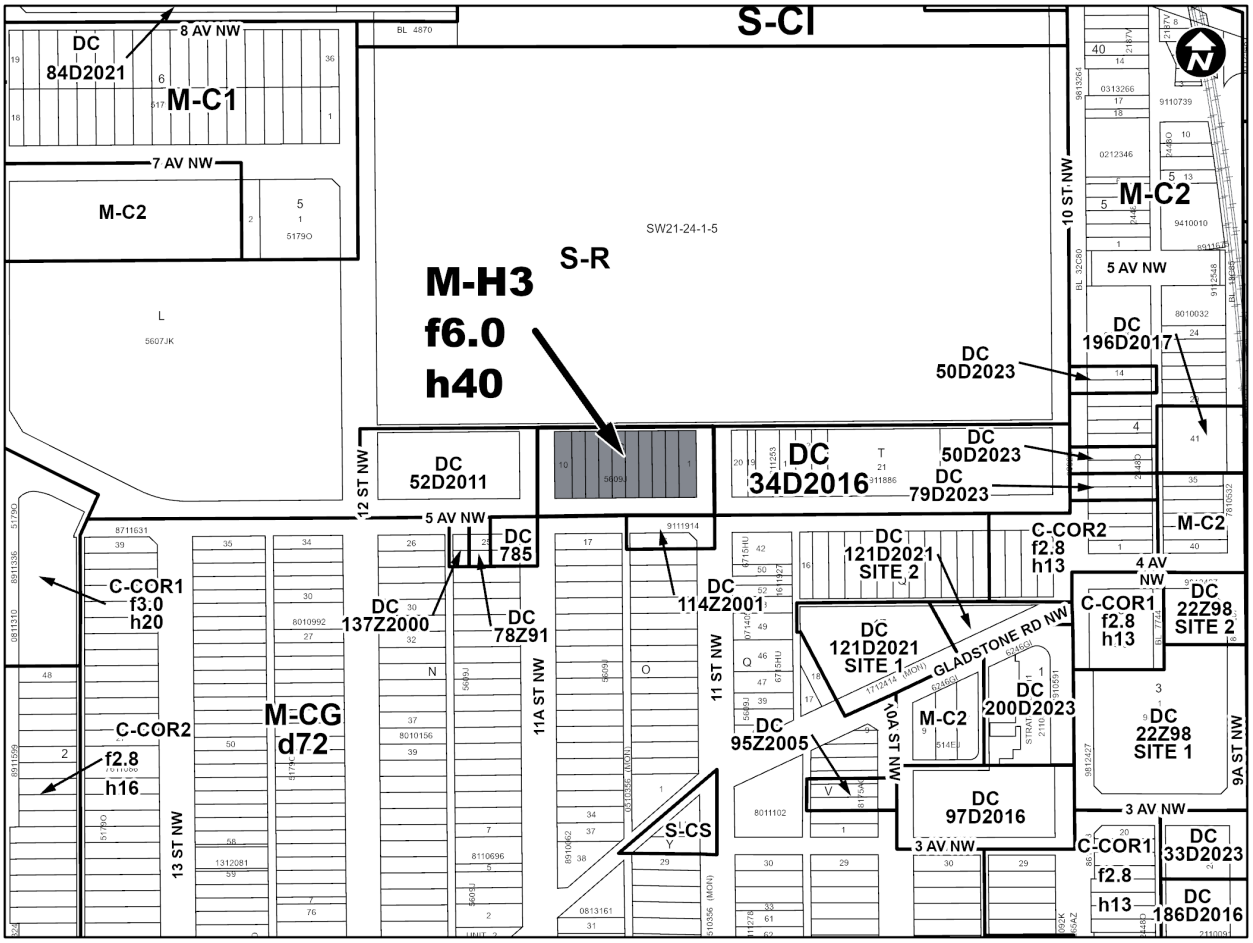
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0133/CPC2026-0143
BYLAW NUMBER 46D2026

SCHEDULE B



Land Use Amendment in Hillhurst (Ward 7) at 1601 Bowness Road NW, LOC2025-0248

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.07 hectares ± (0.17 acres ±) at 1601 Bowness Road NW (Plan 5151O, Block 19, Lots 57 and 58) from Mixed Use – General (MU-1f1.0h13) District to Residential – Grade-Oriented Infill (R-CG) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 49D2026** for the redesignation of 0.07 hectares ± (0.17 acres ±) at 1601 Bowness Road NW (Plan 5151O, Block 19, Lots 57 and 58) from Mixed Use – General (MU-1f1.0h13) District to Residential – Grade-Oriented Infill (R-CG) District.

Opposition to Recommendation: Commissioner Boechler and Commissioner Wagner

HIGHLIGHTS

- This application proposes to redesignate the parcel to the Residential – Grade-Oriented Infill (R-CG) District to facilitate consolidation with the adjacent parcel of land and construct a nine-dwelling unit townhouse development with nine secondary suites.
- The proposal is in alignment with the *Municipal Development Plan* (MDP) and the *Riley Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would simplify development of the site with consolidation of the adjacent parcel, while presenting land use rules that are more sensitive to adjacent residential development.
- Why does this matter? The proposal would enable development of a vacant, underutilized property and provide increased housing and reinvestment within an inner-city neighbourhood.
- A development permit for a nine-unit townhouse development with nine secondary suites and a garage has been submitted and is currently under review (DP2026-00277).
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application in the community of Hillhurst was submitted on 2025 December 19 by Horizon Land Surveys Ltd. on behalf of the landowner, Rise Liang Investment Ltd. As noted in the Applicant Submission (Attachment 2), their intent is to redevelop the property for low density residential uses.

This approximately 0.07 hectare (0.17 acre) site is located on the south side of Bowness Road NW and on the west side of 14 Street NW, has lane access and is currently vacant.

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 distributed postcards to all residents within a 100-metre radius of the site, conducted in-person visits to homes to discuss the proposal and contacted the Hillhurst/Sunnyside Community Association and Ward 7 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 one letter of support, which appreciated the reversion of the site back to a low density district, and four letters of opposition, which included the following concerns:

- density – too many units;
- character – out of context with the surrounding neighbourhood
- street parking – too many anticipated vehicles, limited on-street parking, compounded by cul-de-sac that won't provide room for parking;
- on-site parking – insufficient parking stalls required on site;
- traffic – adding traffic to the block, especially because of limited access to 14 Street NW;
- impact to infrastructure – significant load to be added to city services;
- construction nuisance – noise, etc. impacting enjoyment of their lands; and
- heritage design guidelines – located at the end of a block with historic resources and protected, heritage boulevard, design guidelines should be applied.

Administration received support and suggestions from the Hillhurst/Sunnyside Community Association (Attachment 4), which stressed the importance of designing the site with consideration for the existing heritage buildings on the block. In addition, there were several questions of clarification.

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, on-site parking, landscaping, amenity areas and architecture will be determined at the development permit stage.

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

IMPLICATIONS

Social
The proposed R-CG District would facilitate the proposed consolidation with the adjacent R-CG District parcel and facilitate redevelopment. The proposal would allow for a wide range of housing types that may 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 are being explored and encouraged through the development permit review.

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 application.

ATTACHMENTS
1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 49D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The site is located at the southwest corner of Bowness Road NW and 14 Street NW. It is approximately 0.07 hectares (0.17 acres) in size and 18 metres wide by 38 metres deep. The site is currently vacant and has access to a rear lane. There is no vehicular access directly to 14 Street NW.

Surrounding development is characterized by primarily single detached and semi-detached dwellings in the residential neighbourhood to the west, while commercial and multi-residential buildings exist to the east.

The site is approximately within 600 metres (a 10 minute walk) of downtown Calgary, Queen Elizabeth School, Broadview Road Playground, the Bow River and the associated pathway system.

Community Peak Population Table

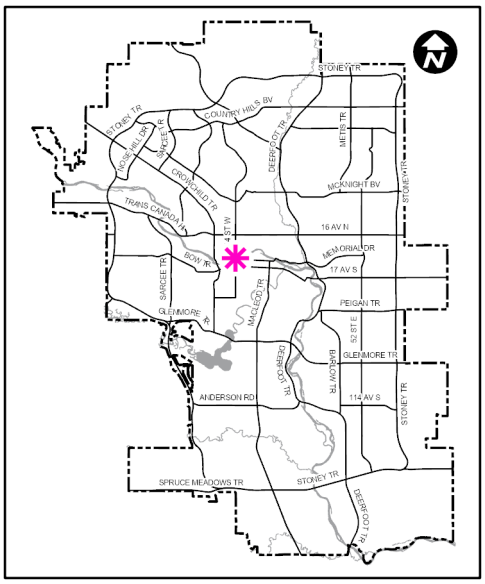
As identified below, the community of Hillhurst reached its peak population in 2015.

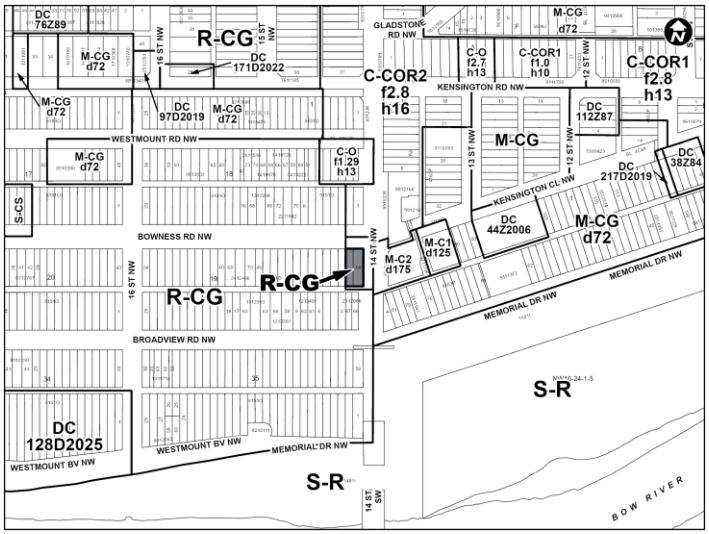
Hillhurst	
Peak Population Year	2015
Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	-179
Difference in Population (Percent)	-2.7%

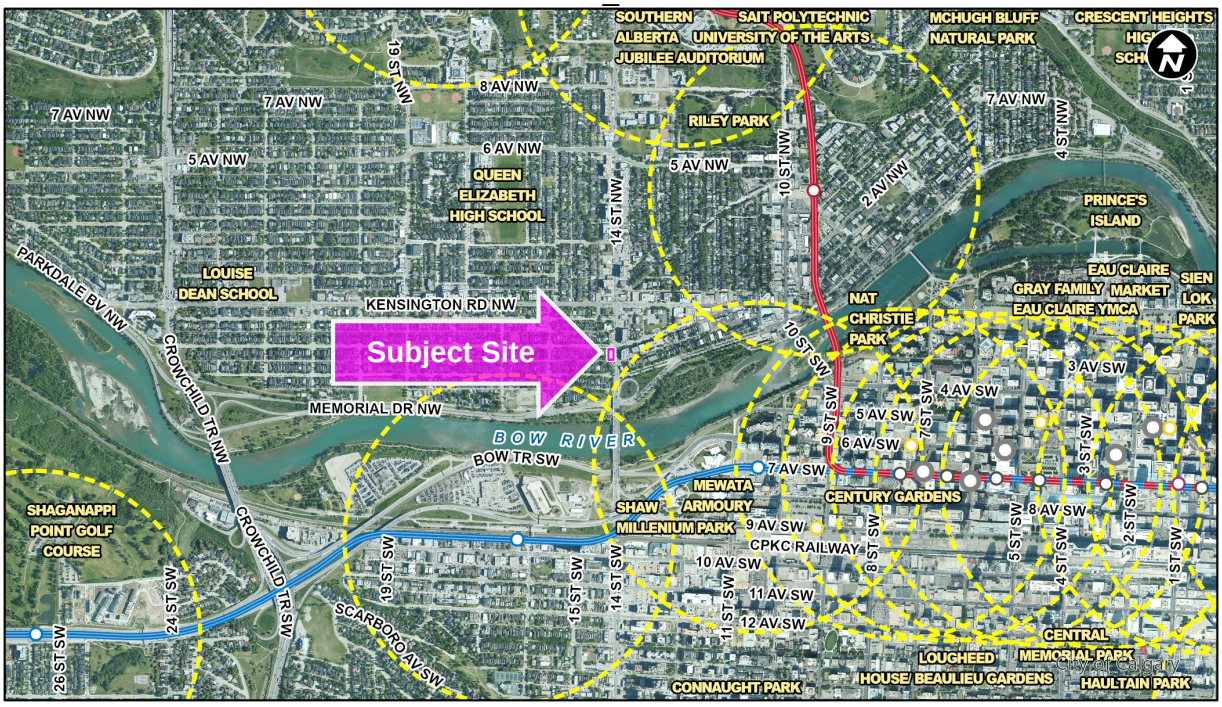
Source: *The City of Calgary 2019 Civic Census*

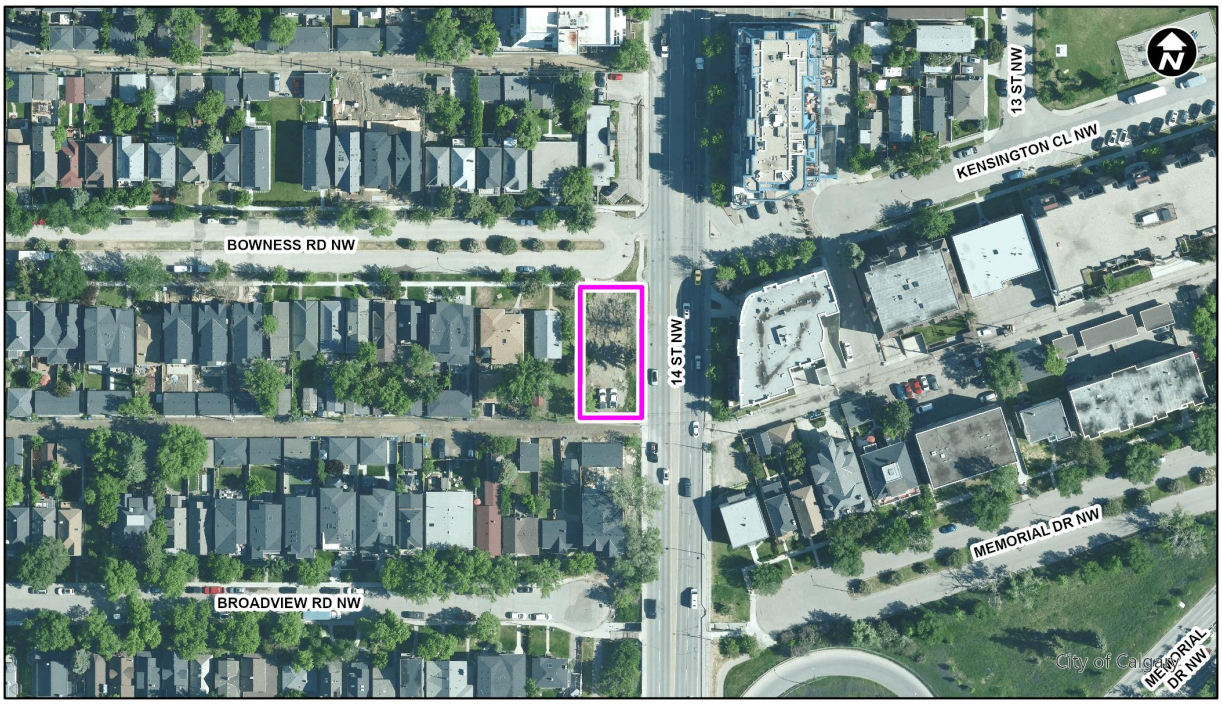
Additional demographic and socio-economic information may be obtained online through the Hillhurst Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Mixed Use – General (MU-1f1.0h13) District allows for either/both residential and commercial uses at grade and provides flexibility in the building form and setbacks. The floor area ratio (FAR) for this site is 1.0 and the maximum building height is 13 metres (three to four storeys) and there is no maximum density. The site was redesignated in 2019 from the Residential – Contextual One / Two Dwelling (R-C2) District to the MU-1 District to support the use of an existing dwelling as a commercial office (LOC2018-0208). The dwelling was later demolished, prior to this land use amendment application.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site area, this would allow for up to five dwelling units and five secondary suites. The Applicant's intent is to consolidate the subject site with the adjacent, existing R-CG District parcel (1609 Bowness Road NW) to increase the amount of developable land that will facilitate construction of a nine unit townhouse development with nine suites.

Secondary suites are not a listed use in the MU-1 District, but are included in the R-CG District. Secondary Suites do not count towards allowable density. Under the R-CG District rules, the subject site would require 0.5 motor vehicle parking stalls per dwelling unit and secondary suite.

Development and Site Design
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.

Transportation
Pedestrian access to the site is available from existing sidewalks on Bowness Road NW and 14 Street NW. Through the development permit it is expected that the applicant will be required to construct an enhanced sidewalk on 14 Street NW and plant trees in the right-of-way.

Access to The Always Available for All Ages and Abilities (5A) Network is available along the off-street pathway along the Bow River and on-street bikeways along 16 Street NW, Broadview Road NW, 6 Avenue NW and 5 Avenue NW. The site is moderately well served by Calgary Transit, with the nearest bus stops located within 200 metres (a four minute walk) to the northeast at the intersection of Kensington Road NW and 14 Street NW, where residents may access Route 1 (Forest Lawn/Bowness), Route 65 (Market Mall/Downtown West) and Route 414 (14 Street W). There is no direct vehicle access from Bowness Road NW to 14 Street NW; however, access is provided via 16 Street NW. On-street parking is restricted to 60 minutes and no parking is available along 14 Street NW.

No Transportation Impact Assessment was required for this application.

Environmental Site Considerations
No environmental concerns were identified.

Utilities and Servicing
Water, sanitary sewer and storm sewer mains are available to service the future development. Further details for 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.

Municipal Development Plan (Statutory – 2009)
The site is located within a Neighbourhood Main Street area, as shown on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). Section 3.4.3 describes a Neighbourhood Main Street as an appropriate location for accommodating moderate levels of intensification of both jobs and population; however, the land use policies section notes that a Local Area Plan should further define the intended density and appropriate development.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies are being explored and encouraged through the review of the development permit.

Riley Communities Local Area Plan (Statutory – 2025)
The site is located within a Neighbourhood Local and Limited building scale area, according to Map 3: Urban Form and Map 4: Building Scale of the *Riley Communities Local Area Plan* (LAP). The Neighbourhood Local, Limited Scale policies (Section 2.2.1.4 and 2.2.1.6) support secondary suites, where already allowed and note that they do not count towards the calculation for density. Also, developments that contain three or more residential units should be designed to complement the surrounding context and consider impacts of massing, lot coverage and setbacks on neighbouring parcels' access to sunlight and shade. The proposed rowhouse/townhouse development with secondary suites is supported by the LAP and considered a low density residential use.

Although the site is not located within a Heritage Guideline Area, as per Map 5: Heritage Guideline Areas, it is adjacent to the Heritage Guideline Area along Bowness Road, which also includes the Bowness Road NW Lilac Medians, a designated City Wide Historic Resource. The LAP notes that Development near heritage resources should draw design reference from the heritage resources. This will be explored through the development permit.

The site is also located within a Neighbourhood Main Street, as shown in Map 2: Community Characteristics. Section 2.5.2.3 14 Street NW Neighbourhood Main Street states that buildings should minimize shadow impacts on the sidewalk and public spaces and that street trees should be provided along 14 Street NW to improve public spaces and expand the tree canopy. Furthermore, Section 2.4.2.1 Site Design, subsection n. states that development on streets with public realm setbacks should provide improved sidewalks and enhanced landscaping.

Administration has reviewed the context and relevant planning policies and determined the proposal to be appropriate. It supports opportunities for contextually-appropriate low density residential development that is consistent with the surrounding development, while enhancing the 14 Street NW corridor, interfacing well with adjacent commercial and multi-residential lands and supporting development that aligns with the *Riley Communities Local Area Plan* (LAP).

Applicant Submission

Company Name (if applicable):
Horizon Land Surveys

LOC Number (office use only):

Applicant's Name:
Lei Wang

Date:
Dec. 18th, 2025

On behalf of the landowner, please accept this application to redesignate 1601 Bowness RD NW (+/-0.069 hectare) site from MU-1f1.0h13 to R-CG. The goal is to consolidate the lot with the nearby 1609 Bowness RD NW for grade oriented development.

The site is currently vacant and fenced out. The existing zoning allows mixed used development with maximum height of 13 meters. The proposed R-CG represents a scale down as R-CG carries maximum height of 11 meters. If approved, the lot will have the same zoning as nearby lot thus create consistent map for the design of missing middle housing.

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 subject site is also located within Riley Communities Local Area Plan. The LAP defines the lot as neighborhood local with building scale of up to 3 storeys. The policy states that "building forms that contain three or more residential units in neighborhood local, limited scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage, and setbacks" .

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.

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

Applicant Outreach Summary

2025 December 19

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 1601 Bowness RD 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 Dec. 1st, 2025, our survey crews were on site doing detailed surveys for the subject lot and two immediate neighbors on both sides of the lot including cross the lane. In addition, our crew also deliver flies to residents within 100 meters radius and spoke with people at home.

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.

We didn't hear much concerns over this project since it is from mixed use zoning to R-CG. One resident did raise the issue of site management at construction stage and avoid the site being a dump ground.

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 will regularly monitor the site to make sure the fencing on site stay intact.

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.

Community Association Response

2026 February 9

LOC2025-0248 - 1601 BOWNESS RD NW

Hillhurst Sunnyside Planning Committee (HSPC) members have reviewed the proposed LOC and wish to bring the following concerns and suggestions to the File Manager's attention for consideration:

1. Land Use History and Heritage Applicability
The subject property was originally a single-family dwelling. While a previous application sought MU-1 zoning (which was opposed by residents but ultimately approved), the current proposal seeks to revert the site to R-CG. The Committee supports the return to R-CG but strongly emphasizes that any redevelopment must fully comply with the applicable Heritage Guidelines. Given the site's location at the end of the block, and the fact that surrounding homes consistently reflect heritage setbacks and character, it is critical that heritage requirements are applied rigorously.

2. Heritage Guidelines Across Both Lots
The Committee is concerned that only one of the two lots falls within the Heritage Guideline area on the LAP map. If the two parcels are combined, the Committee requests confirmation that Heritage Guidelines will apply to the entire consolidated parcel, ensuring consistent setbacks, massing, materials, roof pitch, and fenestration across the development.

3. Lot Consolidation and Zoning Process
Clarification is requested regarding the legality and process for combining two lots currently under different zoning designations. The Committee seeks confirmation on whether an additional approval would be required for parcel amalgamation and whether a single structure is permitted to straddle two formerly separate lots once rezoned.

Overall Community Impact:
The Committee emphasizes that it does not oppose development in the community. However, developments must align with Heritage Guidelines, respect established setbacks and scale, and avoid placing disproportionate pressure on parking, infrastructure, and neighbourhood character.

PROPOSED

CPC2026-0219
ATTACHMENT 5

BYLAW NUMBER 49D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0248/CPC2026-0219)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

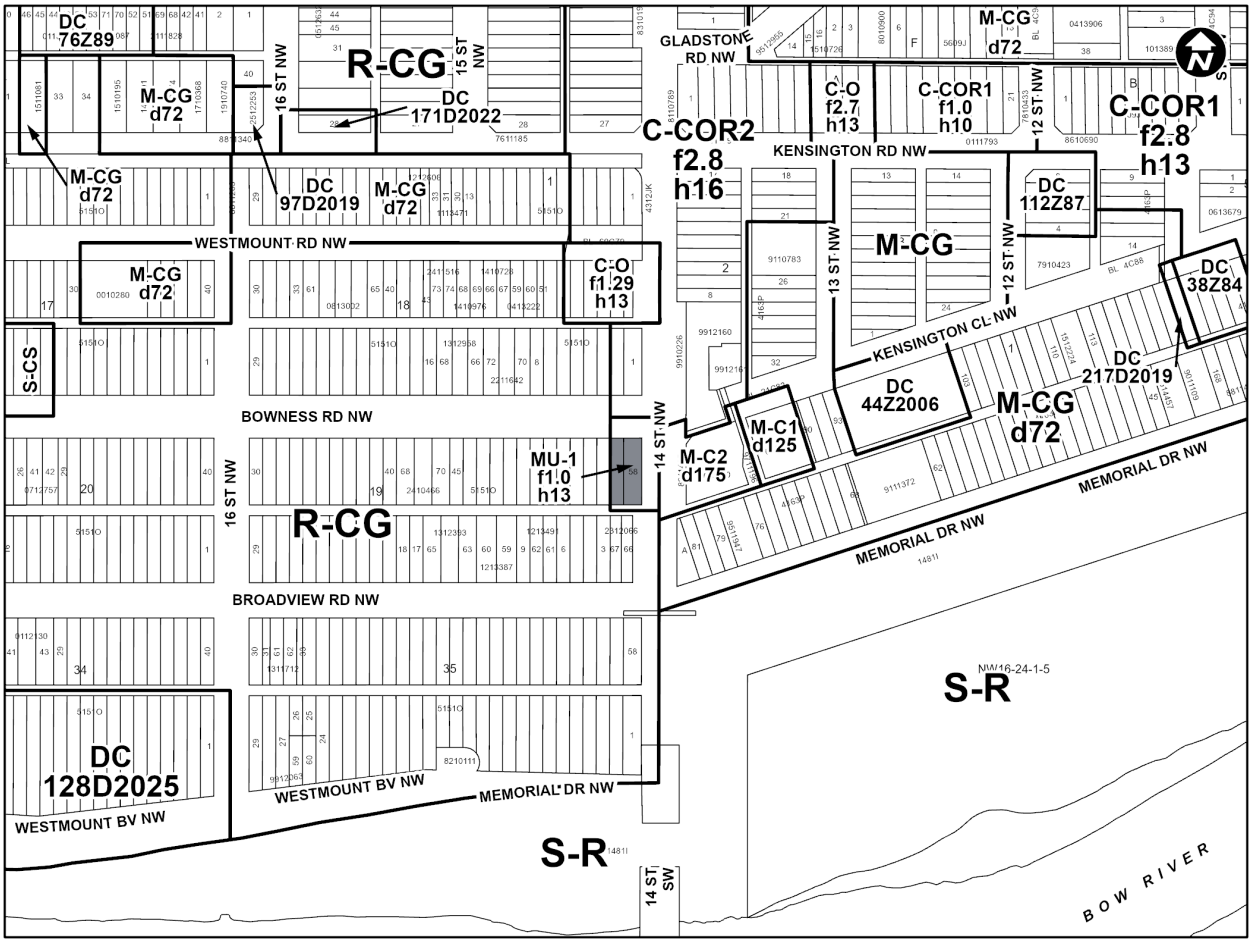
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0248/CPC2026-0219
BYLAW NUMBER 49D2026

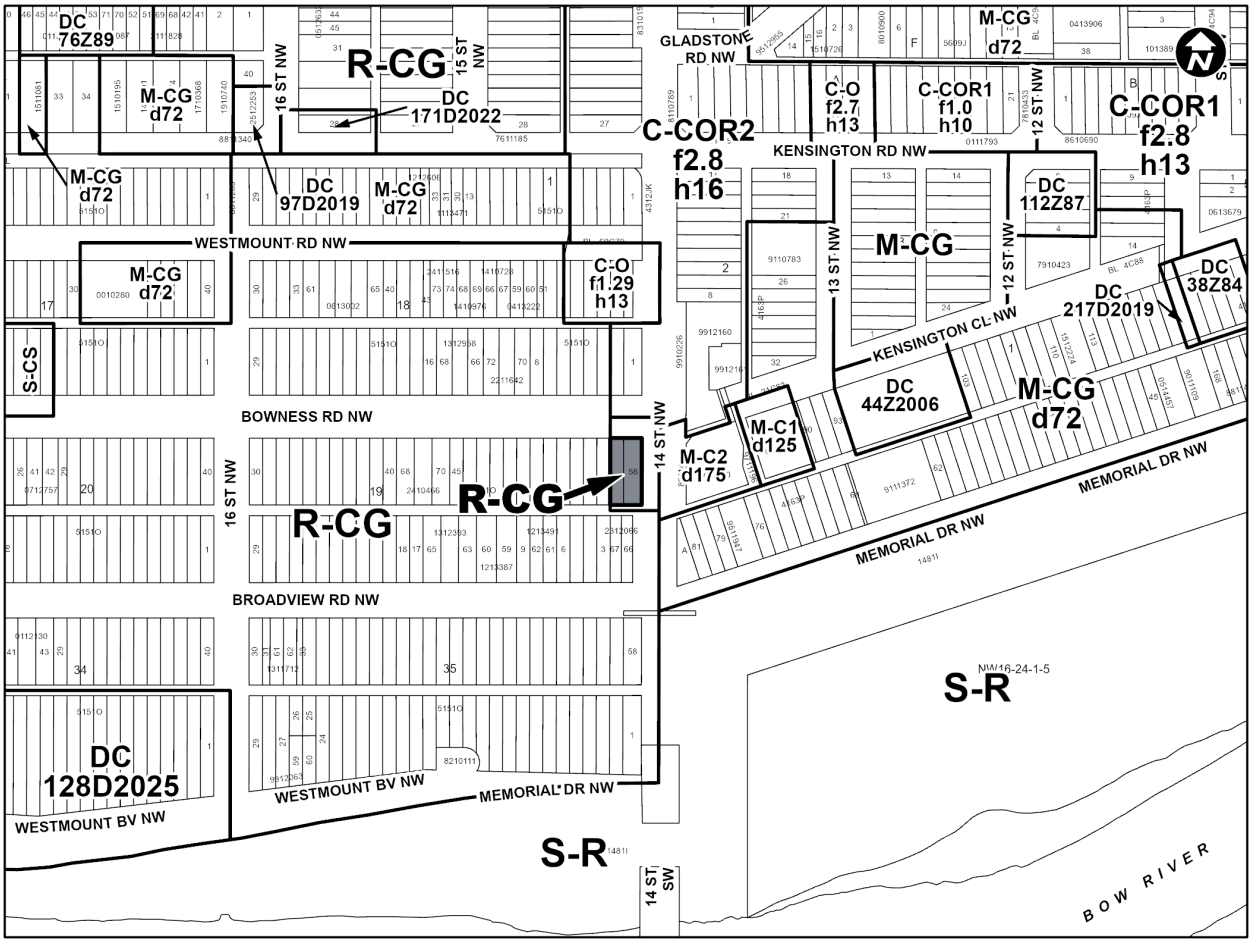
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0248/CPC2026-0219
BYLAW NUMBER 49D2026

SCHEDULE B



Land Use Amendment in Hillhurst (Ward 7) at 207 and 211 – 14 Street NW, LOC2025-0195

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.25 hectares ± (0.63 acres ±) located at 207 and 211 – 14 Street NW (Plan 6219L, Block 3, Lots 4 to 11, and a portion of Lot 12) from Commercial – Corridor 2 f2.8h16 (C-COR2 f2.8h16) District and Direct Control (DC) District to Mixed Use – Active Frontage (MU-2f4.0h24) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 53D2026** for the redesignation of 0.25 hectares ± (0.63 acres ±) located at 207 and 211 – 14 Street NW (Plan 6219L, Block 3, Lots 4 to 11, and a portion of Lot 12) from Commercial – Corridor 2 f2.8h16 (C-COR2 f2.8h16) District and Direct Control (DC) District to Mixed Use – Active Frontage (MU-2f4.0h24) District.

HIGHLIGHTS

- This land use amendment seeks to redesignate the subject property to allow for street-oriented mixed-use development up to six storeys in height.
- The proposal allows for an appropriate building form and set of uses along 14 Street NW and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Riley Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would support greater housing choice and commercial opportunities along a Neighbourhood Main Street, supported by access to alternative transportation modes and more efficient use of existing infrastructure.
- Why does this matter? The proposal would provide additional housing and commercial options in the area, contributing to employment opportunities and a range of community amenities.
- A development permit (DP2025-07167) for a six-storey mixed-use building 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 Hillhurst was submitted by O2 Planning and Design on behalf of the landowner, Hillhurst GP Ltd., on 2025 October 3.

The subject site is located on the west side of 14 Street NW and consists of two parcels with a combined area of approximately 0.25 hectares (0.63 acres), directly adjacent to a transit stop. The southern portion of the site, addressed as 207 – 14 Street NW, is currently developed with a two-storey commercial building. The northern portion of the site, addressed as 211 – 14 Street NW, is vacant. Lane access is provided along the western edge of the site.

Land Use Amendment in Hillhurst (Ward 7) at 207 and 211 – 14 Street NW, LOC2025-0195

As indicated in the Applicant Submission (Attachment 2), the intent is to develop a building that activates 14 Street NW, complements surrounding land uses and is in alignment with the LAP policies for this area. A development permit (DP2025-07167) for a six-storey mixed-use building with eight at-grade commercial units and 104 dwelling units was submitted on 2025 December 11 and is currently under review.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach
As part of the review of the proposed 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 met digitally with the Hillhurst/Sunnyside Community Association (CA), hand delivered 200 postcard mailers to adjacent neighbours and held an in-person public open house. 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 two letters of opposition from the public. The letters of opposition raised concerns regarding increased density and the removal of density bonusing provisions within the existing DC District.

The CA provided a response in support of the application on 2025 December 8 (Attachment 4).

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

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

IMPLICATIONS

Social
The proposal enables greater housing choice, more efficient use of land and infrastructure, and supports local businesses while introducing additional amenities for the broader community.

Land Use Amendment in Hillhurst (Ward 7) at 207 and 211 – 14 Street NW, LOC2025-0195

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 with the development permit review.

Economic
The proposal would allow for new housing and commercial opportunities on a partially vacant site along a Neighbourhood Main Street, supporting the local community and businesses. An increase in density also supports the transit system and promotes a 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. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 53D2026**

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 Hillhurst. The mid-block site is comprised of two parcels, with a combined area of approximately 0.25 hectares (0.63 acres) in size. The northern parcel is approximately 40 metres deep and 50 metres wide. The southern parcel is approximately 40 metres deep and 13 metres wide.

The southern portion of the site, addressed as 207 – 14 Street NW, is currently developed with a two-storey commercial building. The northern portion of the site, addressed as 211 – 14 Street NW, is vacant. Lane access is provided along the western edge of the site.

Surrounding development is characterized by a mix of residential and commercial developments. Residential development to the west of the site, across the lane, consists of single detached dwellings and semi-detached dwellings designated as the Residential – Grade-Oriented Infill (R-CG) District. Nearby commercial and mixed-use development along 14 Street SW includes a range of building forms from one to eight storeys within the Commercial – Corridor 2 f2.8h16 (C-COR2 f2.8h16) District.

The site is located on 14 Street NW, a Neighbourhood Main Street identified in the *Municipal Development Plan* (MDP), and is well served by commercial amenities and the Primary Transit Network. The Hillhurst/Sunnyside LRT Station is located approximately 1.1 kilometres to the east (an 18-minute walk), and bus stops for Route 65 (Market Mall/Downtown West) and Route 414 (14 Street N/14 Street Crosstown) are immediately adjacent to the site.

Community Peak Population Table

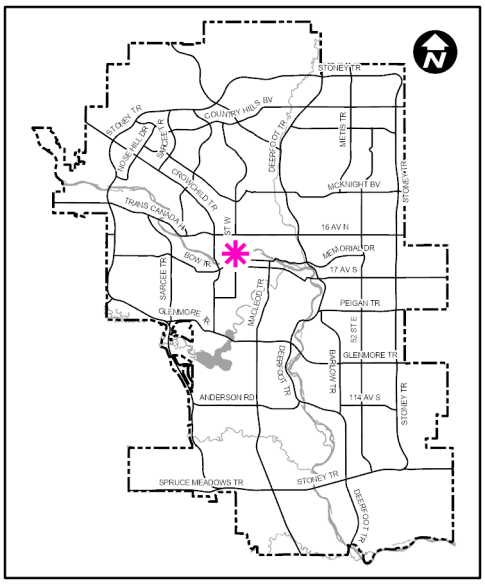
As identified below, the community of Hillhurst reached its peak population in 2015.

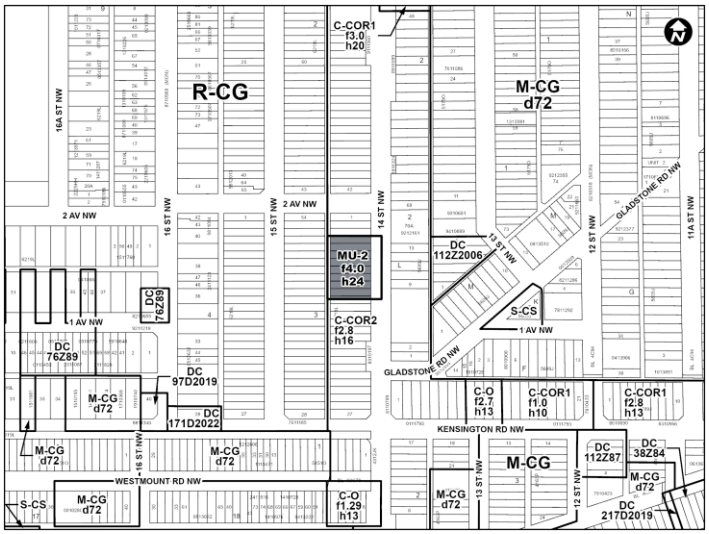
Hillhurst	
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Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	-179
Difference in Population (Percent)	-2.66%

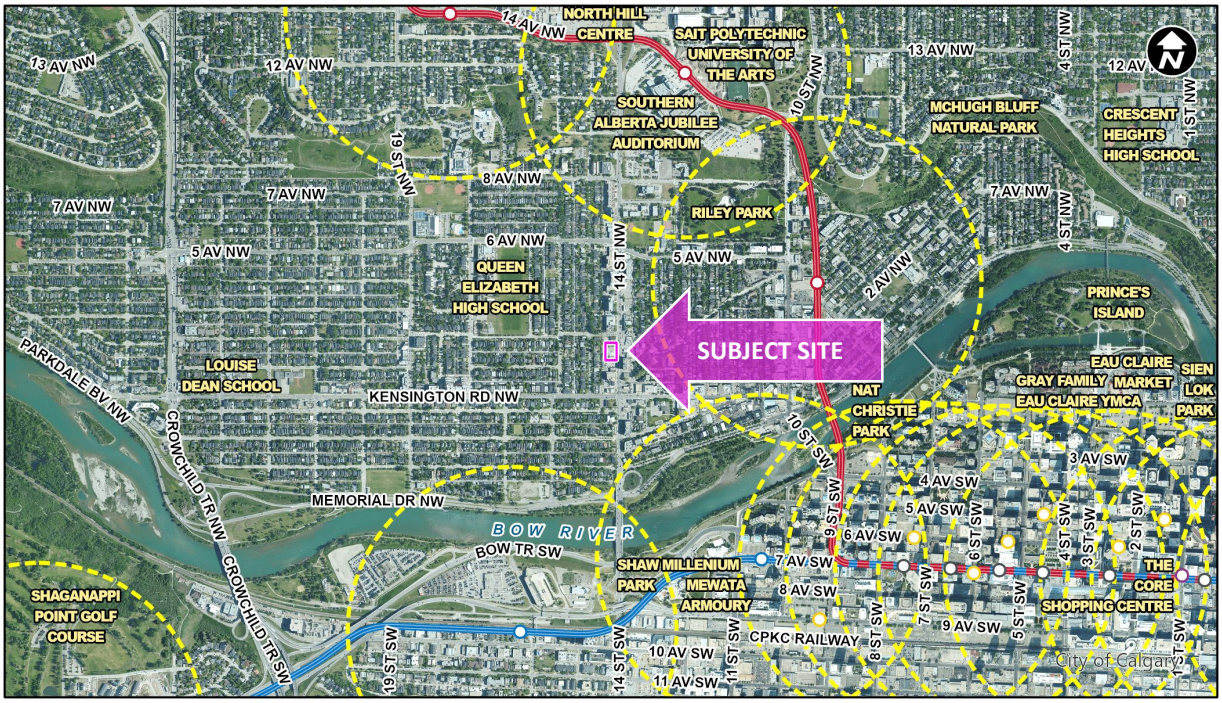
Source: *The City of Calgary 2019 Civic Census*

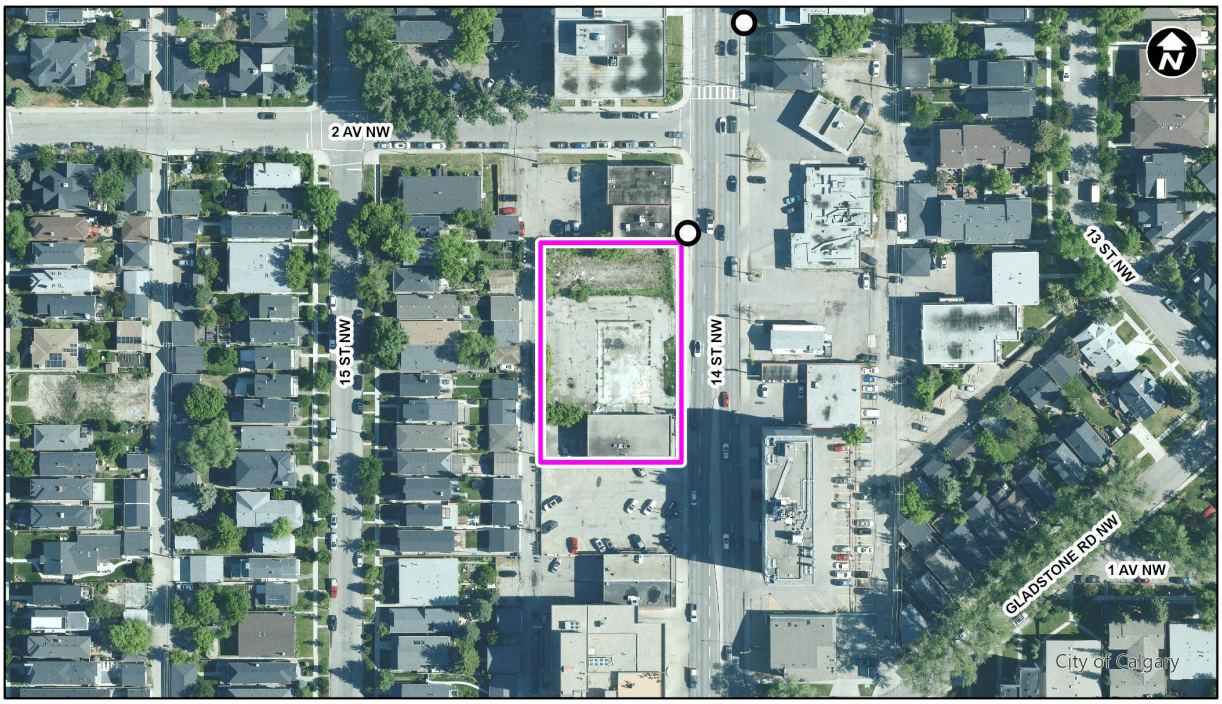
Additional demographic and socio-economic information may be obtained online through the Hillhurst community profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Direct Control (DC) District (Bylaw 227D2019), which applies to the northern 0.2 hectares (0.5 acres) of the site, is based on the Mixed Use – Active Frontage (M-U2) District, and allows for a maximum building height of 26 metres and a floor area ratio (FAR) of 2.8. The DC District contemplates a mix of commercial and residential uses in a street-oriented building, with commercial uses required at grade. The DC District also includes density bonusing provisions that permit an increase in FAR from 2.8 to 5.0 in exchange for bonusing requirements previously outlined in the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP). The ARP has been repealed and since replaced by the *Riley Communities Local Area Plan* (LAP), which no longer requires density bonusing provisions. However, the existing DC District contains site-specific bonusing provisions that continue to apply.

The existing land use that applies to the southern 0.05 hectares (0.13 acres) of the site is the Commercial – Corridor 2 f2.8h16 (C-COR2 f2.8h16) District. This District is intended to be characterized by large commercial developments with opportunities for commercial uses to be combined with office and residential uses in the same development.

The proposed Mixed Use – Active Frontage (MU-2f4.0h24) District is intended to accommodate a mix of commercial and residential uses where commercial uses are required at grade facing the commercial street to promote activity at the street level. The proposed MU-2f4.0h24 District would allow for a maximum FAR of 4.0, or approximately 10,542 square metres of developable floor area, and a maximum building height of 24 metres (approximately six storeys).

The C-COR2 and MU-2 Districts both offer a similar range of uses with restrictions on size and location intended to encourage activity at the street level. The MU-2 District, however, does not require 20 per cent of the gross floor area to contain commercial uses, providing flexibility that may better suit the development intent.

Development and Site Design
The rules of the proposed MU-2f4.0h24 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, but are not limited to:

- enhancing the public realm;
- addressing the interface with the rear lane;
- reviewing parkade access and the number of parking stalls;
- ensuring an engaging and active built interface along the 14 Street NW frontage;
- considering building massing in relation to adjacent properties;
- providing an appropriate mix of uses within the building; and
- incorporating climate resilience mitigation and adaptation measures.

Transportation
Pedestrian access to the site is provided via the existing sidewalk along 14 Street NW. An on-street bikeway is located along 14 Street NW to the east of the site. Access to The Always Available for All Ages and Abilities (5A) Network is available via the off-street pathway along the Bow River and on-street bikeways along 16 Street NW, 6 Avenue NW and 5 Avenue NW. There is no street parking on either side of 14 Street NW.

The subject site is well served by Calgary Transit, with the nearest bus stops located approximately 70 metres (a two-minute walk) to the south along 14 Street NW at 2 Avenue NW. From this location, residents have access to Route 65 (Market Mall/Downtown West) and Route 414 (14 Street W). Vehicular access to the site for future development is anticipated to be from the rear lane.

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

Environmental Site Considerations
No environmental concerns were identified.

Utilities and Servicing
Water, sanitary sewer and storm sewer mains are available to service the future development. Further details for 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.

Municipal Development Plan (Statutory – 2009)
The subject site is identified on Map 1: Urban Structure Map of the *Municipal Development Plan* (MDP) as being within the Neighbourhood Main Street Area. Neighbourhood Main Streets are typically located along Primary Transit Network within the Inner City and have a strong historical connection to the communities they abut.

The application aligns with Section 2.2.1 Vibrant and Transit-Supportive Mixed Use, Activity Centres, and Main Streets by enabling a higher-density development in a transit-served location along an existing Main Street. The land use policies for Neighbourhood Main Streets encourage higher densities in close proximity to transit stops. It also requires an appropriate transition between the Neighbourhood Main Street and the adjacent residential areas. Transition should generally occur at a rear lane or public street. These transitions should be sensitive to the scale, form and character of surrounding areas, while still creating opportunities to enhance connectivity with the community (Section 3.4.3).

The proposed MU-2 District supports a compact, walkable, and transit-oriented development pattern, consistent with the MDP's direction to concentrate higher intensity uses along major corridors and near transit services. The application is in alignment with the MDP's vision for complete communities and main street planning direction as it provides for increased population and jobs near transit.

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 the development approval stage.

Riley Communities Local Area Plan (Statutory – 2025)
The *Riley Communities Local Area Plan* (LAP) identifies the subject site as "Neighbourhood Flex" (Map 3: Urban Form) with a "Mid (up to 12 storeys)" building height (Map 4: Building Scale).

Neighbourhood Flex areas represent the more commercially oriented areas of Riley Communities (Section 2.2.1.1) and are characterized by a mix of commercial and residential uses. The policy directs that land use should include a range of uses in stand-alone or mixed-use buildings. In addition, buildings are to be oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities, and residential uses on the ground floor (Section 2.2.1.3).

The proposal is in alignment with the applicable LAP policies.

Applicant Submission

2025 October 03

On behalf of Hillhurst Limited Partnership, O2 Planning & Design is proposing a land use amendment for the properties located at 207 & 211 14 Street NW in the community of Hillhurst. The amendment seeks to redesignate 211 14 Street NW from the existing DC and 207 14 Street NW from the existing C-COR2 district to a Mixed Use – Active Frontage (MU-2) district with a maximum building height of 24 metres and a maximum floor area ratio (FAR) of 4.0. This redesignation will enable a 6 storey mixed-use project that activates 14 Street NW while providing diverse housing and commercial opportunities in a prominent, well-connected location.

Site Context

The subject site is located along the 14 Street NW Neighbourhood Main Street, just north of Kensington Road and west of 10 Street NW. The site currently contains a two-storey commercial building, with the remainder of the parcel undeveloped. Surrounding development consists of a mix of low- and medium-density residential uses, mixed-use buildings, and commercial spaces concentrated along 14 and 15 Street NW.

The site benefits from strong connectivity, located between 16 Avenue NW to the north and Memorial Drive to the south, providing direct access to major roadways. It is also well served by public transit, situated along the Primary Transit Network on 14 Street NW with multiple nearby bus stops offering direct connections to Downtown, Lions Park LRT station, and Market Mall. Sunnyside LRT station is also accessible within a 15-minute walk. In addition, the site is supported by a range of community amenities, including Riley Park, North Hill Mall, and the Bow River Pathway, offering services and recreational opportunities within close proximity.

This combination of transportation accessibility, nearby amenities, and diverse services makes the site well positioned for intensification and supports its potential to provide a supported and well-connected living environment.

Policy Framework

The site is located within the Riley Communities Local Area Plan (LAP), which applies the Neighbourhood Flex urban form designation. This designation supports a broad mix of uses within stand-alone or mixed-use buildings (Policy 2.2.1.1) and encourages street-oriented commercial and residential uses that may be integrated horizontally or vertically (Policy 2.2.1.3). The LAP also applies a “Mid” building scale to the site, supporting development up to 12 storeys. The proposed mixed-use development aligns with these policies by introducing a six-storey built form with active ground-floor commercial space and residential units above, creating an animated streetscape and diverse mix of uses.

At a broader scale, the Municipal Development Plan identifies the site as part of a Neighbourhood Main Street on Map 1: Urban Structure. These areas are intended to accommodate a mix of residential, retail, and employment uses, with a minimum intensity target of 100 people and jobs per hectare. The proposed amendment is consistent with this direction, supporting increased density, a broader mix of uses, and a more urban built form compared to current conditions.

The site’s location along the 14 Street NW Main Street also places it within the City’s Main Streets program. This program focuses on public realm improvements to support redevelopment and community revitalization. Phase One investments include utility upgrades, improved traffic flow, and enhanced streetscapes, all of which will complement the intensification proposed for this site. By increasing density, this proposal will help the City better leverage its Main Streets investments, creating added value for both future residents and commercial tenants.

Land Use Amendment

The property at 207 14 Street NW is currently designated Commercial – Corridor 2 (C-COR2), which allows a maximum Floor Area Ratio (FAR) of 2.8 and a maximum building height of 16 metres (approximately four storeys). The adjacent parcel at 211 14 Street NW is designated Direct Control (DC), based on the Mixed Use – Active Frontage (MU-2) District, with a maximum building height of 26 metres and a bonusing framework that allows the FAR to increase from 2.8 to 5.0, based on provisions outlined in the previous Hillhurst-Sunnyside Area Redevelopment Plan.

To enable the development vision, the site is proposed to be redesignated to a Mixed Use – Active Frontage (MU-2 District, with a maximum FAR of 4.0 and a maximum building height of 24 metres. The MU-2 designation is well suited for this location, allowing mixed-use development with required commercial uses that will activate 14 Street NW as a designated Main Street. Furthermore, the redesignation supports moderate intensification, leverages the site's strong transit connectivity, and builds on nearby public realm investments and amenities. Collectively, these factors position the site as an ideal location for mixed-use development.

Conclusion

In summary, this land use amendment will:

- Support increased residential growth in the inner city, by leveraging its proximity to existing transportation infrastructure and community amenities.
- Contribute to the activation and density of the Main Streets of 14 Street NW and Kensington Road, fostering a vibrant and lively urban environment.
- Align with the policies of the Riley Local Area Plan, including the proposed designations, building modifiers, and area specific policies.
- Provide diverse housing choices that respond to Calgary's evolving needs.

Applicant Outreach Summary

2026 February 04

Outreach Summary

O2 implemented a comprehensive engagement strategy to share details of the proposed land use amendment application, receive feedback from interested stakeholders, and outline potential revisions to the proposed application. Community outreach has been a continuous effort throughout the land use application process to ensure information was up to date and project updates were shared.

The following engagement tactics were implemented:

- Postcard Mailers
- Notice Posting
- Meeting with the Community Association
- Open House event with adjacent neighbours and the broader community

Postcard Mailers
200 postcard mailers were hand delivered to directly adjacent and nearby properties in advance of the in-person open house to notify neighbours of the upcoming engagement and provide them with the email address of the project team for any questions.

Public Notice Posting
A public notice sign was posted on the subject site in compliance with the City's notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed redesignation to the applicant.

Coordination with Community Associations
Project information was shared with the Hillhurst Sunnyside Community Association (HSCA) via a summary memo and contact details. A digital meeting was held on December 8, 2025, to present the proposed land use change and architectural concept.

Open House with the wider community
An in-person open house was held on December 2nd, from 6–8 pm at the Hillhurst Sunnyside Community Association. The session provided an overview of the proposed development and invited community feedback. Members of the project team and architects were present to answer questions. A total of 10 residents attended.

What We Heard
BTCA – What We Heard
- What sizes of units will be available in the building?
- What will be the sidewalk depth with the new layby being added?
- Where will the loading zone be in the lane?
- What will be the actual height of the building?
- Will bicycle parking be provided?
- How long will it take before building starts?
- Will the building be owned or rentals?
- That commercial use on the ground floor would benefit the community.

Public Open House – What We Heard
- Concerns that the proposed height could create privacy and shadow impacts for properties to the west.
- Concerns about potential increases in traffic and parking congestion resulting from the development.
- Questions on how many dwelling units and what size.
- Concerns of increased traffic and speeding along 15th Street.
- Who can be contacted in regards to commercial leasing opportunities in the new development.

●2

How the Application Responds to Comments

Height and Massing:

Public feedback has raised concerns with privacy and shadowing regarding the proposed six-storey height and overall massing. The architecture team was able to provide further detail to the built form by providing shadow studies and clarifying the rear setback would be 14.6m which is much larger than the minimum requirement of 7.5m as per the land use bylaw. This increased setback from the rear lane helps to mitigate privacy and shadow concerns. Another concern was the lack of pedestrian space in the front due to the new layby. The front would contain a large pedestrian interface of 6.2m even with the layby extension off the road. This layby also acts as a buffer between fast moving traffic and pedestrians on the sidewalk. While the land use is designating a maximum height of 24 metres the architects are working towards a height of 22 meters.

The Local Area Plan (LAP) designates the site within a 'Mid' building scale modifier area, which supports buildings up to twelve storeys. The proposed six-storey height is well below this maximum and was carefully chosen to ensure contextual appropriateness with the surrounding built form. The LAP also includes strong urban design policies to ensure that future development is compatible with surrounding buildings. These policies will guide the Development Permit stage to ensure appropriate transitions and respect for the character of the neighbourhood.

Traffic and Parking:

The site is well connected to existing infrastructure that supports future residents. It is adjacent to 14th Street NW, which provides strong vehicular connectivity to the broader transportation network. Bus service operates along 14th Street NW, with a bus stop located directly in front of the site. The site is also approximately 1 km from the Sunnyside LRT Station, offering enhanced regional transit access.

The site also has rear lane access, which allows for safe vehicle entry and efficient integration of underground parking. Any future development must meet vehicle and bicycle parking requirements under the MU-2 district and comply with the City's Mobility Engineering standards. A layby will be added on 14th Street NW in the front of the building to allow for some street parking and loading zone access to mitigate this use in the shared residential rear lane.

The site is further located near three Neighbourhood Main Streets: 14th Street, Kensington Avenue, and 10th Street NW, which collectively provide a wide range of commercial amenities and services. These amenities support daily needs within walking distance, reinforcing the site's walkable context. Given these attributes, it is our professional opinion that the transit-oriented nature of the proposed development will reduce reliance on personal vehicles by offering residents multiple high-quality and convenient mobility options.

As part of the circulation review, mobility engineers confirmed that a Transportation Impact Assessment (TIA) or related study is not required at the land use stage. Should more detailed analysis be needed based on future density or access design, it will be addressed at the Development Permit stage when more detailed plans are available.

Unit Specifications:

Several questions were asked about the proposed dwelling units. Architects were available to provide details on these specifications. The building make-up would consist of 1 to 2 bedrooms, would likely be rentals, and the total units would be 104 with 84 parking being provided underground.

Timeline:

Several questions were asked about when and how long construction would be for the development. The earliest start for construction would be the summer of 2026 with an expected timeline of construction to take approximately 12-18 months.

●2

Commercial Uses:

The proposed development includes potential for up to 8 ground-floor commercial space to support the local community and activate the street frontage. While the exact number and type of businesses will be finalized through leasing at the Development Permit stage, the intent is to accommodate a mix of small-scale, neighbourhood-oriented businesses that complement the surrounding area. During the consultation process, a local community member expressed interest in exploring leasing opportunities for a daycare. The individual was referred to the Developer's leasing team to discuss this possibility further.

Community Association Response

December 8th, 2025
Development Circulation Controller
Planning & Development #8201
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Emailed to: maha.safwan@calgary.ca

RE: LOC2025-0195 | 207 & 211 14th St NW

The Hillhurst Sunnyside Planning Committee (HSPC) thanks you for the opportunity to comment on the above-mentioned application. We understand that the applicant is seeking a land use redesignation from DC and C-Cor2f2.8h16 to MU-2, with a proposed maximum height of approximately 24 m and a floor area ratio (FAR) of 4.0. The HSPC has reviewed this proposal with reference to the Riley Communities Local Area Plan (LAP).

The Hillhurst Sunnyside Planning Committee is broadly supportive of this application. We agree with the applicant that these parcels could benefit from rezoning, which would allow for a mixed-use with active frontage. The application aligns well with MDP and LAP policy, which support street-oriented uses and increased intensification on 14 Street.

The applicant, O2, met with HSPC on Monday, December 8th, 2025, at which time we had the opportunity to further engage with this project. Additionally, we have provided feedback to the project architectural team on potential massing and design.

The proposed rezoning of these parcels on 14 Street NW aligns well with the desires of the HSPC to see this zone become home for new residents and businesses. We look forward to working with the applicant if rezoning is approved.

Please keep the HSPC informed as the application proceeds.

Sincerely,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc:
Executive Director, HSCA
Community Planning Coordinator, HSCA
Executive, HSPC
Ward 7 Councillor's Office

PROPOSED

CPC2026-0256
ATTACHMENT 5

BYLAW NUMBER 53D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0195/CPC2026-0256)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0195/CPC2026-0256
BYLAW NUMBER 53D2026

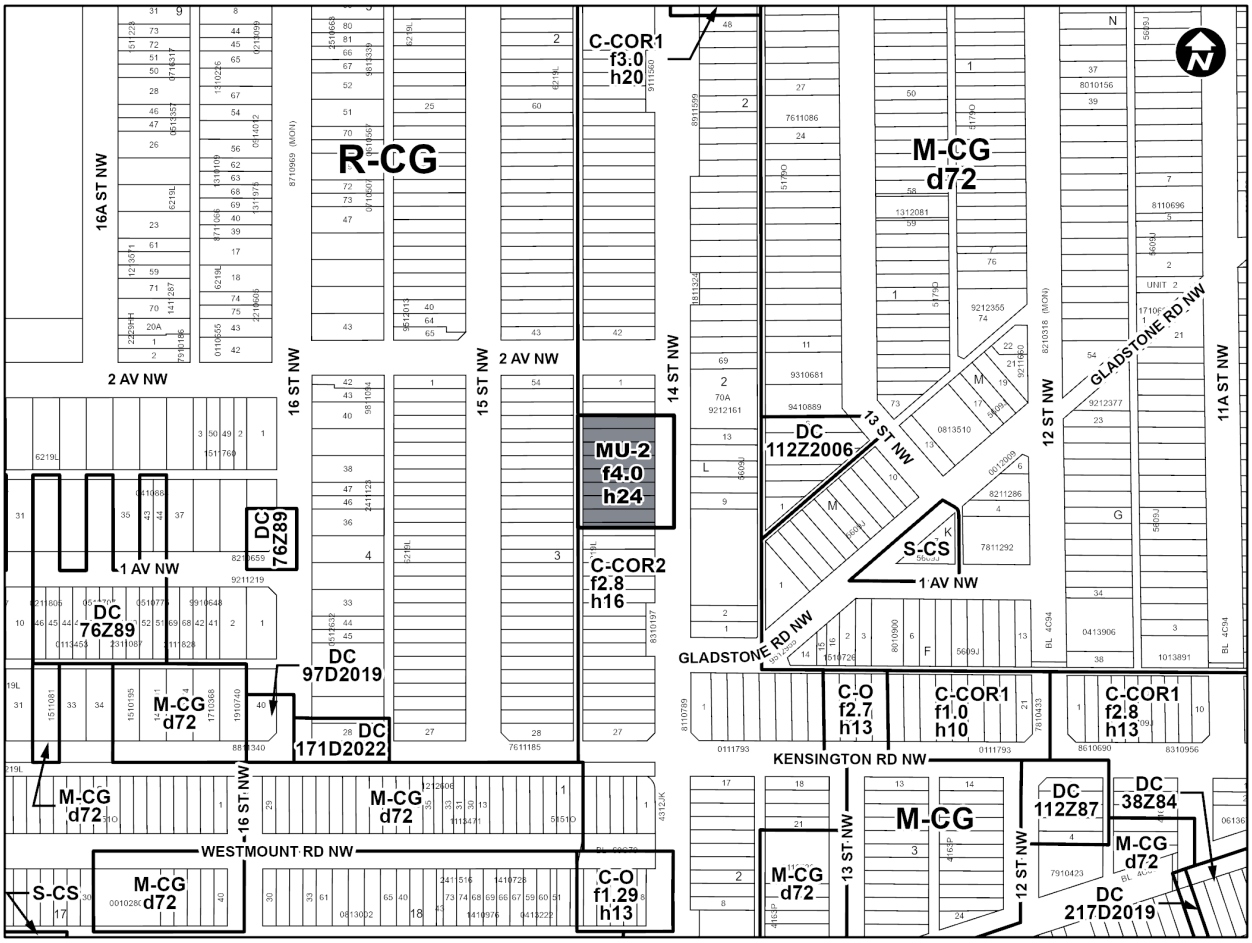
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0195/CPC2026-0256
BYLAW NUMBER 53D2026

SCHEDULE B



Policy and Land Use Amendment in Downtown Commercial Core (Ward 7) at 728 – 4 Avenue SW, LOC2025-0137

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw amendment to the Eau Claire Area Redevelopment Plan (Attachment 2); and

2. Give three readings to the proposed bylaw for the redesignation of 0.20 hectares ± (0.49 acres ±) located at 728 – 4 Avenue SW (Plan A1, Block 13, Lots 32 to 38 and a portion of Lot 31) from Direct Control (DC) District to Direct Control (DC) District to accommodate a mixed-use high-rise development with guidelines (Attachment 3).

RECOMMENDATIONS OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council:

1. Give three readings to **Proposed Bylaw 14P2025** amendment to the Eau Claire Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 58D2026** for the redesignation of 0.20 hectares ± (0.49 acres ±) located at 728 – 4 Avenue SW (Plan A1, Block 13, Lots 32 to 38 and a portion of Lot 31) from Direct Control (DC) District to Direct Control (DC) District to accommodate a mixed-use high-rise development with guidelines (Attachment 3).

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2026 March 26:

"A clerical correction was noted in the header of Report CPC2026-0145, in the title, by deleting the words "Eau Claire" and by substituting with the words "Downtown Commercial Core".

The following documents were distributed with respect to Report CPC2026-0145:
- Revised Cover Report;
- Revised Attachment 1; …"

HIGHLIGHTS

- This land use amendment application proposes a Direct Control (DC) District to allow for mixed-use development designed to be sensitive to adjoining residential areas and provide a maximum base density with the opportunity for density bonus provisions.
- This application is supported as it will facilitate development that is in keeping with the context of the area and aligns with the *Municipal Development Plan* (MDP) and the *Eau Claire Area Redevelopment Plan* (ARP) as amended.
- What does this mean to Calgarians? This application will provide more housing options for downtown living that would add to the revitalization taking place in this community.

- Why does this matter? By providing new housing options and additional commercial spaces, it supports the growth of a diverse population as well as existing businesses within the community.
- An amendment to the *Eau Claire Area Redevelopment Plan* (ARP) is required to accommodate the proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, located in the southwest community of **Downtown Commercial Core**, was submitted by O2 Planning and Design on behalf of the landowner, Trico Communities Inc., on 2025 July 2. No development permit has been submitted at this time.

The subject site consists of one parcel of land with a total site area of approximately 0.20 hectares (0.49 acres) and is approximately one quarter of a city block. The site is adjacent to the Alberta Land Titles office to the east, an 11-storey residential building to the west and a five-storey residential building to the north. The subject site fronts onto 4 Avenue SW and is currently used as a surface parking lot.

As identified in the Applicant Submission (Attachment 4), this application proposes to redesignate the site to allow for mixed-use, high-rise development and expanded density bonus options. The proposed DC District removes the requirement for Plus 15 connection and modernizes the density bonusing options. The proposed DC District allows for a maximum floor area ratio (FAR) of 5.0 with the ability to achieve 8.0 FAR with density bonusing. While this application facilitates mixed-use development, an amendment to the ARP is required to accommodate the proposed density bonusing structure.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and the respective community association was appropriate. The applicant team developed several different ways to connect with the public. Signage was placed on site to notify the public of the proposed project in addition to the standard notice posting signage. Posters were also distributed to adjacent residents and offices. A meeting was held with the Eau Claire Community Association (CA) on 2025 August 8. Refer to the Applicant Outreach Summary (Attachment 5) for additional details on the engagement undertaken.

Policy and Land Use Amendment in Downtown Commercial Core (Ward 7) at 728 – 4 Avenue SW, LOC2025-0137

City-Led Outreach

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

Administration received five letters in opposition from the public, which stated concerns regarding the following:

- traffic, parking noise and congestion;
- diminishing privacy;
- construction impacts; and
- potential sunlight loss to the building to the north.

Administration received a letter of support from the CA (Attachment 6) that also indicated concern for the allowable 8.0 FAR. The CA suggests a maximum of 6.5 FAR. Administration considered this suggestion and found that the application is in alignment with the ARP with regard to maximum density.

Administration did not receive response from the Calgary Downtown Association. Administration received a letter of support from the CA (Attachment 6) that also indicated concern for the allowable 8.0 FAR. The CA suggests a maximum of 6.5 FAR. Administration considered this suggestion and found that the application is in alignment with the ARP with regard to maximum density.

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

IMPLICATIONS

Social

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

Environmental

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

Economic

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

Policy and Land Use Amendment in Downtown Commercial Core (Ward 7) at 728 – 4 Avenue SW, LOC2025-0137

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this proposal.

ATTACHMENTS
1. **Revised** Background and Planning Evaluation
2. **Proposed Bylaw 14P2025**
3. **Proposed Bylaw 58D2026**
4. Applicant Submission
5. Applicant Outreach Summary
6. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is a midblock site on the north side of 4 Avenue SW between 6 Street SW and 7 Street SW in the community of Eau Claire. The rectangular site is approximately 55 metres by 37 metres and totals approximately 0.2 hectares (0.49 acres) in size. The land is currently being used as a surface parking lot.

Surrounding development is characterized by a mix of commercial and residential development. To the west of the site is an 11-storey building that has recently been converted from commercial to residential uses. To the north of the site across the lane is a five-storey residential development. To the south of the site is the McDougall Centre and to the east of the site is an 18-storey office building containing the Alberta Land Titles Office.

The subject site is directly adjacent to the Downtown Commercial Core and is well served by amenities. The site is near existing public open spaces, including the McDougall Centre directly to the south of the site, Peace Park and the Bow River Pathway 400 metres to the north (a five-minute walk). The 7 Street SW cycle track connects the site to the cycle track network. There is a sidewalk on 4 Avenue SW, the grid network of sidewalks in Eau Claire provides pedestrian connection to neighbourhood amenities and to the Downtown Core. The site is well served by transit with both the 7 Street SW and 8 Street SW Light Rail Transit (LRT) Stations located 400 metres (a six-minute walk) to the south. The westbound 4 Avenue SW at 7 Street SW bus stop is 75 metres (a one-minute walk) away with access to multiple routes providing service to downtown and beyond. The eastbound 5 Avenue SW at 7 Street SW stop is approximately 150 metres (a two-minute walk) from the subject site, with access to routes through the downtown and beyond.

Community Peak Population Table

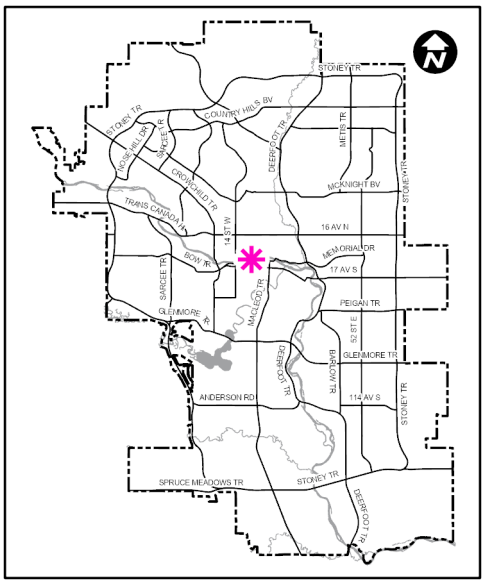
As identified below, the community of Eau Claire reached its peak population in 2019.

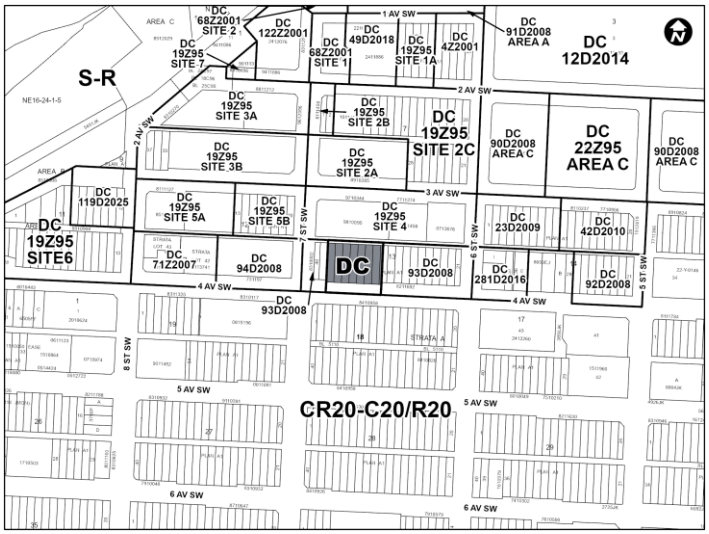
Eau Claire	
Peak Population Year	2019
Peak Population	2,030
2019 Current Population	2,030
Difference in Population (Number)	0
Difference in Population (Percent)	0%

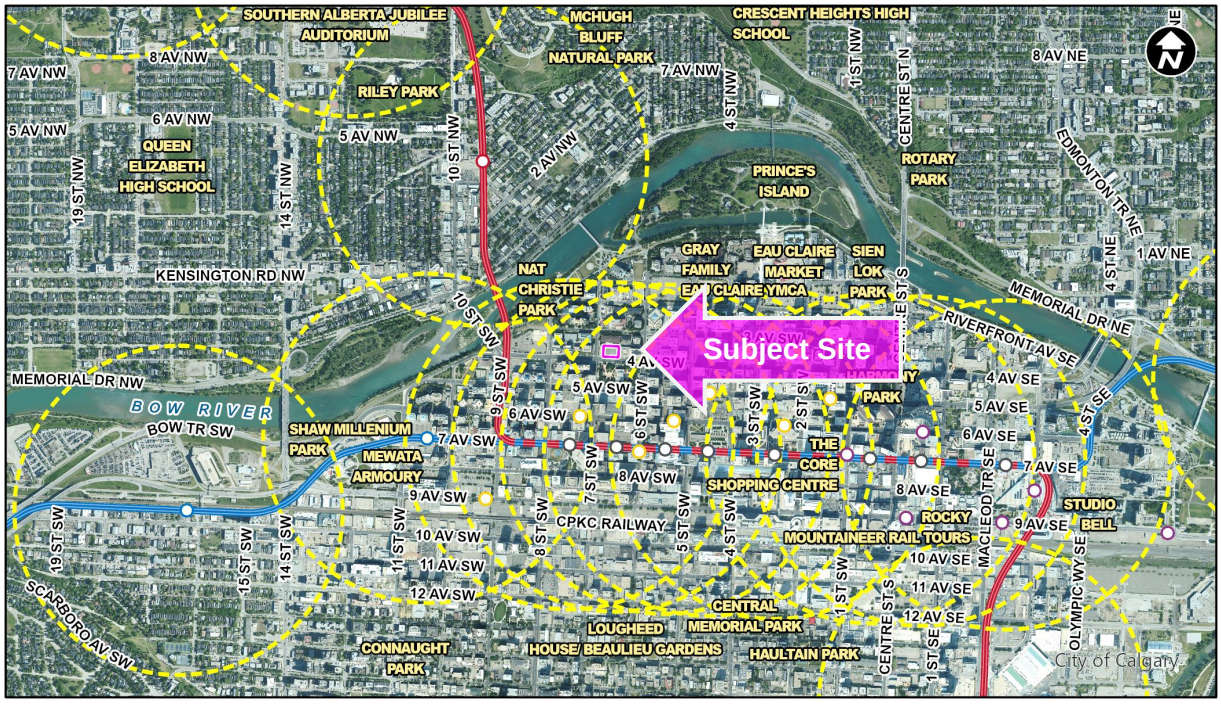
Source: *The City of Calgary 2019 Civic Census*

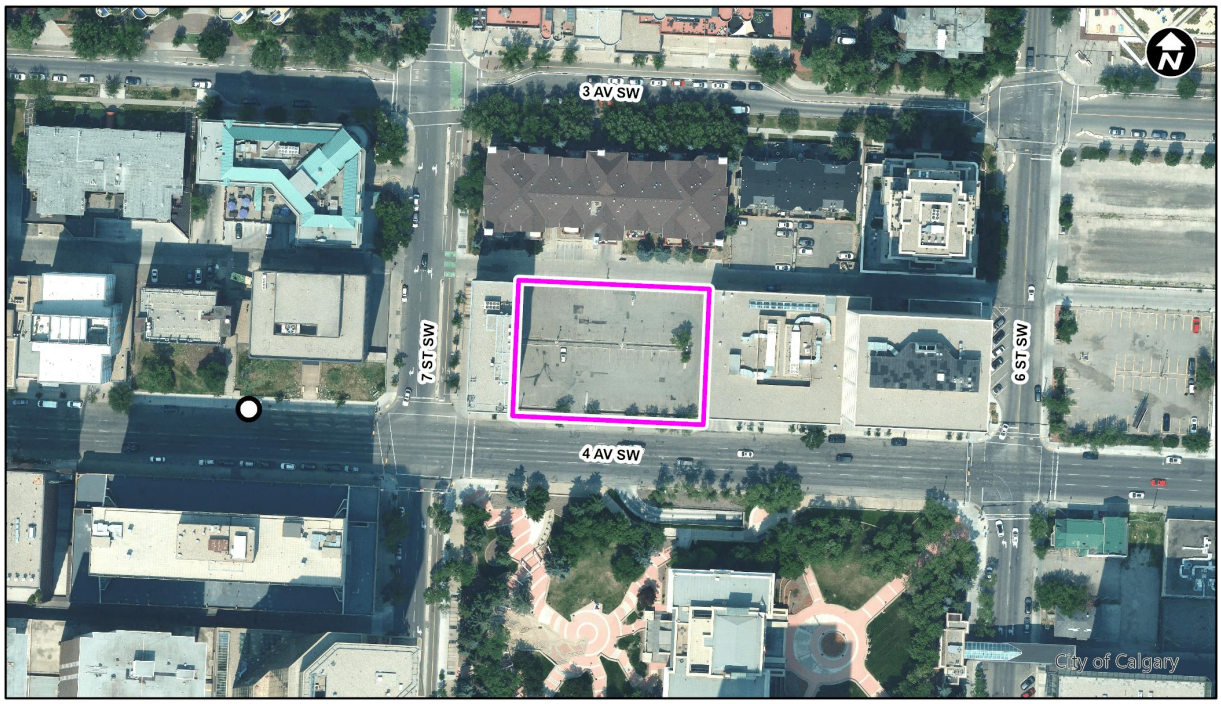
Additional demographic and socio-economic information may be obtained online through the Eau Claire Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The current zoning for the subject site is a Direct Control (DC) District (Bylaw 93D2008) and is based on the CM-2 Downtown Business District found within Part 10 of Bylaw 1P2007. This DC District allows for a base floor area ratio (FAR) of 5.0, which can be increased to a maximum FAR of 8.0 through the provision of amenity items as outlined in the DC District. The maximum height allowed is 73.0 metres or 20 storeys. There are no maximum floor plate or horizontal dimensions included in the existing DC District. The existing DC District includes the requirement for any new commercial development to provide a Plus 15 connection.

The proposed DC District is based on the Centre City Mixed Use District (CC-X), which provides for a mix of commercial and residential uses with a base density of 5.0 FAR and a maximum density of 8.0 FAR. The District introduces maximum floor plate sizes as illustrated in the table below.

Portion of the Building	Maximum Floor Plate
Between 12 metres and 24 metres above grade	1000 square metres
Between 24 metres and 36 metres above grade	930 square metres
Above 36 metres	650 square metres

This DC District also outlines setback rules specific to this location and tower separation rules requiring a minimum of 24.0 metres between towers. There are no maximum height rules within the DC District, the height of the building will be a function of the FAR and floor plate rules. The subject site is far enough south from the Bow River that sunlight protection rules of the *Eau Claire Area Redevelopment Plan* (ARP) are not required in this DC District. Plus 15 walkways, supports, public access and Plus 15 Fund contribution have been removed as a requirement of commercial buildings as the subject site is outside of the Plus 15 Policy area. A range of bonus density provisions are outlined in Schedule C in the DC District. Publicly accessible private open space, public art on site, contribution to Eau Claire Improvement Fund and provision of indoor community amenity space are included as bonus density options.

This application has been evaluated in the context of surrounding developments. Given the existing built form and land uses in the area, the proposed density and floor plate are considered appropriate for this site, with minimal anticipated impact on neighbouring properties.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the site-specific regulations unavailable in other land use districts. This proposal allows for the applicant's intended development while maintaining the CC-X District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

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

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

- ensuring an engaging built interface along the 4 Avenue SW frontage of the development;
- integration of new development with the public realm;
- ensuring high quality finishes and materials that are in keeping with the surrounding context; and
- any bonusing provisions that are provided.

Office of Urban Design (OUD) Review
The proposed DC District was reviewed by Administration's Office of Urban Design to establish rules related to the built form. The proposed DC District ensures that the building envelope will respect the surrounding context through appropriate setbacks, defined street walls, tower separation distances and floorplate sizes. Development impacts on the property to the north of the subject site will be reduced through a minimum 3.0-metre rear setback and floorplate restrictions.

The importance of providing a well-defined street interface fronting McDougall Centre Park (including ground-level active uses, a clearly articulated building podium, and a minimum 1.5-metre front setback to accommodate public realm and building frontage elements) was highlighted throughout the review process and will be further reviewed at the development permit stage. The applicant's rationale and the resulting revisions to the proposed DC District, based on a 3D massing model analysis, were deemed appropriate.

Transportation
Pedestrian access is available from 4 Avenue SW. The grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians. In addition, the Riverwalk and pathway system is two blocks northwest of the site. The 7 Street SW cycle track is also in close proximity to the site.

The site benefits from strong connectivity for all transportation modes. The site is well served by Calgary Transit with both the 7 Street SW and 8 Street SW Light Rail Transit (LRT) Stations located 400 metres (a six-minute walk) to the south. The westbound 4 Avenue SW at 7 Street SW bus stop is 75 metres (one-minute walk) away with access to multiple routes providing service to downtown and beyond. The eastbound 5 Avenue SW at 7 Street SW stop is approximately 150 metres (a two-minute walk) from the subject site, with access to routes through the downtown and beyond.

Environmental Site Considerations
No environmental concerns have been identified at this time.

Utilities and Servicing
Public water, sanitary and storm utility connections exist along 4 Avenue SW. Ultimate development servicing will be determined at the future development 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.

Municipal Development Plan (Statutory – 2009)
The subject site is situated in the Greater Downtown area as shown on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). This application is aligned with the vision in the MDP for the Greater Downtown communities, that being mixed-use areas with high-density residential development, that are vibrant destinations, connected with great streets and transit opportunities 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.

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.

Greater Downtown Plan (Non-Statutory – 2021)
This application is supported by *Calgary's Greater Downtown Plan*, as it will help to strengthen Eau Claire as a community that has a variety of housing choices and helps to increase commercial opportunities for residents and the broader public.

Eau Claire Area Redevelopment Plan (Statutory– 1995)
The subject site is designated 'Commercial' in the *Eau Claire Area Redevelopment Plan* (ARP). The policies governing this area speak to achieving a pedestrian and human-scaled environment in Eau Claire that will create a strong sense of neighbourhood identity and character. The 'Commercial Area' allows for a mix of commercial and residential uses that are meant to provide a transition from the Downtown Core into the more residential portions of the community to the north.

The proposal aligns with the intent of Section 6.0 Commercial Policies; however, a policy amendment is required to support this application. Policy 6.4.4 is proposed to be amended to allow for density bonusing above 5.0 FAR to a maximum of 8.0 FAR, regardless of the use, at the subject site.

PROPOSED

CPC2026-0145
ATTACHMENT 2

BYLAW NUMBER 14P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE EAU CLAIRE AREA REDEVELOPMENT PLAN BYLAW 2P95 (LOC2025-0137/CPC2026-0145)

* *

WHEREAS it is desirable to amend the Eau Claire Area Redevelopment Plan Bylaw 2P95, 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 Eau Claire Area Redevelopment Plan attached to and forming part of Bylaw 2P95, as amended, is hereby further amended as follows:

   (a) In Section 6.0 Commercial Policies, subsection 6.4 Policies/Actions, delete Policy 6.4.4 and replace with the following:

   "6.4.4 By means of land use re-designations, allow a full range of commercial and residential uses in the half blocks fronting 4 Ave. S. between 6 and 8 Streets W., to a maximum density of 8.0 FAR. A base density of 5.0 residential or commercial is allowed with the provision of certain requirements. Except where otherwise referenced for specific sites, to this may be added 3.0 FAR residential without provision of bonus features, or 3.0 FAR commercial with the provision of certain bonus features specified in the land use designation. For the site at 728 – 4 Avenue SW (Plan A1, Block 13, Lots 32 to 38 and a portion of Lot 31), a maximum of 5.0 FAR is allowed for residential or commercial uses without bonus density. To this may be added 3.0 FAR for residential or commercial uses with the provision of certain bonus features specified in the land use designation.

   Also allow by means of land use re-designations a defined range of commercial and residential uses in the half blocks fronting the north side of 2 Ave. S between 4 and 6 Streets W, to a maximum density of 6.0 FAR.

   Overshadowing of residential buildings in adjoining half blocks to the north should be minimized by limiting heights and controlling the location of buildings."

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

CPC2026-0145
ATTACHMENT 3

BYLAW NUMBER 58D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0137/CPC2026-0145)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

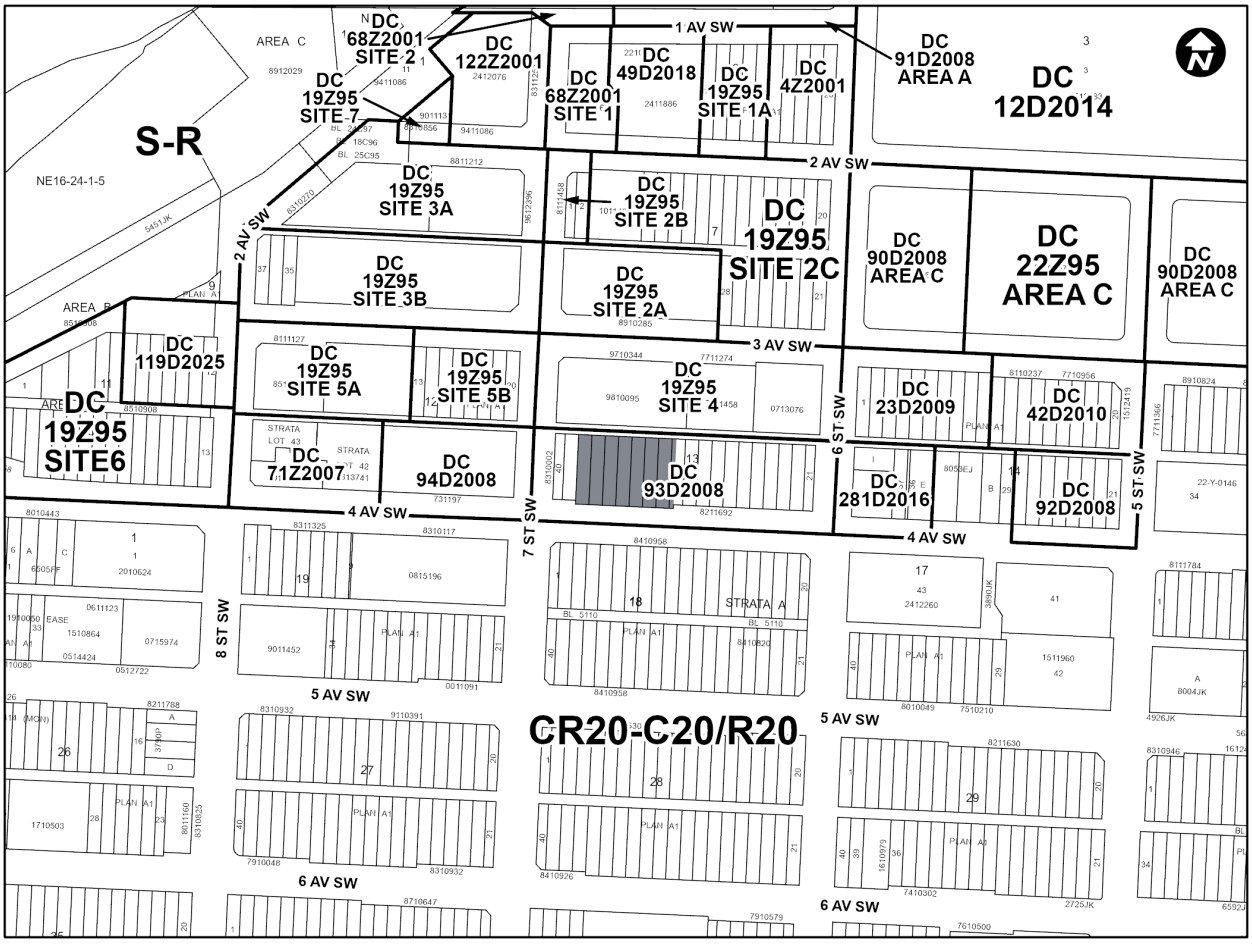
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0137/CPC2026-0145
BYLAW NUMBER 58D2026

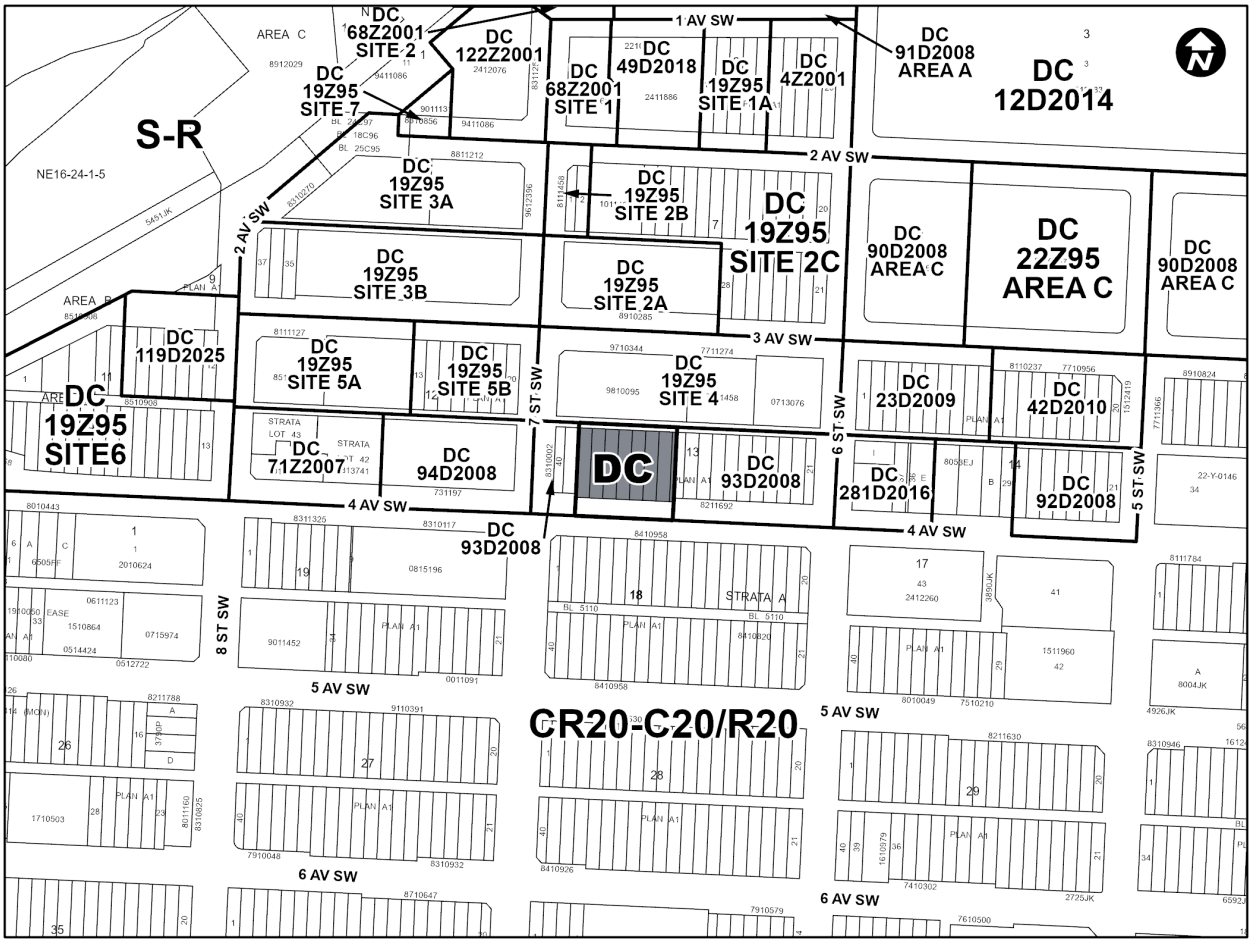
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0137/CPC2026-0145
BYLAW NUMBER 58D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

(a) accommodate mixed-use development designed to be sensitive to adjoining residential areas; and

(b) provide a maximum base density with the opportunity for a density bonus with the provision of public benefits and amenities within the Eau Claire community.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

4 The ***permitted uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

7 **(1)** The maximum ***floor area ratio*** is 5.0.

(2) The maximum ***floor area ratio*** referenced in subsection (1) may be increased to 8.0, in accordance with the public amenity items contained in Schedule C of this Direct Control District Bylaw.

(3) If in the event a public amenity item for which additional ***gross floor area*** has been achieved in accordance with subsection (2) is no longer maintained on the ***parcel***, an equivalent contribution for that additional ***gross floor area*** must be made to the Eau Claire Improvement Fund in accordance with the requirements in Schedule C of this Direct Control District Bylaw.

Incentive Density Calculation Method

8 In this Direct Control District Bylaw:

(a) the amount of additional ***gross floor area*** achieved by providing the requirements of the public amenity items in Schedule C of this Direct Control District Bylaw is calculated as a ***floor area ratio*** based on an incentive rate;

(b) an incentive rate indicates that the amount of additional ***gross floor area*** will be calculated by dividing the cost of the provided public amenity item in Schedule C of this Direct Control District Bylaw by the respective incentive rate;

(c) the incentive rate will be set by ***Council*** through an amendment to the Eau Claire Area Redevelopment Plan. If, at the time of ***development permit*** application for a ***development*** proposing to rely on an incentive rate, the rate has not yet been set, the applicant must submit a study, completed by a qualified third-party land appraiser to the satisfaction of the ***Development Authority***, recommending an appropriate incentive rate. Upon receipt of such study, the ***General Manager*** must initiate an

application for amendment to the Eau Claire Area Redevelopment Plan to adopt the incentive rate; and

(d) for further clarity, the ***Development Authority*** must not approve a ***development permit*** that includes incentive ***density*** as contemplated in Section 7(2) of this Direct Control District Bylaw until ***Council*** has adopted an incentive rate through an amendment to the Eau Claire Area Redevelopment Plan.

Front Setback Area

9 The ***front setback area*** must have a minimum depth of 1.5 metres.

Rear Setback Area

10 The ***rear setback area*** must have a minimum depth of 3.0 metres.

Side Setback Area

11 There is no requirement for a ***side setback area***.

Floor Plate Restrictions

12 **(1)** Each floor of a ***building*** located partially or wholly at or above 12.0 metres and below 24.0 metres above ***grade***, and containing **Dwelling Units**, **Hotel** suites or **Live Work Units**, has a maximum ***floor plate area*** of 1000.0 square metres.

(2) Each floor of a ***building*** located partially or wholly at or above 24.0 metres and below 36.0 metres above ***grade***, and containing **Dwelling Units**, **Hotel** suites or **Live Work Units**, has a maximum:

(a) ***floor plate area*** of 930.0 square metres; and

(b) horizontal dimension of 44.0 metres.

(3) Each floor of a ***building*** located partially or wholly at or above 36.0 metres above ***grade***, and containing **Dwelling Units**, **Hotel** suites or **Live Work Units**, has a maximum:

(a) ***floor plate area*** of 650 square metres; and

(b) horizontal dimension of 37.0 metres.

Tower Separation

13 The façade of a ***building*** located above 36.0 metres from ***grade*** must provide a minimum horizontal separation of:

(a) 24.0 metres from the façade of any other ***building*** on the same ***parcel***;

(b) 12.0 metres from a ***property line*** shared with another ***parcel***; and

(c) 9.0 metres from a ***property line*** shared with a ***lane***.

Relaxations

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

PROPOSED

AMENDMENT LOC2025-0137/CPC2026-0145
BYLAW NUMBER 58D2026

SCHEDULE C

Item No.	**Public Amenity Items**
1.0	**INDOOR COMMUNITY AMENITY SPACE** Indoor community ***amenity space*** is defined as floor area provided for community purposes, including, but not limited to, offices, meeting rooms, assembly spaces, recreation facilities, educational facilities, cultural facilities, daycares, and other social services.
1.1	**Incentive Calculation:** Where a ***development*** provides an indoor community ***amenity space***, the Incentive Rate will be determined in accordance with Section 8 of this Direct Control District Bylaw. **Method:** Incentive ***gross floor area*** (square metres) = total construction cost ($) divided by (Incentive Rate ($) multiplied by 0.75)
1.2	**Requirements:** Provision of indoor community amenity space, within the ***development parcel***, for the life of the ***development***, in a form acceptable to the ***Development Authority*** and pursuant to an agreement with the ***City*** to the satisfaction of the ***Development Authority***.
2.0	**PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE** Publicly accessible private open space is defined as outdoor open space located on the ***development parcel*** that is made available to the public through a registered public access easement agreement acceptable to the ***Development Authority***.
2.1	**Incentive Calculation:** Where a ***development*** provides a publicly accessible private open space, the Incentive Rate will be determined in accordance with Section 8 of this Direct Control District Bylaw. **Method:** Incentive ***gross floor area*** (square metres) = total construction cost ($) divided by (Incentive Rate ($) multiplied by 0.75).
2.2	**Requirements:** Provision of publicly accessible private open space on the ***development parcel*** in a location, form, configuration and constructed in a manner acceptable to the ***Development Authority***.
3.0	**CONTRIBUTION TO THE EAU CLAIRE IMPROVEMENT FUND** The Eau Claire Improvement Fund will be used for projects within Eau Claire related to public realm improvements, including but not limited to: park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within rights-of-way, implementation of urban design strategies and public art on public land.

3.1	**Incentive Calculation:** Where a ***development*** provides a contribution to the Eau Claire Improvement Fund, the Incentive Rate will be determined in accordance with Section 8 of this Direct Control District Bylaw. **Method:** Incentive ***gross floor area*** (square metres) = contribution ($) divided by Incentive Rate ($).
3.2	**Requirements:** A contribution must be made to the Eau Claire Improvement Fund for the ***development***.
4.0	**PUBLIC ART ON-SITE** Public art is publicly accessible art of any kind that is permanently suspended, attached to a wall or other surface, or otherwise integrated into a ***development***. It is privately owned and must be an original piece of art in any style, expression, genre or media, created by a recognized artist.
4.1	The maximum incentive ***floor area ratio*** for this item is 1.0.
4.2	**Incentive calculation:** Where a ***development*** provides public art on-site the Incentive Rate will be determined in accordance with Section 8 of this Direct Control District Bylaw. **Method:** Incentive ***gross floor area*** (square metres) = value of the artwork ($) divided by Incentive Rate ($).
4.3	**Requirements:** Public art – on site includes the following: (a) the work of a recognized artist i.ie created by a practitioner in the visual arts; (b) a location in a publicly accessible area; and (c) a minimum of 75.0 per cent of the artwork located either: (i) outdoors, at ***grade*** and visible from the public sidewalk; or (ii)on the ***building's*** exterior and visible from a public sidewalk.

Applicant Submission

2026 February 17

510–255 17 Ave SW Calgary AB T2S 2T8
(403) 228-1336
www.o2design.com

O2

Applicant Submission

On behalf of Trico Communities Inc., O2 is proposing to redesignate the parcels located at 736, 732, 730, 728, 726, and a portion of 724 4 Avenue SW from a Direct Control (93D2008) to a Direct Control based on Centre City Mixed Use District (CC-X). The proposed redesignation will enable a mixed-use development that leverages the sites proximity to major employment hubs, high-frequency transit, and a broad range of community amenities.

Site Context

The subject site is located on the north side of 4 Avenue SW, between 6 Street and 7 Street SW, south of Memorial Drive and north of 9 Avenue SW. Currently occupied by a surface parking lot, the site is surrounded by a mixture of medium density and high-density mixed-use buildings, residential, office buildings, and park space. To the immediate east is McFarlane Tower, an 18-storey building, and to the west is the 11-storey KJM Building.

The surrounding area is well-served by public transit, with several bus routes running along 4 Avenue SW and 5 Avenue SW providing convenient access to destinations such as Bowness, the downtown core, and Forest Lawn. On-street bike lanes along 3 Avenue SW and 7 Street SW offer direct connections to the Bow River Pathway system and the broader downtown cycling network. The site also benefits from its proximity to amenities and open spaces, including Eau Claire Park, Peace Park, Century Gardens, and various commercial and employment nodes in the downtown core. Together, these factors support the site's suitability to support a future mixed use development.

Policy Framework

The site falls within the boundaries of the Eau Claire Area Redevelopment Plan (ARP), which currently designates the site as "Commercial." This designation is intended to ensure the availability of retail, personal service, and entertainment uses to serve local residents, downtown workers, and visitors. In addition, it encourages a mix of commercial and residential uses along the edges of the downtown core to support vibrancy and economic diversity. The ARP also earmarks the site for a maximum building height of 20 storeys and a maximum Floor Area Ratio (FAR) of 8.0.

Proposed Land Use Amendment

The subject site is currently designated as Direct Control District (93D2008), which applies to all parcels fronting the north side of 4 Avenue SW between 6 Street and 7 Street SW. This DC district was originally created to accommodate predominantly commercial development, with provisions for residential uses. It

allows for a maximum building height of 73 metres and a base Floor Area Ratio (FAR) of 5.0, which may be increased to 8.0 through the provision of defined amenities.

However, several provisions within the existing DC district are outdated and present challenges to delivering an efficient and contemporary mixed-use development that aligns with Trico Communities' vision for the site.

To enable the proposed development, a land use redesignation is being pursued to establish a new Direct Control district based on the Centre City Mixed Use District (CC-X). While the CC-X district is typically applied to parcels between 10 Avenue SW and 16 Avenue SW, its mixed-use intent and flexible provisions offer a

suitable framework that has been tailored to support development in the context of Eau Claire. As with the majority of parcels in Eau Claire, a Direct Control district is being proposed, as Land Use Bylaw 1P2007 does not include downtown districts compatible with the context of Eau Claire within Calgary's downtown.

The proposed Direct Control District will retain the base Floor Area Ratio (FAR) of 5.0 as provided under the Centre City Mixed Use District (CC-X), with the opportunity to achieve an additional 3.0 FAR, consistent with the existing Direct Control district, through a newly proposed financial contribution to the Eau Claire Improvement Fund. This approach preserves the established density bonusing opportunities of the existing DC while ensuring community benefits are directed toward reinvestment within Eau Claire. The DC also establishes customized setbacks, floor plate maximums and tower separation rules that respond to the unique site conditions and will allow for an efficient building that fits within the urban context.

Overall, the proposed Direct Control district provides a contemporary, context-specific land use framework that enables a flexible mix of residential and commercial uses, eliminates outdated development constraints, and supports the delivery of a high-quality, mixed-use project aligned with the evolving character of the Eau Claire community.

Conclusion

In summary, the proposed land use and policy amendment will enable a development that will:

- Increasing housing options in close proximity to residential by transit, employment opportunities and community amenities.
- Provide complementary commercial uses to support the immediate neighbourhood and encourage pedestrian activity and natural surveillance.
- Activate an underutilized existing parking lot, to a mixed-use development with access to existing infrastructure.
- Provide supporting commercial uses to activate the streetscape and enhance the existing pedestrian experience and public realm for visitors and residents.

Applicant Outreach Summary

2025 October 07

O2

Engagement Summary – LOC2025-0137

O2 is committed to meaningful engagement with the community and stakeholders through a variety of tactics. The following activities were undertaken as part of this application:

- Project poster distribution
- On-site signage (public notice)
- Meeting with the Eau Claire Community Association (ECCA)
- Project memo sent to the Calgary Downtown Association (CDA)
- Poster distribution to adjacent residents and offices.

Public Notice Posting

On-site signage was installed on July 30, 2025, in compliance with the City of Calgary's notice posting standards. The signage included project information and contact details for the applicant team, enabling members of the public to provide feedback.

What We Heard:
No formal feedback has been received to date regarding the posted notice.

Meeting with the Eau Claire Community Association

On August 8, 2025, the applicant team met virtually with the ECCA Chair and Secretary to present the application, answer questions, and gather feedback. A project memo and presentation materials were shared, and information was subsequently posted to the ECCA website. A memo and meeting request were also sent to the CDA, but no formal response has been received.

What We Heard:

- Support for a mixed-use approach, with preference for commercial uses at grade.
- Support for the proposed height and density (up to 20 storeys and 8.0 FAR) in alignment with the Eau Claire Area Redevelopment Plan
- Agreement that parking access from the rear lane is appropriate.
- Recognition that the proposal would fit contextually with recent nearby office-to-residential conversions.
- Questions regarding future tenure and anticipated development timeline.
- Interest in seeing additional bonus density incentives used to maximize community benefits.
- Encouragement to engage with adjacent residential buildings.
- Request for ongoing project updates as the application advances.

Poster Distribution

Custom project posters were distributed within a 150-metre radius of the site, to adjacent residential and office buildings. The postered provided project details and applicant contact information.

What We Heard:

- Preference to limit height to 10 storeys in order to preserve existing views.
- Desire to retain the site as a parking lot, given current demand.
- Concerns regarding traffic impacts, particularly in light of other ongoing developments in the area.

Responses to Feedback

Traffic
We acknowledge the concerns raised regarding traffic. However, the site is well supported by existing transportation infrastructure, public transit, and proximity to employment and amenities, which serve to mitigate such concerns. Several bus routes along 4 Avenue SW and 5 Avenue SW provide direct connections to destinations including Bowness, downtown, and Forest Lawn. On-street bike lanes along 3 Avenue SW and 7 Street SW connect to the Bow River Pathway system and the broader cycling network. The site's central downtown location further enhances access to nearby employment and amenities, reducing reliance on private vehicles. Rear-lane access supports safe vehicle entry and facilitates the integration of underground parking. Future development will also be required to meet the City's vehicle and bicycle parking standards under the base CC-X district and comply with mobility engineering requirements.

Retention of Parking Lot Use
The applicant team acknowledges the importance of parking in the downtown area. That said, we believe that redevelopment of the site into a mixed-use building represents a more appropriate and strategic use of land in this location, given its proximity to transit, employment, and community amenities. The proposed Direct Control district also provides opportunities for bonus density contributions, which can deliver meaningful public benefits within Eau Claire.

Height and Massing
While the current concept envisions a building of approximately 10 storeys, the proposed land use application maintains flexibility by aligning with the existing Eau Claire Area Redevelopment Plan, which supports up to 20 storeys. Retaining this policy framework avoids the need for an amendment while enabling future design flexibility to maximize the site's potential for high-quality, mixed-use development. This approach balances community aspirations with long-term planning objectives for housing, urban vibrancy, and growth in the downtown.

Community Association Response

2026 February 6

Hi Kait;
We are very supportive of this application except we continue to believe that for optimal development of our community FAR including bonusing should be limited to 6.5



Ross Douglas
Secretary, Treasurer and Director
Eau Claire Community Association

Land Use Amendment in Beltline (Ward 8) at 310 – 15 Avenue SW, LOC2025-0242

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.26 hectares ± (0.64 acres ±) located at 310 – 15 Avenue SW (Condominium Plan 2511573, Units 1 to 307) from Direct Control (DC) District and Centre City Multi-Residential High Rise District (CC-MH) to Centre City Multi-Residential High Rise Support Commercial District (CC-MHX).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 56D2026** for the redesignation of 0.26 hectares ± (0.64 acres ±) located at 310 – 15 Avenue SW (Condominium Plan 2511573, Units 1 to 307) from Direct Control (DC) District and Centre City Multi-Residential High Rise District (CC-MH) to Centre City Multi-Residential High Rise Support Commercial District (CC-MHX).

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for supportive commercial uses to be included in the existing multi-residential development.
- The Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) would facilitate the addition of commercial uses that are in keeping with the context of the area and is in alignment with the *Municipal Development Plan* (MDP) and the *Beltline Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? Small scale commercial uses to be included in the existing building will contribute to the vitality of the community.
- Why does this matter? By providing limited commercial options, development may support businesses within the community and bring services to the residential population contributing to vibrancy within the Beltline.
- 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 Beltline, was submitted by Civicworks on behalf of the landowner, Broward Condos (Calgary) Inc., on 2025 December 11. No development permit has been submitted at this time.

The subject site has a total area of approximately 0.26 hectares (0.64 acres). The site fronts on to the corner of 15 Avenue SW and 2 Street SW and includes the recently completed Broward Condo building.

As identified in the Applicant Submission (Attachment 2), this application proposes to redesignate the site to the CC-MHX District to accommodate additional commercial uses in the corner unit of the Broward condo building. The commercial uses included in the CC-MHX District are limited in impact and size, they would enable support for small scale retail,

restaurant or café at grade supporting pedestrian activity and providing natural surveillance to the street.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and the respective community association was appropriate. The applicant team employed multiple strategies to connect with the public. This includes reaching out to the Beltline Neighbourhood Association, Victoria Park Business Improvement Area and the Ward 8 Councillor's Office to share information packages on the proposal and they held a meeting with the Ward 8 Councillors Office. Refer to the Applicant Outreach Summary, Attachment 3, for additional details on the engagement undertaken.

City-Led Outreach

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

Administration did not receive any letters from the public regarding this proposal.

No comments from the Beltline Neighbourhood Association were received. Administration contacted the Community Association to follow up, however, no response was received. The Victoria Park Business Improvement Area (BIA) was circulated and have no objections.

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

IMPLICATIONS

Social

This application allows for expanded uses within a new development in an established community that would enable support for small scale business that encourage pedestrian activity and offer services to the community's residents.

Environmental

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

on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic
The proposed land use would allow for more efficient use of land, existing infrastructure and services, and provide more small-scale 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. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 56D2026**

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 Beltline on the southwest corner of 15 Avenue SW and 2 Street SW. The site totals approximately 0.26 hectares (0.64 acres) in size and is a rectangular shaped site with a width of approximately 42 metres and length of approximately 50 metres. The Broward, a six-storey multi-residential development, was recently constructed on the site.

Surrounding development is characterized by primarily residential development with some small scale offices to the north of the subject site. Directly to the east of the site across 2 Street SW is a Place of Worship. To the south of the site is multi-residential development, and to the west of the site is a single detached dwelling. The 17 Avenue Neighbourhood Main Street is located 100 metres (a two-minute walk) south of the site.

Community Peak Population Table

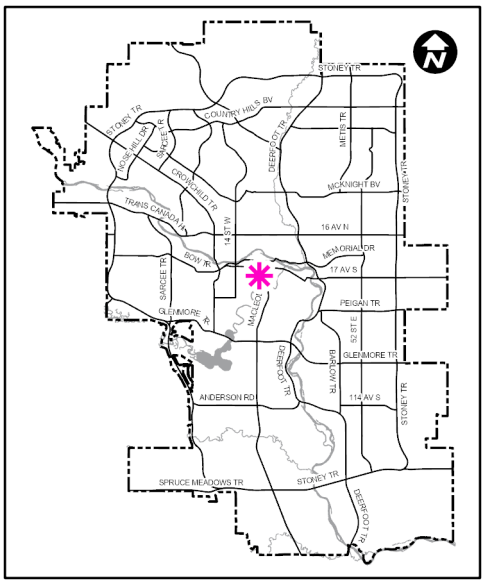
As identified below, the community of Beltline reached its peak population in 2019.

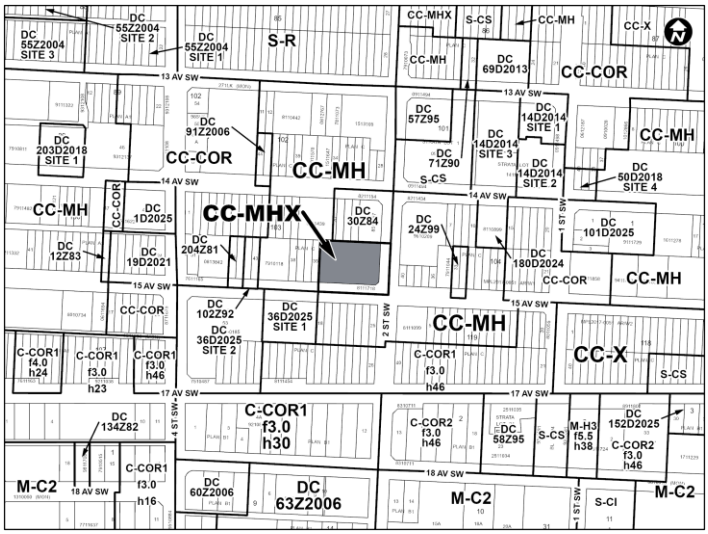
Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

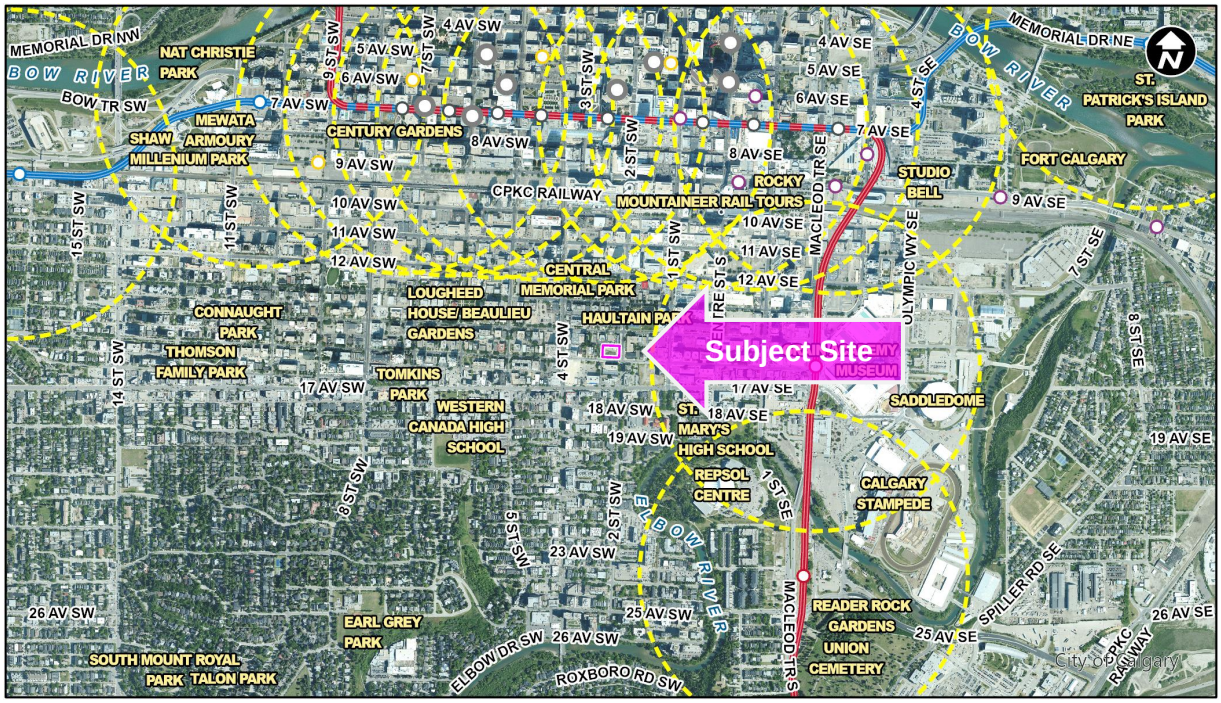
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the Beltline Community Profile.

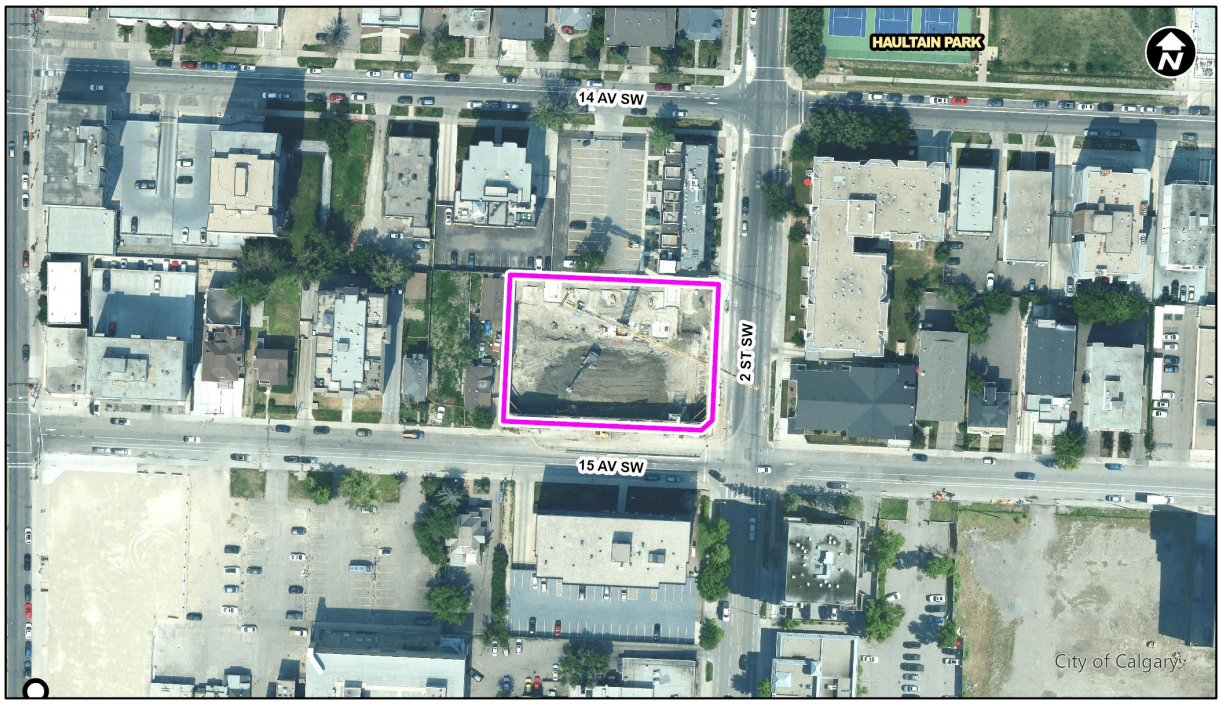
Location Maps







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Previous Council Direction

None.

Planning Evaluation

Land Use
The subject site is currently split zoned with three Direct Control (DC) Districts and Centre City Multi-Residential High Rise District (CC-MH). The first DC District (Bylaw 70Z82) is based on the RM-7 Residential High Density Multi-Dwelling District of the previous 2P80 Land Use Bylaw. This DC District allows for Multi-Residential Development with the additional uses of professional offices other than dental and medical offices. The second DC District (Bylaw 15Z2000) is also based on the RM-7 District of the 2P80 Land Use Bylaw, allowing for offices within the existing building on site on the date of passage of the bylaw. The third DC District (Bylaw 105Z2002) is also based on the RM-7 District of the 2P80 Land Use Bylaw, allowing for offices and retail store uses with a maximum floor area of 440 square metres. The CC-MH District allows for primarily residential uses with a very limited range of uses in the Care and Health group.

The proposed Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) provides for primarily residential uses with some small scale commercial uses such as retail, restaurants and outdoor cafés.

This application has been evaluated in the context of surrounding developments. Given the existing built form and land uses in the area, additional supportive commercial uses are considered appropriate for this site, with minimal anticipated impact on neighbouring properties.

Development and Site Design
If the land use amendment is approved by Council, the rules of the proposed CC-MHX District would provide guidance for the future occupancy within The Broward. The existing development has a corner unit that has been used as the Residential Sales Centre, which would be the location for a future change of use to small scale commercial. Additional items that may be considered through a development permit process would include:

- integration of the development with the public realm;
- signage; and
- parking.

Transportation
Pedestrian access is available from 15 Avenue SW and 2 Street SW. The grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians. In addition, the 13 Avenue Greenway is two blocks north of the site and runs east-west through Beltline. 15 Avenue SW and 2 Street SW both have on-street bike lanes connecting to the cycle track network.

The site benefits from strong connectivity for all transportation modes. The site is well served by Calgary Transit with westbound and eastbound 17 Avenue SW at 4 Street SW bus stop 200 metres (four-minute walk) away with access to multiple routes providing service to downtown and beyond.

Environmental Site Considerations
No environmental concerns have been identified at this time.

Utilities and Servicing
Public water, sanitary and storm utility connections exist along 2nd Street SW and 15 Avenue SW. The existing building includes all necessary connections.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The subject site is situated in the Greater Downtown Activity Centre as shown on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). This application is in alignment with the vision in the MDP for the Greater Downtown communities, that being mixed-use areas with high-density residential, 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.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Calgary's Greater Downtown Plan (Non-Statutory 2021)
This application is supported by *Calgary's Greater Downtown Plan*, as it enables neighbourhoods for vibrant urban life by allowing for supportive commercial uses within the residential development.

Beltline Area Redevelopment Plan (Statutory – 2006)
The subject parcel is governed by the *Beltline Area Redevelopment Plan* (ARP). The site falls within Part 1 of the Plan and is in the Primarily Residential area. This application meets the objectives as outlined in the ARP, as the CC-MHX District is intended to allow for developments that remain primarily residential while allowing for small scale commercial that create additional amenities for the community.

Applicant Submission

2026, March 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: 310 15 AV SW

Existing Land Use: Direct Control (DC70Z82, DC105Z2002, DC15Z2000 all based on Residential High Density Multi-Dwelling District (RM-7) of 2P80) & CC-MH District

Proposed Land Use: Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) District

APPLICATION SUMMARY

On behalf of The Broward Condos (Calgary) Inc (Truman Homes), CivicWorks has submitted a Land Use Redesignation (rezoning) application to transition the property at 310 15 AV SW from the existing multi-split zoning consisting of three Direct Control (DC70Z82, DC105Z2002, DC15Z2000) Districts based on the Residential High Density Multi-Dwelling District (RM-7) of Land Use Bylaw 2P80 and the Centre City Multi-Residential High Rise (CC-MH) District to a consolidated Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) District. This amendment is technical in nature and is intended to expand the range of allowable uses while maintaining the primarily residential character of the surrounding area. The land use change would enable support for small scale retail, restaurant, or café on the ground floor and respond to current market demand for these uses within this growing community. The intended location of the commercial use is within the corner area of the existing development on the site, Broward, which is nearing construction completion. Broward is a six-storey multi-residential project and was previously approved through Development Permit DP2020-2909.

CONTEXTUAL FIT AND ALIGNMENT WITH LOCAL AREA POLICY

Broward is located on a corner site at the intersection of 2 ST SW and 15 AV SW within the Beltline community and is situated inside the Beltline Area Redevelopment Plan (ARP). The ARP identifies the site as part of the Primarily Residential area in the Land Use Concept shown on Map 3, where residential uses are encouraged along with non-residential uses that support pedestrian activity and provide natural surveillance to the street. The ARP also allows the Development Authority to consider non-residential uses in the Primarily Residential area when they are located on a block corner and do not detract from the essentially residential character of the immediate surroundings, as shown in Map 3B: Policy Areas. An amendment to the Beltline ARP may be required, which will be confirmed by the City through its review of the land use application.

APPLICANT-LED OUTREACH

Based on the very specific, minor nature of this proposed change within the already approved 6 storey multi-residential Broward building, the project team will notify the Beltline Neighbourhoods Community Association, Victoria Park BIA, and Ward 8 Councillor's Office of the proposed change, sharing information packages and offering meetings as needed. This effort will pair with standard City of Calgary Notice and Outreach requirements.

Applicant Outreach Summary

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

P 403 201 5305
F 403 201 5344

2025.03.05

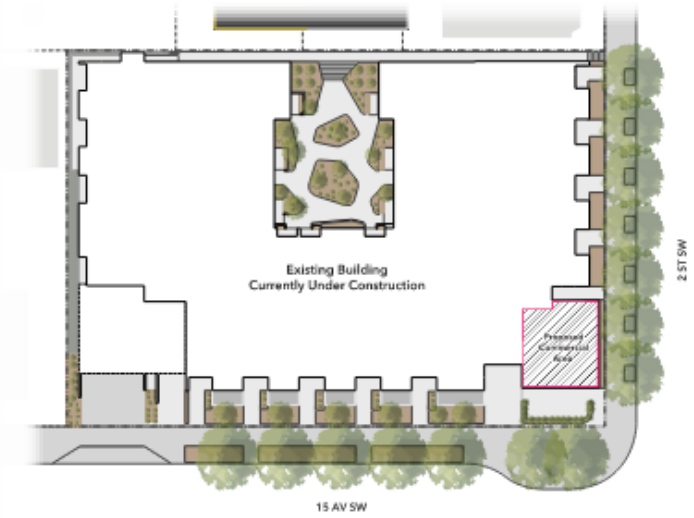
—

The City of Calgary
Planning & Development
800 Macleod Trail SE
PO Box 2100 Station M
Calgary, AB T2P 2M5

ATTN:
Kait Bahl | Planner, Greater Downtown Team, Community Planning - South

RE: Detailed Team Review (DTR1) LOC2025-0242 (310 15 AV SW)
Direct Control (DC70Z82, DC105Z2002, DC15Z2000 all based on Residential High Density Multi-Dwelling District (RM-7) of 2P80) & CC-MH District to Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) District.

APPLICANT-LED OUTREACH SUMMARY
CivicWorks submitted an application in December 2025 to redesignate the subject property from the existing Direct Control (DC70Z82, DC105Z2002, DC15Z2000 all based on Residential High Density Multi-Dwelling District (RM-7) of 2P80) & CC-MH District to the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) District. This amendment is technical in nature and is intended to expand the range of allowable uses while maintaining the primarily residential character of the surrounding area. The land use change would enable support for small scale retail, restaurant, or café on the ground floor and respond to current market demand for these uses within this growing community. The intended location of the commercial use is within the corner area of the existing development on the site



Outlined future proposed commercial area. Existing building approved via DP2020-2909.

CivicWorks and Truman are committed to being good neighbours and working with citizens and community groups throughout the application process. The project team undertakes a meaningful and appropriately-scaled outreach process in support of all applications to ensure a clear and transparent process for all interested parties.

Based on the very specific, minor nature of this proposed change within the already approved 6 storey multi-residential Broward building, the project team notified the Beltline Neighbourhoods Community Association, Victoria Park BIA, and Ward 8 Councillor's Office of the proposed change, sharing information packages and offering meetings as needed. This effort paired with standard City of Calgary Notice and Outreach requirements.

WHAT WE HEARD

Community Feedback

The project team did not receive any feedback from community members through the outreach process.

Information Sharing with Beltline Neighbourhoods Community Association, Victoria Park Business Improvement Area & Ward 8 Councillor's Office

At the outset of the application, the project team shared an information rich project summary memo and supporting materials with the Beltline Neighbourhoods Community Association, the Victoria Park Business Improvement Area, and the Ward 8 Councillor's Office, along with an invitation to meet with each group and discuss the proposed land use change. The project team met with the Ward 8 Councillor's Office, which expressed support for the proposed land use change. The project team provided closure messaging to each group including this Outreach Summary.

OUTREACH MATERIALS

Large Format On-Site Signage



PROPOSED

CPC2026-0258
ATTACHMENT 4

BYLAW NUMBER 56D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0242/CPC2026-0258)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

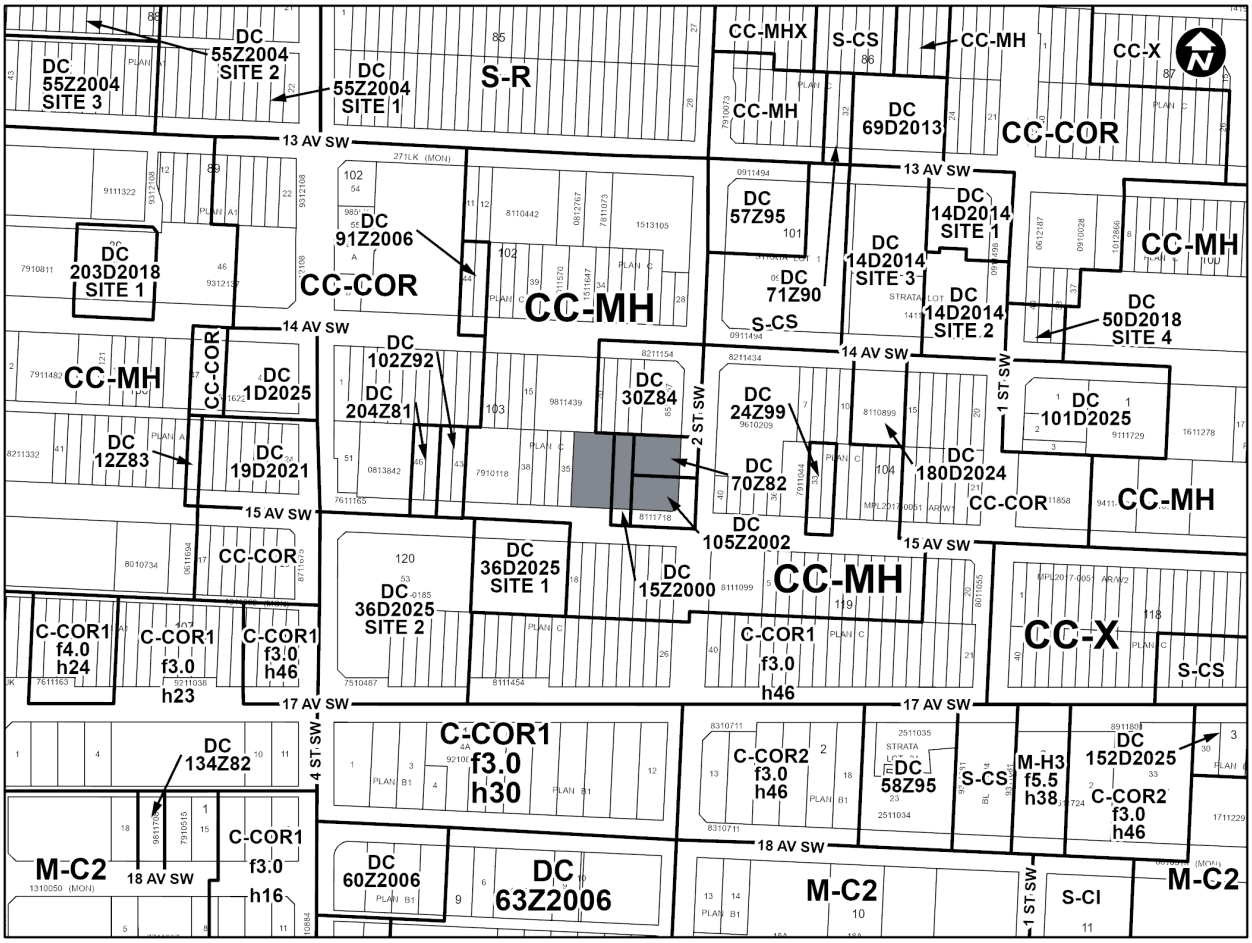
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0242/CPC2026-0258
BYLAW NUMBER 56D2026

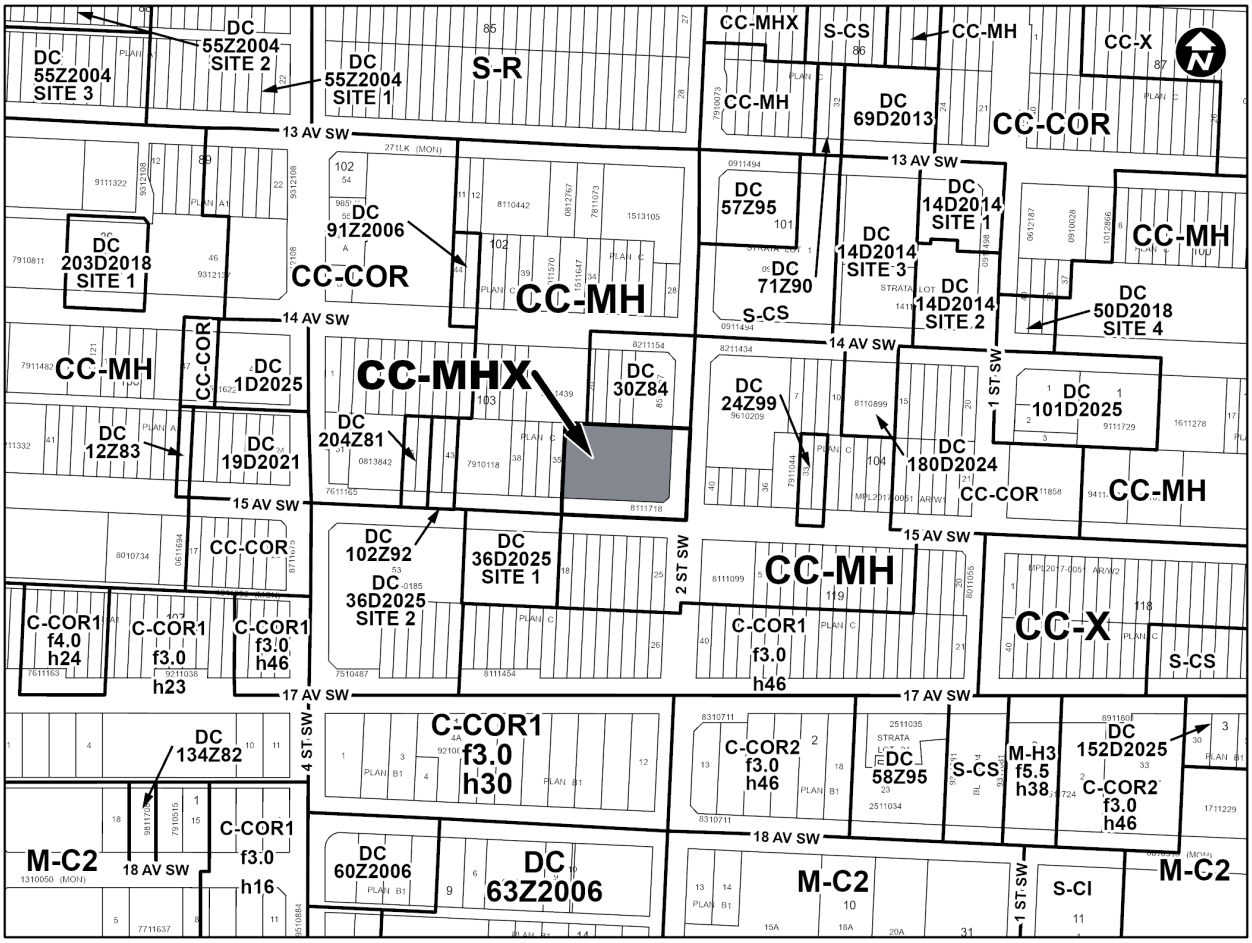
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0242/CPC2026-0258
BYLAW NUMBER 56D2026

SCHEDULE B



Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2025-0254

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.18 hectares ± (0.44 acres ±) located at 1302 – 14 Avenue SW and 721 – 13 Avenue SW (Plan 2311640, Block 97, Lot 55; Plan A1, Block 91, Lots 10, 11, a portion of Lot 9 and a portion of Lot 12) from Centre City Multi-Residential High Rise District(CC-MH) and Direct Control (DC) District to Direct Control (DC) District to accommodate heritage density transfer, with guidelines (Attachment 2).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 57D2026** for the redesignation of 0.18 hectares ± (0.44 acres ±) located at 1302 – 14 Avenue SW and 721 – 13 Avenue SW (Plan 2311640, Block 97, Lot 55; Plan A1, Block 91, Lots 10, 11, a portion of Lot 9 and a portion of Lot 12) from Centre City Multi-Residential High Rise District(CC-MH) and Direct Control (DC) District to Direct Control (DC) District to accommodate 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 (721 – 13 Avenue SW), which is a designated Municipal Historic Resource, to a receiving site (1302 – 14 Avenue 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* (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 this matter? Ensuring the continued preservation of heritage resources in Beltline helps to maintain the community's unique character and sense of place. In addition, the proposal provides for new housing options within the community on the receiving site.
- No development permit has been submitted at this time.
- The designation of the source site (Moxam Apartments) as a Municipal Historic Resource was approved at the 2018 April 17 Public Hearing of Council.

DISCUSSION

This land use amendment application in the southwest community of Beltline was submitted by The City of Calgary on 2025 December 29 on behalf of the landowners, Richard Morantz of 2585363 Alberta Ltd. (Richard Morantz) and Moxam Property Corporation. This application proposes a DC District that transfers heritage density from a source site that is a designated

Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2025-0254

Municipal Historic Resource (721 – 13 Avenue SW known as the Moxam Apartments), to a receiving site (1302 – 14 Avenue SW). More information can be found in the Applicant Submission (Attachment 3).

The proposed DC District on the receiving site maintains the existing Centre City Multi-Residential High-Rise District (CC-MH) as the base district for both the source and receiving sites. The proposed DC District reduces the maximum allowable density on the source site and increases the maximum allowable base density on the receiving 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. 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.

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

Administration received five letters in opposition from the public. The concerns were focused on allowing development of the receiving site and not regarding the transfer of heritage density. Administration received a letter of support from Heritage Calgary. No comments from the Beltline Neighbourhoods Association (BNA) were received. Administration contacted the BNA 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.

Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2025-0254

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 the receiving site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

Economic
The proposed land use would allow for more efficient use of land, existing infrastructure and services, and provide more compact housing 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 57D2026**
3. Applicant Submission
4. Applicant Outreach Summary

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 midblock on the south side of 13 Avenue SW between 6 Street SW and 7 Street SW. This site totals 0.08 hectares (0.20 acres) in size and is approximately 20.0 metres wide and 40.0 metres deep. It is currently occupied by the Moxam Apartments, a designated Municipal Historic Resource. To the east of this site is Lougheed House National and Provincial historic site, and to the west of this site is Houlton House Apartments, another Municipal Historic Resource site. To the south of the source site, across the lane, is a seven storey multi-residential development and to the north is a 26 storey multi-residential development.

The receiving site is located on the corner of 14 Avenue SW and 12 Street SW. This parcel is approximately 0.1 hectares (0.24 acres) in size and is approximately 25.0 metres wide by 39.0 metres deep. The site was subdivided from the parcel to the west in 2023 and is currently an undeveloped lot. Surrounding development is predominantly characterized by a mix of mid-rise to high-rise residential development. Directly to the west of the site is the Chelsea Estates, a 20-storey multi-residential development. To the east of the subject site is a single-storey commercial building. To the north of the site is a seven-storey multi-residential development and to the south is a single detached dwelling and a 10-storey multi-residential development.

The receiving site is located in close proximity to the active pedestrian corridor of 14 Street SW, which also provides significant neighbourhood commercial development. The receiving site is also near existing public open spaces. For example, Thomson Family Park is 180 metres (a four-minute walk) to the south.

Community Peak Population Table

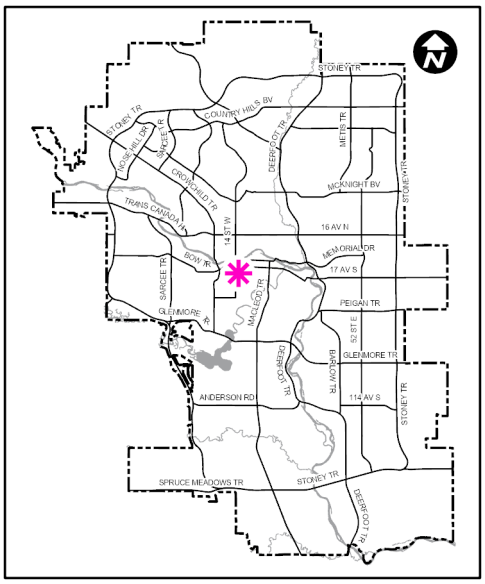
As identified below, the community of Beltline reached its peak population in 2019.

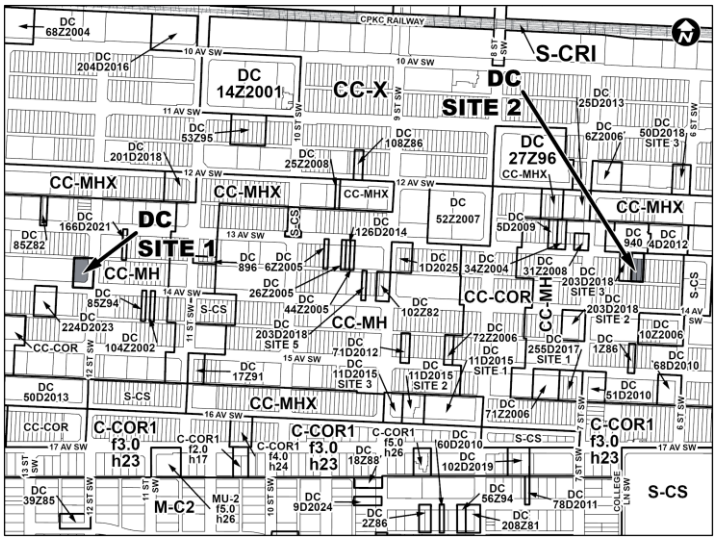
Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

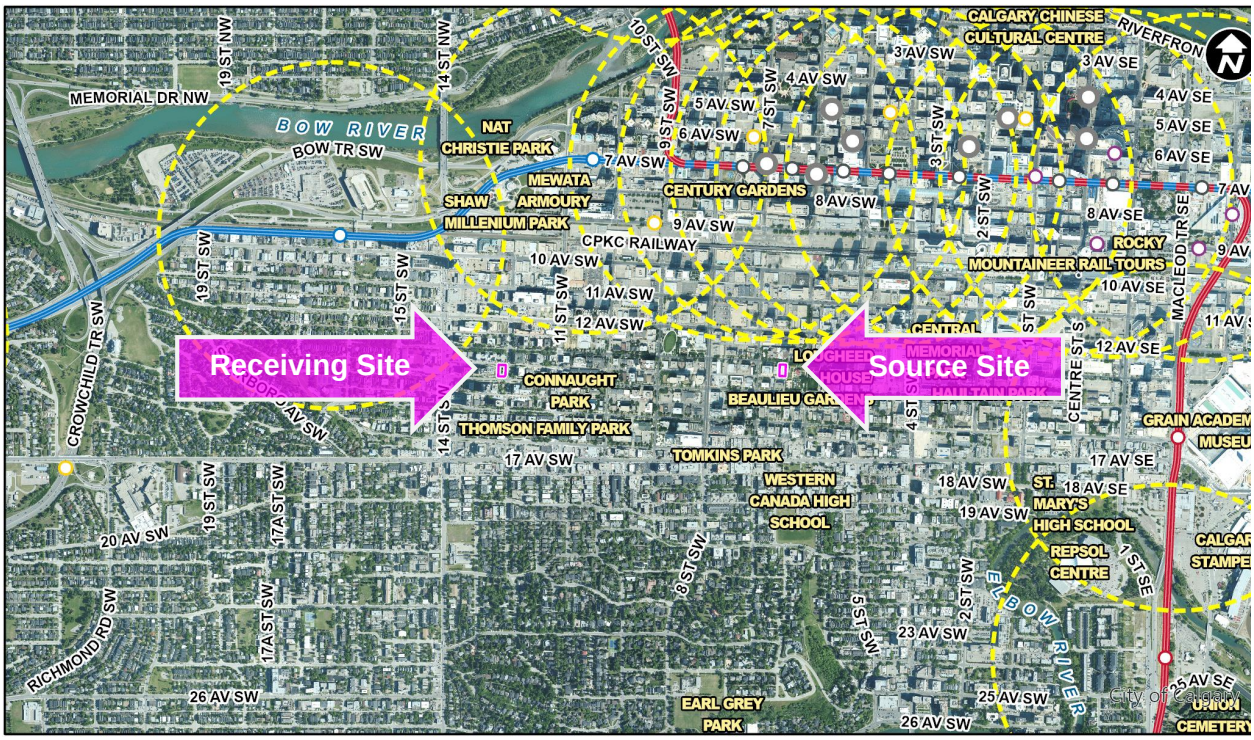
Source: *The City of Calgary 2019 Civic Census*

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 Floor Area Ratio (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 Moxam Apartments as a Municipal Historic Resource was approved at the 2018 April 17 Regular Public Hearing Meeting of Council under Bylaw 21M2018.

Planning Evaluation

Land Use
The Moxam Apartments, on the source site (721 – 13 Avenue SW), is a designated Municipal Historic Resource. A third-party private agreement between landowners will transfer unused development rights from the source site (in the form of gross floor area (GFA) allowed under their existing land use designation but surplus relative to the existing building) to the receiving site. 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).

The proposed development guidelines for the source site include a decrease in density from the maximum FAR of 4.14 to a maximum FAR of 1.53. As the Moxam Apartments have a GFA of approximately 1,224 square metres (1.53 FAR), this leaves no further density available for future heritage density transfer after this DC District Bylaw is approved by Council.

The receiving site (1302 – 14 Avenue SW) will also maintain its current land use district of the CC-MH District as the base district in the proposed DC District.

The proposed development guidelines for the receiving site (1302 – 14 Avenue SW) transfers 2,090 square metres of GFA from the source site to the receiving site. This transfer increases the receiving site's maximum density from 5.0 FAR to 7.1 FAR which may be further increased to 7.7 FAR in accordance with the bonus density provisions for Heritage Density Transfer Increase as 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 Section 7 of the DC District Bylaw. This section incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

Development and Site Design
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.

The rules of the proposed DC District would provide guidance for the future redevelopment of the receiving site, including appropriate uses, building height and massing, landscaping and site access. Additional items that will be considered thought the development permit process would include:

- ensuring an engaging built interface along 14 Avenue SW and 12 Street SW frontages of the development;
- integration of new development with the public realm;
- ensuring high quality finishes and materials that are in keeping with the surrounding context; and
- any bonusing provisions that are provided.

Transportation
For the receiving site, pedestrian access is available from both the 14 Avenue SW frontage as well as the 12 Street SW frontage. The grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians.

There is a bus stop approximately 190 metres to the north of the receiving site (a two-minute walk) both Route 90 and Route 7, providing service to Marda Loop/City Centre. Both routes stop at 12 Avenue SW and 12 Street SW. In addition, there are on-street bicycle lanes along both 14 Avenue SW and 15 Avenue SW.

Vehicular access to the receiving site is available from the lane to the north, off of 12 Street SW.

Environmental Site Considerations
No environmental concerns have been identified at this time.

Utilities and Servicing
Public water, sanitary, and storm deep main utilities exist within the adjacent public right-of-way of the receiving site. Ultimate development servicing will be determined at the future 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.

Municipal Development Plan (Statutory – 2009)
The subject site is situated in the Greater Downtown area as shown on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). This application is in alignment with the vision in the MDP for conservation and protection of heritage resources.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Calgary'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.

Beltline Area Redevelopment Plan (Statutory – 2006)
The subject parcels are governed by the *Beltline Area Redevelopment Plan* (ARP). Density transfer for heritage conservation is encouraged in the ARP; a receiving site may exceed their maximum allowable floor area by up to an additional 10 percent with the transfer of heritage density from a source site. This application meets the policies as outlined in the ARP specific to the use of the heritage density transfer bonus.

PROPOSED

CPC2026-0233
ATTACHMENT 2

BYLAW NUMBER 57D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0254/CPC2026-0233)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

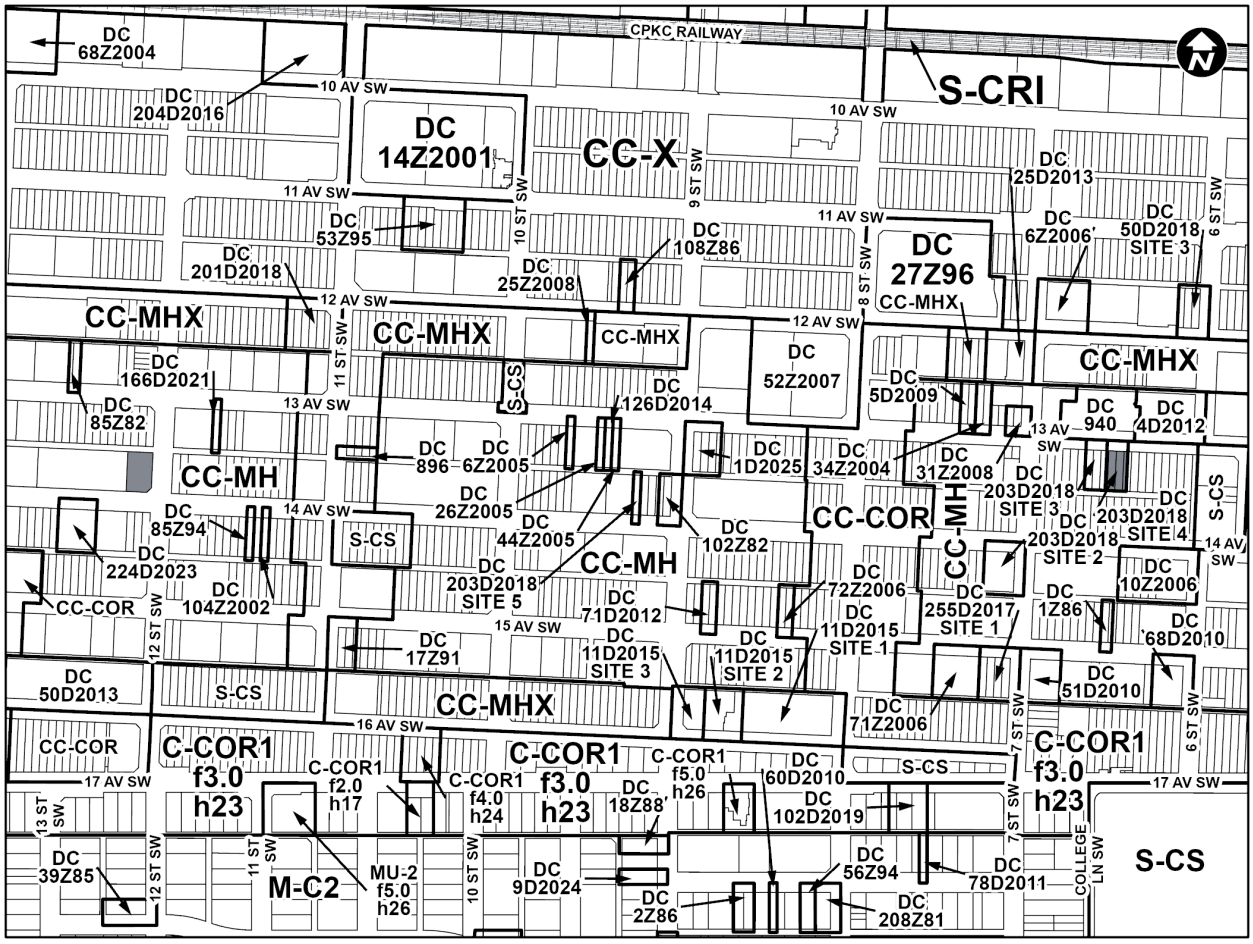
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0254/CPC2026-0233
BYLAW NUMBER 57D2026

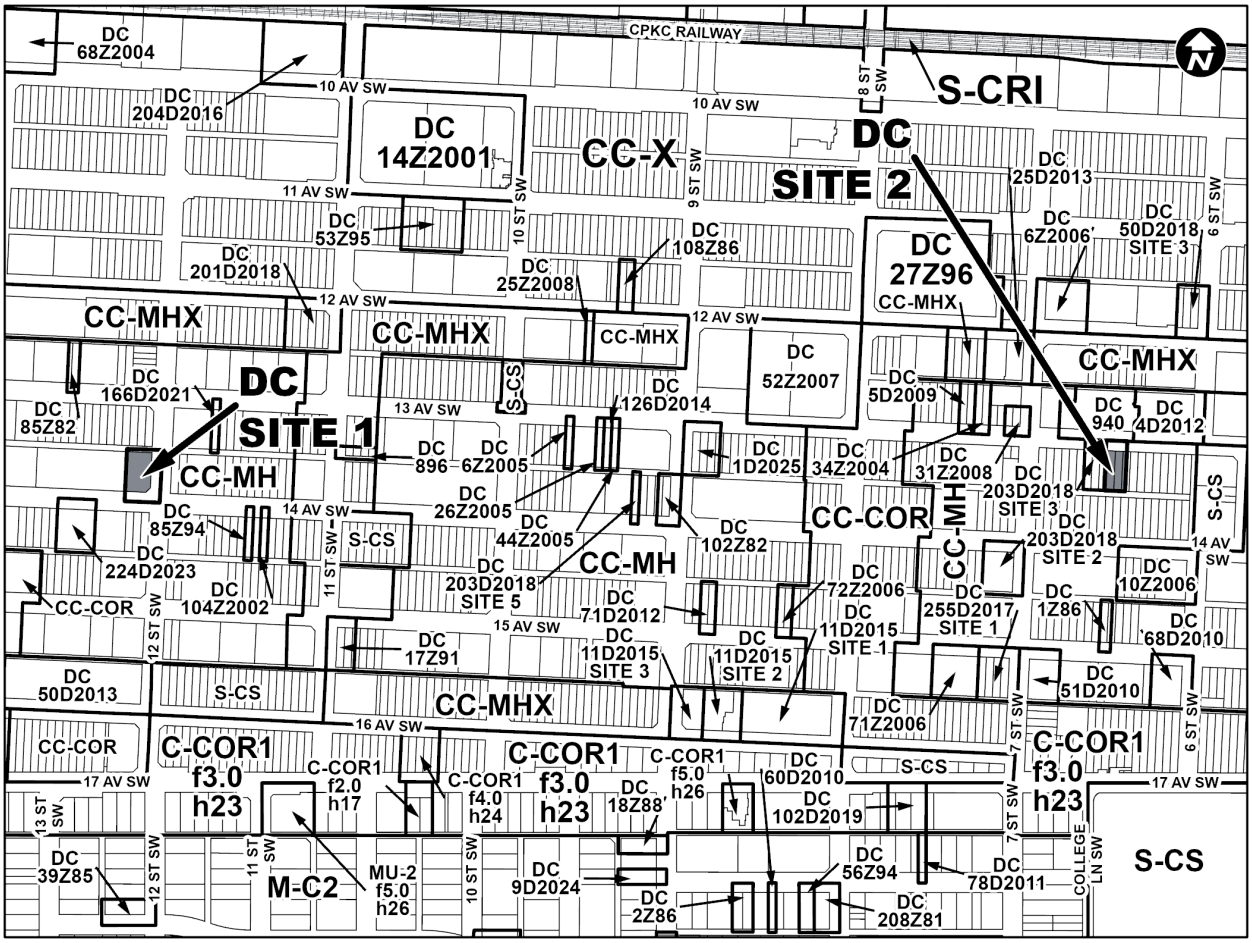
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0254/CPC2026-0233
BYLAW NUMBER 57D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to implement a heritage density transfer.

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.

General Definitions

4 In this Direct Control District:

(a) "***DC Receiving parcel***" means Site 1, the ***parcel*** legally described as Plan 2311640, Block 97, Lot 55, with the municipal address 1302 – 14 Avenue SW, which is the ***parcel*** receiving a heritage density transfer of 2,090 square metres from the ***DC Source Parcel***; and

(b) "***DC Source Parcel***" means Site 2, the ***parcel*** legally described as Plan A1, Block 91, Lots 10, 11, a portion of Lot 9 and a portion of Lot 12 with the municipal address 721 – 13 Avenue SW, which:

(i) is the ***parcel*** from which 2,090 square metres of density is being transferred to the ***DC Receiving Parcel*** through this Direct Control District Bylaw; and

(ii) is the ***parcel*** from which 914.02 square metres of heritage density has already been transferred to a separate receiving ***parcel*** through Direct Control District Bylaw 203D2018.

Permitted Uses

5 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

6 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

7 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.

Site 1

0.1 hectares (± 0.24 acres)

Application

8 The provisions in Section 9 apply only to Site 1.

Floor Area Ratio

9 **(1)** The maximum ***floor area ratio*** is 7.1 which accounts for 2090 square metres transferred from the ***DC Source Parcel***.

(2) The maximum ***floor area ratio*** referenced in (1) may be increased to 7.7 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.

(3) Unless otherwise referenced in subsections (1) and (2), 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

0.08 hectares (± 0.21 acres)

Application

10 The provisions in Section 11 apply only to Site 2.

Floor Area Ratio

11 **(1)** After accounting for the heritage density transfers in this Direct Control District Bylaw and in Bylaw 203D2018, the maximum ***floor area ratio*** is 1.53.

(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

12 The ***Development Authority*** may relax the rules contained in Section 7 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):
LOC2025-0254

Applicant's Name:
City of Calgary - Heritage Planning

Date:
Dec 19 2025

This is a City-Initiated LOC to enact a DC Bylaw to transfer density from a Municipal Historic Resource at 721 13 AV SW to a receiving site at 1302 14 AV SW. Both sites will retain their existing Land Use Districts of CC-MH respectively. This transfer will in part allow the receiving site to bonus to the maximum FAR allowed. No DP has been submitted yet.

As per 1216.1 Table 6.1 the density is considered transfered through a Direct Control Bylaw on both the source and receiving parcels that outlines the amount transfered 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.

Applicant Outreach Summary

2025 December 29

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: City Initiated LOC to transfer Hertiage Density

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

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

Where a receiving site is only requiring a DC for the purposes of tracking transfered density from a Municiapl Historic Resource, the LOC is City-Initiated. As per the ARP and LUB density bonusing system, the method of legally aknowledging density transfer is via a DC. See also PE2024-01610

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

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

Land Use Amendment in Killarney/Glengarry (Ward 8) at 3036 and 3040 – 29 Street SW, LOC2025-0179

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.12 hectares ± (0.29 acres ±) located at 3036 and 3040 – 29 Street SW (Plan 5661O, Block 53, Lots 41 to 44) from Direct Control (DC) District to Housing – Grade Oriented (H-GO) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 50D2026** for the redesignation of 0.12 hectares ± (0.29 acres ±) located at 3036 and 3040 – 29 Street SW (Plan 5661O, Block 53, Lots 41 to 44) from Direct Control (DC) District to Housing – Grade Oriented (H-GO) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2026 March 26:

"Revised Attachment 1 was distributed with respect to Report CPC2026-0252."

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for grade-oriented development in a range of housing forms at a scale consistent with low density residential districts.
- The proposal represents an appropriate density increase of a residential site, allows for a development that is compatible with the character of the existing neighbourhood and is in keeping with the policies of the *Municipal Development Plan* (MDP) and the *Westbrook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choice within the community and more efficient use of existing infrastructure and amenities in the community.
- Why does this matter? The proposed Housing – Grade Oriented (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 application has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southwest community of Killarney/Glengarry, was submitted by the landowner, Gregov Properties Ltd., on 2025 September 5.

The approximately 0.12 hectare (0.29 acre) mid-block site is located on the east side of 29 Street SW between Richmond Road SW and 28 Avenue SW and is currently developed with

Land Use Amendment in Killarney/Glengarry (Ward 8) at 3036 and 3040 – 29 Street SW, LOC2025-0179

two single-detached dwellings with rear-detached garages with access provided from the adjacent lane. The subject site is surrounded by parcels that are designated as Direct Control (DC) District (Bylaw 29Z91) comprising of single detached dwellings to the north, east and west and semi-detached dwellings to the south and the west.

As noted in the Application Submission (Attachment 2), the applicant intends to build a multi-residential development consisting of approximately 10 dwelling units. No development permit application has been submitted at this time.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach
As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant hand-delivered postcards containing details of the application to addresses within a 60-metre radius of the site. Additionally, the applicant displayed the proposed land use information with on-site signage (separate from the standard City of Calgary signage). The applicant also provided a written e-mail response to comments from the Killarney-Glengarry Community Association (CA) and offered to meet with the CA. 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 two letters of opposition from the public. The letters noted the following areas of concern:

- potential shadowing impacts on adjacent properties;
- potential for insufficient on-street parking resulting from increased parking demand;
- increased traffic volumes on the adjacent street and within the surrounding neighbourhood; and
- potential for consequential pressure on existing infrastructure due to the proposed development.

The CA provided a letter of opposition on 2025 December 23 (Attachment 4) indicating the following concerns:

Land Use Amendment in Killarney/Glengarry (Ward 8) at 3036 and 3040 – 29 Street SW, LOC2025-0179

- the H-GO District assumes minimal parking demand based on frequent bus service but current service on Richmond Road SW does not meet the required frequency outside of peak hours, evenings, or weekends, resulting in residents relying on cars without sufficient parking;
- the proposed development is immediately adjacent to two other recent high-density, low-parking projects, which will further increase congestion and on-street parking pressure along 29 Street SW; and
- the proposed building height is out of character for a street that is predominantly comprised of single-detached homes.

Administration considered the relevant planning issues specific to the application and supports the proposed land use redesignation as it aligns with applicable Municipal Development Plan and Local Area Plan policies that encourage modest intensification and a diversity of housing forms in established communities. The surrounding road network is anticipated to accommodate additional traffic generated by redevelopment, and future development will be required to meet parking requirements in accordance with the Land Use Bylaw. The site is well served by Calgary Transit with a choice of three bus routes available within a six-minute walk. The building and site design, number of units, and on-site parking will be 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.

IMPLICATIONS

Social
The proposed application would enable a range of housing types which can accommodate different age groups, lifestyles, and demographics. The site and building design would be adaptable to the functional requirements of evolving households and lifestyle needs.

Environmental
This application does not include actions that specifically address 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
This land use amendment would allow for efficient use of land, existing infrastructure and services and would provide more compact housing in the community.

Service and Financial Implications
No anticipated financial impact.

Land Use Amendment in Killarney/Glengarry (Ward 8) at 3036 and 3040 – 29 Street SW, LOC2025-0179

RISK
There are no known risk associated with this proposal.

ATTACHMENTS
1. **Revised** Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response
5. **Proposed Bylaw 50D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is in the southwest community of Killarney/Glengarry and is located approximately 130 metres (a two-minute walk) north of Richmond Road SW (part of the Primary Transit Network) and approximately 150 metres (a two-minute walk) south of 28 Avenue SW. The subject site is comprised of two mid-block parcels, with a total area of approximately 0.12 hectares (0.29 acre). The site is approximately 30 metres wide and 38 metres deep and is currently developed with two single-storey, single-detached dwellings with rear detached garages and vehicular access provided from the adjacent lane.

The subject parcel is surrounded by properties that are designated as Direct Control (DC) District (Bylaw 29Z91) comprising of single-storey single detached dwellings to the north, east and west, including two-storey semi-detached dwellings to the south and the west. There are also four nearby properties on 29 Street SW, 28 Street SW, and Richmond Road SW designated Housing – Grade Oriented (H-GO) District.

The subject site is approximately 180 metres (a two-minute walk) from a local shopping plaza to the south. Nearby parks and open spaces include the Richmond Green Park, which includes tennis courts, a baseball diamond, a toboggan hill, disc-golf course, and playground, all located approximately 950 metres (a 13-minute walk) southwest of the site. Community amenities in the area also include the Killarney/Glengarry Community Association (CA) situated approximately 300 metres (a four-minute walk) northeast of the site, and Killarney Elementary School, located approximately 600 metres (a 10-minute walk) west of the site.

Community Peak Population Table

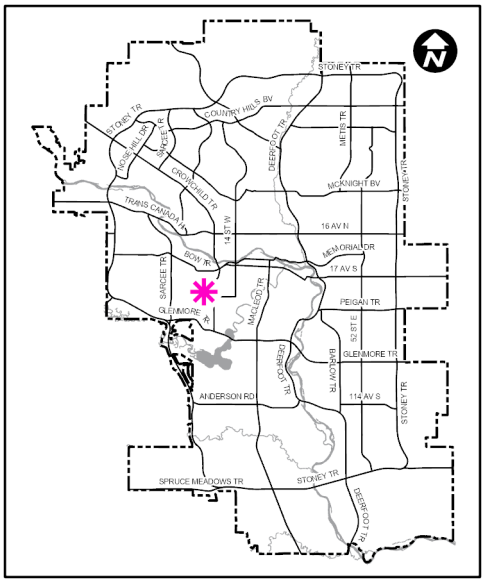
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

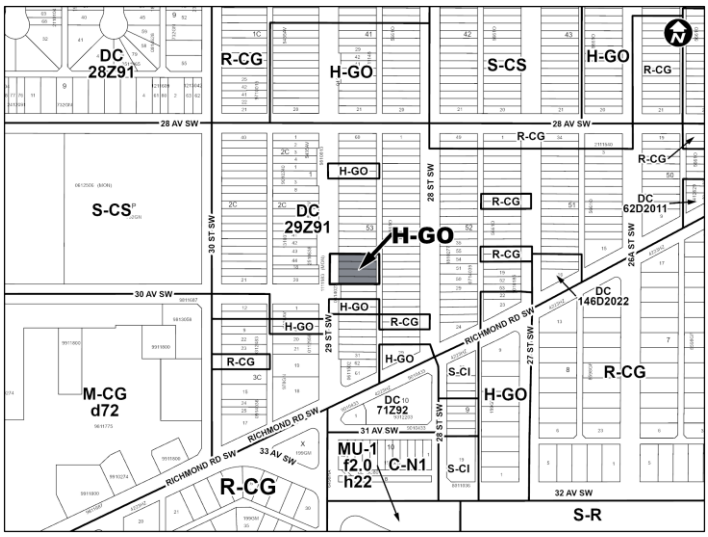
Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

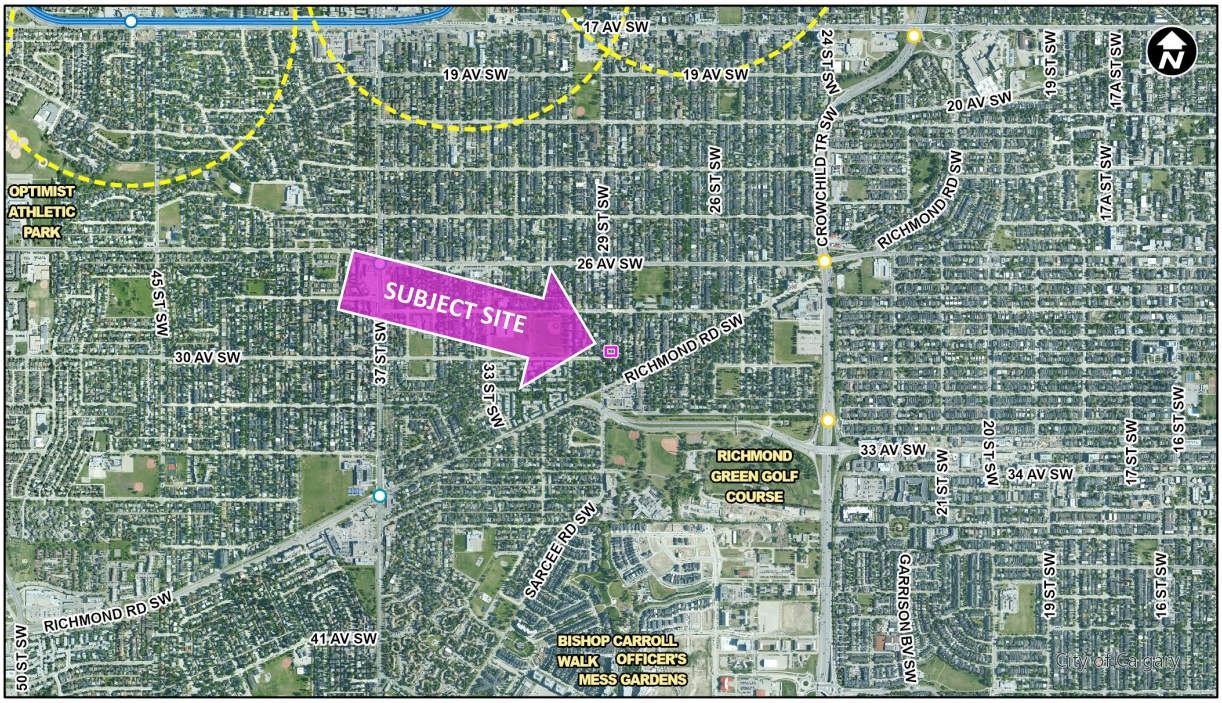
Source: *The City of Calgary 2019 Civic Census*

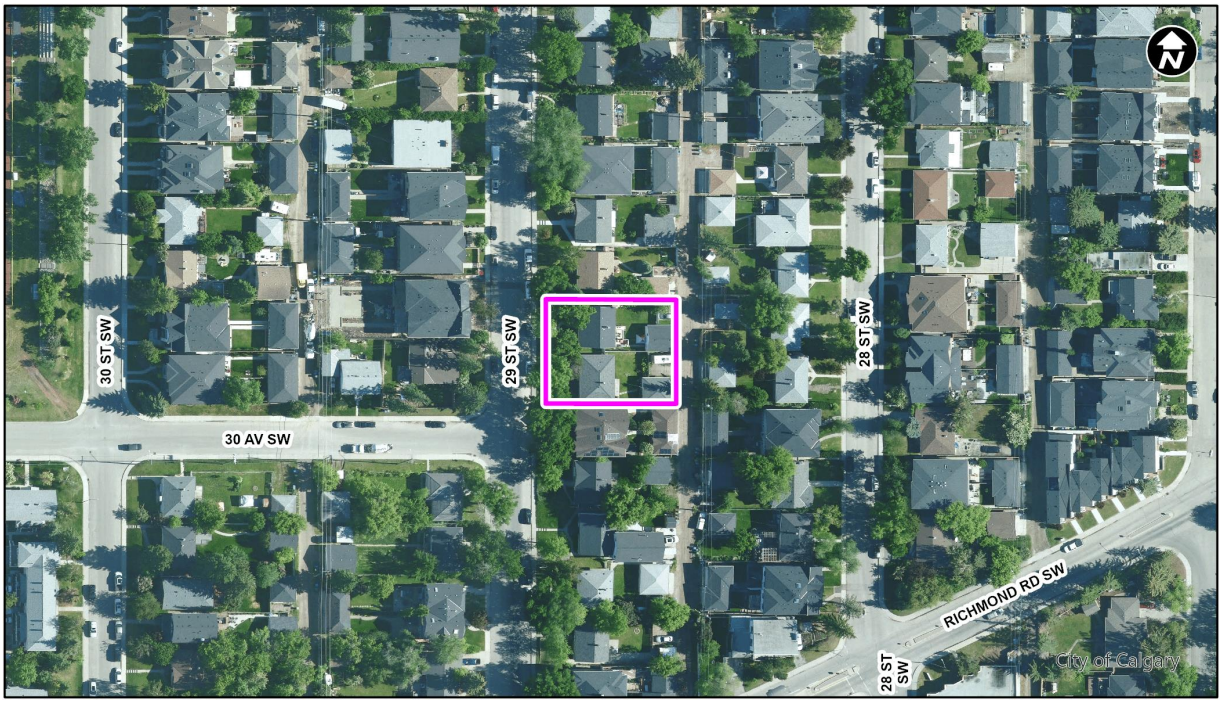
Additional demographic and socio-economic information may be obtained online through the Killarney/Glengarry Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The subject parcel is currently designated as DC District (Bylaw 29Z91). This DC District applies to numerous parcels between 24 Street SW and 30 Street SW and north of Richmond Road SW in the Killarney/Glengarry community. This DC District is based on the R-2 Residential Low-Density District rules defined by the previous Land Use Bylaw 2P80 and has specific rules governing a minimum lot width and a minimum lot area. The R-2 District provides for low density residential development in the form of single detached, semi-detached, and duplex dwellings and allows a maximum of two dwelling units per parcel.

The proposed Housing – Grade Oriented (H-GO) District accommodates 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 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 provides greater site and building design flexibility. The H-GO District will support the applicant's intent for a multi-residential development on the site. The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel 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 parking stalls per unit or suite.

The H-GO District is intended for sites in an approved Local Area Plan within the Neighbourhood Connector or Neighbourhood Flex urban form categories. The subject site is located on 29 Street SW and is identified within the Neighbourhood Flex category on Map 3: Urban Form in the *Westbrook Communities Local Area Plan* (LAP). The subject parcel therefore meets the criteria to be considered for the H-GO district.

Development and Site Design
The rules of the proposed H-GO District, along with the policies of the LAP, will provide guidance for future site redevelopment, including appropriate land uses, building massing, height, landscaping, parcel coverage and parking. Additional items that will be considered through the development permit review process include, but are not limited to:

- ensuring an engaging built interface along 29 Street SW;
- the layout and configuration of dwelling units;
- site access and parking provisions;
- waste collection and impact mitigation;
- mitigation of shadowing, privacy and visual overlooking; and
- appropriate location of landscaping and amenity space.

Transportation
Pedestrian access to the site is available via existing sidewalks on 29 Street SW, which is designated as a collector road.

29 Street SW is a designated on-street bicycle route that connects directly to the 26 Avenue SE on-street bicycle lanes, providing a connection to the broader Always Available for All Ages and Abilities (5A) Network and the Centre City bicycle network. 26 Avenue SW is a undergoing an improvement project to provide a safe street for everyone including those walking, wheeling, driving and taking transit. The site is located near to the recently constructed 37 Street SW Main Street project which includes a multi-use pathway.

Transit service is available along Richmond Road SW and along 26 Avenue SW. Service on Richmond Road is available approximately 300 metres (a five-minute walk) south of the site. Route 22 (Richmond Road SW) provides bus service to downtown and points west along Richmond Road at 28-minute intervals during peak periods. Route 66 (Lakeview) provides bus service at 23-minute intervals during peak periods to downtown and south the Lakeview neighbourhood and North Glenmore Park. Service along 26 Avenue SW is located 350 metres north of the site. Route 6 (Killarney/26 Avenue) provides services at 23-minute intervals during peak periods.

The subject site is within Residential Parking Zone “T”.

Direct vehicular access to future development is anticipated to be provided from the rear lane.

Environmental Site Considerations
At this time, there are no know outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing
Water, sanitary, and storm utilities exist adjacent to the site within public road rights-of-way. Servicing requirements will be determined at the time of development permit.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The subject site is located within the Developed Residential – Inner City area in 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. These policies also deliver small and incremental benefits to climate resilience. The proposed H-GO District complies with the relevant MDP policy 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*. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Westbrook Communities Local Area Plan (Statutory – 2025)
The *Westbrook Communities Local Area Plan* (LAP) identifies the subject site as being part of the **Neighbourhood Connector** category (Map 3: Urban Form) with a building scale of Low – Modified (Map 4: Building Scale), which allows for development up to four storeys in height. Neighbourhood Connector areas are characterized by a mix of commercial and residential units with units that are oriented towards the street. The proposed redesignation to the H-GO District aligns with these policies by allowing flexible grade-oriented housing forms that fit within the intended scale and character of the area.

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

Applicant Submission

Company Name (if applicable):
Gregov Properties Ltd.

LOC Number (office use only):

Applicant's Name:
Tony Gregov

Date:
March 24th, 2025

Property Information:

- Parcel 1 Address: 3036 29 Street SW, Calgary, AB
- Parcel 2 Address: 3040 29 Street SW, Calgary, AB
- Current Zoning Designation: Direct Control District (DCD)
- Proposed Zoning Designation: Housing Grade-Oriented (H-GO)
- Current Use of Property: Residential for single housing
- Contact Information: tony.gregov@gclenv.com or (403) 988-5544

I am writing to formally request the redesignation of my properties located at 3036 and 3040 29 Street SW, Calgary, AB from Direct Control District (DCD) to Housing – Grade-Oriented (H-GO). This rezoning is the first step toward a future development project aimed at constructing a multi-family residential building consisting of approximately 10 units.

The project is currently in the early planning stages, and while detailed building plans have yet to be finalized, our primary focus at this time is to initiate the land use amendment. Our intention is to provide thoughtfully designed housing that accommodates multiple residents while contributing to community growth and housing accessibility. We have included a feasibility report prepared by an architectural firm in the site plan submission, which outlines the scope and vision of the proposed development.

The properties are currently used for residential purposes and are occupied by tenants. The proposed redesignation to H-GO will allow for a broader range of residential housing types, including multi-family units, which will help address Calgary's ongoing housing needs. Increasing density on these lots will provide more rental opportunities and support the city's objective of promoting affordable and diverse housing options.

Justification for Redesignation:
There is a growing need for more inclusive and affordable housing within this community. The H-GO district aligns well with the surrounding residential context and supports the goals of compact, sustainable urban growth. This land use change will retain the residential character of the neighborhood while introducing additional housing options that can contribute to long-term community stability, affordability, and increased property value.

Conclusion:
Redesignating the subject properties from DCD to H-GO is a necessary and forward-thinking step to support legal, safe, and diverse housing options in Calgary. I respectfully request your favorable consideration of this application and look forward to the opportunity to support positive community

Applicant Outreach Summary

2026 February 12

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: LOC2025-0179 3036–3040 29 Street SW (H-GO Land Use Redesignation)

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)

Community outreach for this application was conducted in multiple stages and builds upon the initial Applicant-led Outreach Summary previously submitted to the City.

Initial outreach included hand-delivered flyers to landowners and residents within an approximately 60-metre radius of the subject site in January 22nd, 2025. Properties on both sides of 29 Street SW and portions of 28 Street SW were included. A detailed list of addresses and a map illustrating the outreach radius are provided at the end of this document. Initial outreach also included the installation of a small on-site outreach sign on January 25, 2025, which remained in place for over one month.

Additional outreach undertaken since the original submission includes:
- Installation of a large on-site redesignation sign from the City at the subject property on January 12, 2026.
- Email correspondence on January 27, 2026 with the Killarney–Glengarry Community Association Development Committee, responding to written comments dated December 23, 2025 related to transit service, parking and traffic, cumulative impacts, and building height/form, and offering to meet to discuss the proposal

Outreach activities were intended to inform, respond to feedback, and provide opportunities for further dialogue prior to finalizing the application.

Affected Parties

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

- Killarney–Glengarry Community Association (Development Committee).
- Nearby residents and property owners within approximately 60 metres of the site.
- People that may pass by in the neighbourhood through the signs.

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.

Feedback received from the Killarney–Glengarry Community Association focused on:
- Availability and frequency of transit service in the area
- Potential parking and traffic impacts, including cumulative effects of nearby redevelopment
- Building height, massing, and compatibility with the existing low-rise residential character

Feedback received from Neighbours after flyer distribution:
Neighbour appreciated being informed and asked questions about the rezoning, anticipated construction timeline, housing type and scale (including rental versus ownership), and potential cumulative impacts such as parking and construction disruption, while the applicant noted the project is in early planning and considering community feedback as plans progress.

How did input influence decisions?

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

The issues raised by the Community Association were reviewed and addressed through written correspondence submitted to the City and shared with the Association.

Responses clarified:
- How the proposal aligns with Municipal Development Plan policies supporting moderate intensification in inner-city neighbourhoods
- That the proposed H-GO form can comply with height limits, parcel coverage, and chamfer rules to mitigate shadowing and overlook
- That on-site parking, rear lane access, secure mobility storage, and Class 1 bicycle parking are provided to manage parking demand

While the proposed land use designation remains unchanged, feedback informed the refinement of the project rationale and supporting materials.

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)

Outreach outcomes were shared through follow-up email correspondence with the Killarney–Glengarry Community Association, including a detailed written response to comments received and an offer to meet to discuss the proposal further.

This updated outreach summary is being submitted to The City of Calgary to document additional outreach completed since the original submission.

Large Format Proposed Land Use Change Sign posted on January 12th, 2026



Conway, Sean

From: KGCA Development <development@kgca.ca>
Sent: Tuesday, December 23, 2025 11:28 AM
To: Conway, Sean
Subject: [External] re: Application Notice LOC2025-0179

This Message Is From an External Sender
This message came from outside your organization.
ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to spam@calgary.ca
Report Suspicious

Good afternoon Sean,

Please see below feedback from the Killarney Development Committee regarding: Application Notice LOC2025-0179

Our feedback below:

We oppose this for the following reasons:

1. The basic concept of H-GO zoning is that there would be a minimal need for parking as frequent transit availability decreases this need. The proximity to Richmond Road which is a designated Primary Transit Network road, appears to meet this requirement. However, the requirement for this was a bus frequency of one very 10 minutes or less for 15 hours seven days a week.
This does not happen during the non-rush hour part of the week day let alone the weekend and evening. (Please refer to Calgary Transit's 2024 Route Ahead Annual Status Report Figure 3. We would also note that Richmond/33rd Road does not even meet the lower standard Base Transit Network Coverage in Figure 4. Our understanding is that the City is looking to the far future when this may be achieved - but right now people will have cars without off street parking.

2. This development is very close to two other high density mid-block developments with minimal parking - 3206 (only 17 meters away) and 3207 29th Street. This will lead to a very crowded and congested section 29th street.

3. The height allowed is very tall for a street of primarily single family homes.

We look forward to your response

Thank you,

Email Communication with Killarney-Glengarry Development Committee Association

From: Tony Gregov
Sent: January 27, 2026 4:48 PM
To: development@kgca.ca
Cc: sean.conway@calgary.ca
Subject: Calgary_Killarney Planning Letter

Subject: Re: LOC2025-0179 – 3036–3040 29 Street SW (H-GO) – Response to KGCA Comments

Dear [redacted] and Members of the Killarney–Glengarry Development Committee,

Thank you for your December 23, 2025 comments regarding Application LOC2025-0179 for 3036–3040 29 Street SW. I appreciate the time and care the Community Association has taken to review the proposal and I want to respond directly to the concerns raised about transit service, parking/traffic, and building height.

1. Transit, Primary Transit Network and Actual Service

You correctly note that the original concept of H-GO relies on locating more housing in areas with strong transit so that the need for on-site parking can be reduced. The subject site is within an inner-city community identified as "Residential – Developed – Inner City" in the Municipal Development Plan's urban structure, where moderate intensification in proximity to transit and amenities is explicitly supported.

While Richmond Road is shown conceptually as part of the Primary Transit Network in the MDP, the City's own mapping and policy language clarify that PTN corridors indicate a long-term structure and are "dependent on supportive land use" and subject to staged implementation over time.

I acknowledge your reference to Calgary Transit's Route Ahead 2024 Annual Status Report figures, including the 10-minute frequency standard for 15 hours per day, 7 days per week, which is not yet achieved along this corridor. In practice, however, City policy now applies modernized parking rules that take into account both current transit and broader mobility options rather than a strict binary of "full PTN standard or not". The feasibility work for this site assumes a balanced approach: fewer stalls per unit than traditional R-C districts, supported by secure mobility storage, Class 1 bike parking, and a walkable connection to existing bus service and surrounding amenities. This reflects the City's direction to gradually align land use and transportation, rather than waiting for a fully built-out PTN before any gentle density is introduced.

2. Parking, Traffic, and Cumulative Mid-Block Impacts

You also raise a fair concern about cumulative impacts, noting two nearby higher-density mid-block projects at 3206 and 3207 29 Street SW with minimal parking and the risk of a congested segment of 29 Street.

In response, our concept for 3036–3040 29 Street SW has been structured to:

- Provide on-site vehicle parking that meets the H-GO bylaw framework for this location, with up to 10 stalls for 20 units (a ratio of 1.0 per townhouse unit plus recognition of secondary suites and non-auto modes).
- Include secure mobility storage and Class 1 bicycle parking for every unit, making non-automobile travel a realistic, convenient option rather than an afterthought.
- Utilize the rear lane for access and circulation so that driveways and curb cuts on 29 Street are minimized, reducing turning conflicts and preserving more on-street capacity.

We fully agree that residents will continue to own vehicles, particularly while PTN-level service is being built out. Our objective is not to eliminate cars, but to ensure that each new project in this block meaningfully manages its own demand through a mix of off-street stalls and real, usable alternatives. In addition, the scale of a 20-unit, ground-oriented project is modest relative to the capacity of the surrounding road and lane network, particularly when compared to apartment-style intensification.

If it would be helpful, we are prepared to work with Administration to review curbside management and parking behaviour on this segment of 29 Street, so that the City can consider tools such as time-limited parking or residential parking permits if warranted in the future.

3. Height, Built Form and Street Character

Your third point relates to height, with concern that H-GO allows a "very tall" form on a street that is today primarily single-detached homes. Site testing and feasibility analysis confirm that the proposed H-GO form can comply with the standard height and chamfer rules (up to approximately 12 m typical height with chamfered portions to mitigate shadowing and overlook) and remain within the 60% maximum parcel coverage. The townhomes are designed as grade-oriented units with individual front entries, landscaped front yards, and rear lane–oriented parking and services, which maintains a low-rise, residential feel along the sidewalk.

From an MDP perspective, this type of gentle, attached housing product is exactly what is contemplated in "Residential – Developed – Inner City" areas: more people living close to transit, schools, parks, and community facilities, but in forms that remain compatible with established neighbourhoods. Rather than abrupt height jumps, our intent is a transitionary built form that adds attainable units while reinforcing an active streetscape and eyes-on-the-street.

4. Next Steps and Collaboration

I understand and respect the KGCA's responsibility to advocate for current residents and for a measured approach to change in Killarney-Glengarry. At the same time, there is a pressing city-wide need for more diverse, ground-oriented housing in central neighbourhoods, and we believe this proposal is a responsible way to help meet that need on a site supported by the Municipal Development Plan and emerging local policy.

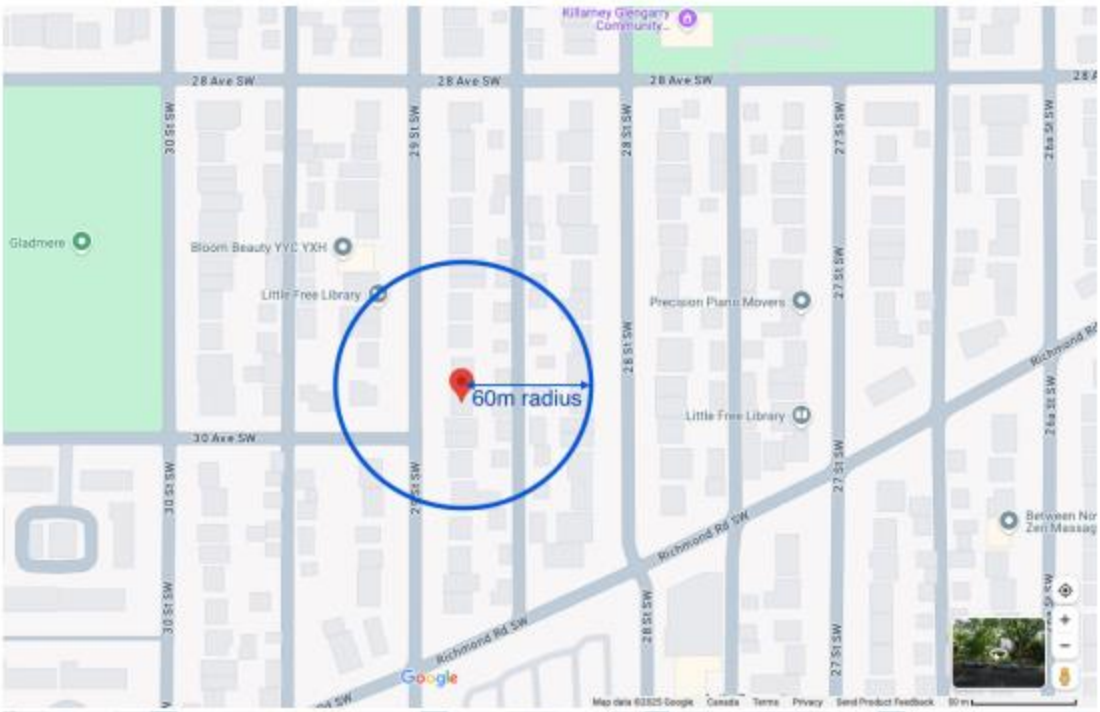
I would welcome the opportunity to meet virtual (between Jan 28 – Feb 5th) with Development Committee to walk through the emailed response. Thank you again for your thoughtful feedback and for your ongoing work on behalf of the community.

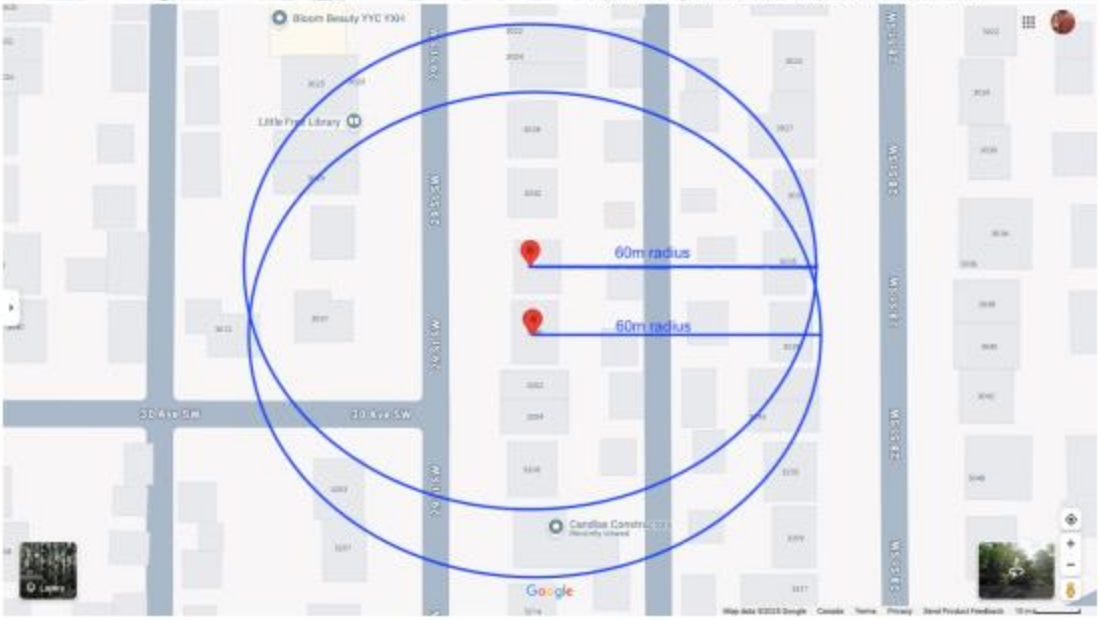
Sincerely,

Tony Gregov
tony.gregov@gdenv.com

On Jan 22, 2025

Flyers Community Outreach for 3036 - 3040 29 Street





On Jan 22, 2025

COMMUNITY OUTREACH FOR **3036 - 3040 29 STREET SW, CALGARY, AB**

CHANGING ZONING TO ALLOW MULTI-FAMILY HOUSINGS INSTEAD OF SINGLE-FAMILY HOMES

**CHANGING ZONING TO HOUSING – GRADE-ORIENTED (H-GO)
FROM DIRECT CONTROL DISTRICT (DCD)**







THIS CHANGE WILL BRING THE PROPERTY IN LINE WITH CITY REGULATIONS.

IT PROVIDES AN AFFORDABLE HOUSING OPTION THAT OUR COMMUNITY NEEDS.

THE PROPERTY'S USE AND CHARACTER WILL REMAIN RESIDENTIAL, FITTING WELL WITHIN OUR NEIGHBOURHOOD.

Contact gregov.properties@gmail.com, if you have any questions or concerns.

GREGOV PROPERTIES LTD.

Addendum – Community Association Follow-Up

LOC2025-0179 – 3036–3040 29 Street SW (H-GO Land Use Redesignation)
Date: February 24, 2026

Community Association Meeting Offer and Outcome

On January 27, 2026, the applicant emailed the Killarney–Glengarry Community Association (Development Committee) in response to their December 23, 2025 comments regarding transit service, parking and traffic, cumulative impacts, and building height/form.

Within that correspondence, the applicant offered to meet virtually between January 28 and February 5, 2026 to review the proposal and discuss the Association's questions and concerns in further detail.

No response was received to this meeting offer.

The applicant allowed additional time for potential follow-up prior to finalizing the updated outreach materials. As no further correspondence was received, the updated Applicant-led Outreach Summary and supporting documentation were submitted to The City of Calgary on February 12, 2026.

The written response provided on January 27, 2026 therefore serves as the formal clarification of the applicant's position and the completion of the applicant-led engagement process to date.

The applicant remains open to further dialogue should the Community Association or Administration wish to discuss the proposal at any time prior to CPC or Council consideration.

Community Association Response

From: KGCA Development <development@kgca.ca>
Sent: Tuesday, December 23, 2025 11:28 AM
To: Conway, Sean <Sean.Conway@calgary.ca>
Subject: [External] re: Application Notice LOC2025-0179

Good afternoon Sean,

Please see below feedback from the Killarney Development Committee regarding: Application Notice LOC2025-0179

Our feedback below:

We oppose this for the following reasons:

1. The basic concept of H-GO zoning is that there would be a minimal need for parking as frequent transit availability decreases this need. The proximity to Richmond Road which is a designated Primary Transit Network road, appears to meet this requirement. However, the requirement for this was a bus frequency of one very 10 minutes or less for 15 hours seven days a week.
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3. The height allowed is very tall for a street of primarily single family homes.

We look forward to your response

Thank you,

Tory Reade
[redacted]
Director of Development
Killarney Glengarry Community Association (KGCA)

PROPOSED

CPC2026-0252
ATTACHMENT 5

BYLAW NUMBER 50D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0179/CPC2026-0252)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

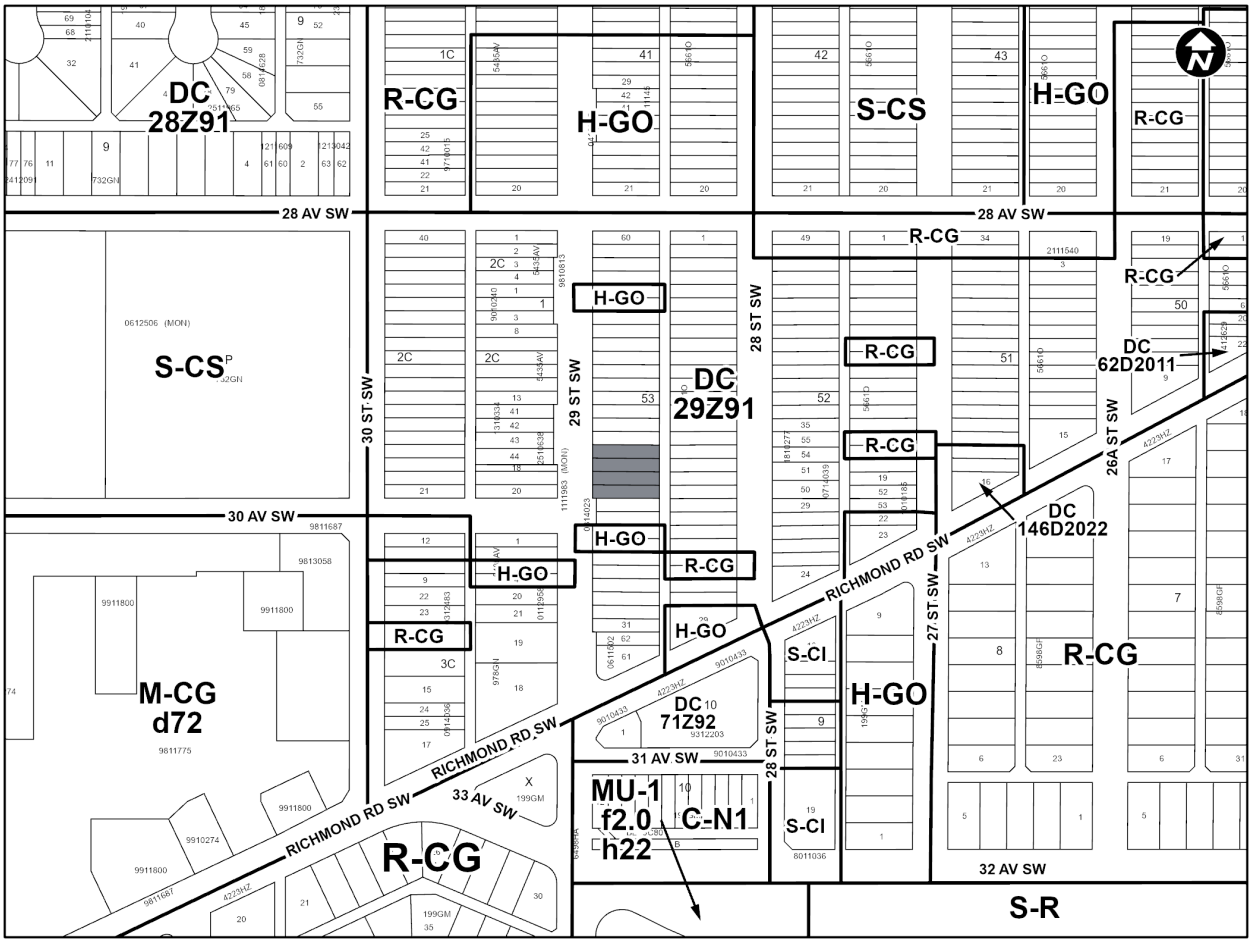
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0179/CPC2026-0252
BYLAW NUMBER 50D2026

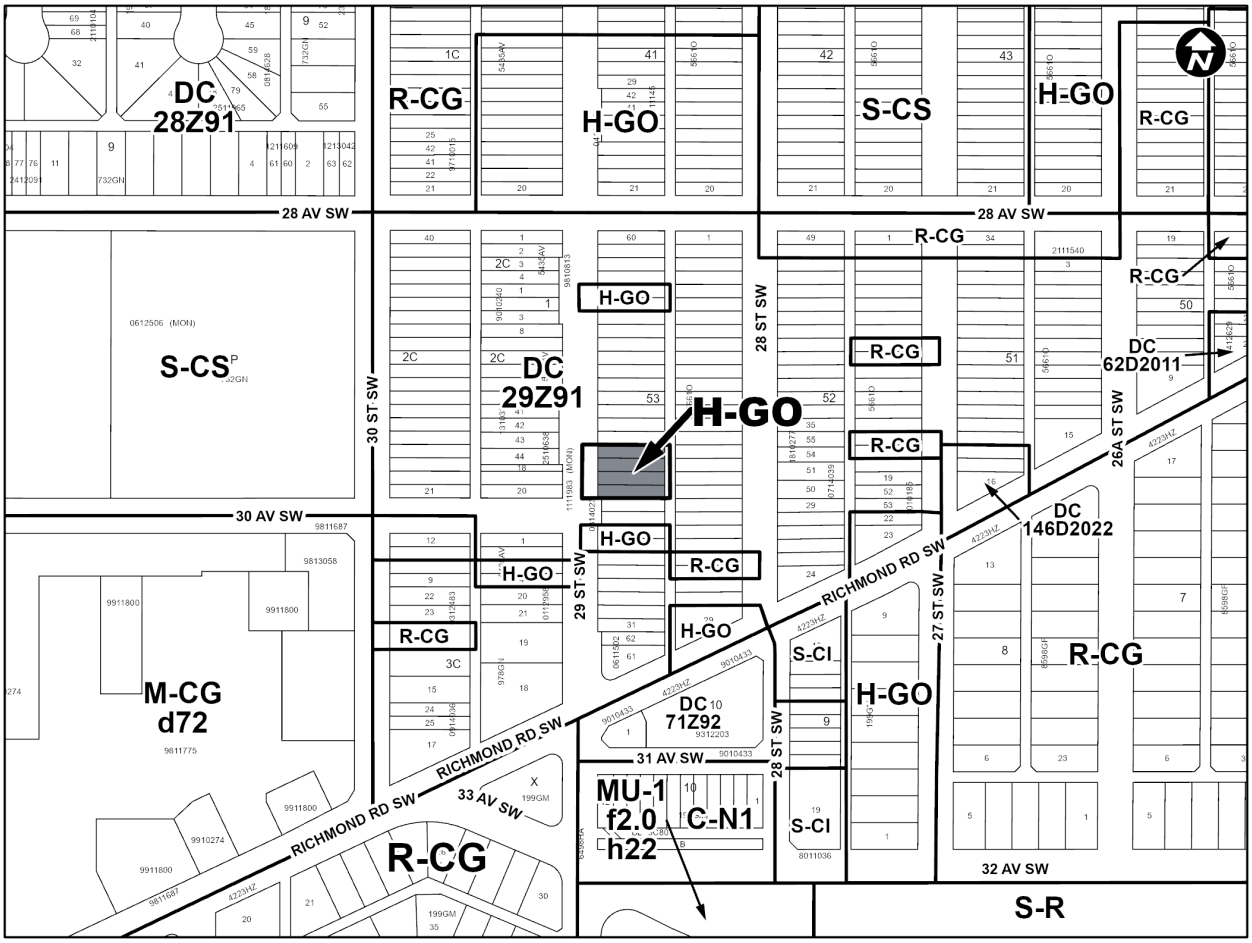
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0179/CPC2026-0252
BYLAW NUMBER 50D2026

SCHEDULE B



Land Use Amendment in Killarney/Glengarry (Ward 8) at multiple addresses, LOC2025-0234

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.28 hectares ± (0.69 acres ±) located at 2208, 2212, 2216, 2220 and 2224 – 37 Street SW (Plan 2412BC, Block 12E, Lots 23 to 26; Plan 9212018, Block 12E, Lot 27A; Plan 1725AJ, Block 12E, Lots 29 to 32) from Multi-Residential – Contextual Low Profile (M-C1) District to Mixed Use – General (MU-1f4.0h24) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 61D2026** for the redesignation of 0.28 hectares ± (0.69 acres ±) located at 2208, 2212, 2216, 2220 and 2224 – 37 Street SW (Plan 2412BC, Block 12E, Lots 23 to 26; Plan 9212018, Block 12E, Lot 27A; Plan 1725AJ, Block 12E, Lots 29 to 32) from Multi-Residential – Contextual Low Profile (M-C1) District to Mixed Use – General (MU-1f4.0h24) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a six-storey multi-residential or mixed-use development.
- The proposal allows for an increase in density and height, redevelopment on a Neighbourhood Main Street 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? This application would provide more choice in the types of housing available in an inner-city area with access to services, amenities and transit.
- Why does this matter? This proposal would allow for more housing choices in the inner-city area, flexibility for commercial uses at grade and represents a more efficient use of land and existing infrastructure.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

Land Use Amendment in Killarney/Glengarry (Ward 8) at multiple addresses, LOC2025-0234

DISCUSSION

This land use amendment application, in the southwest community of Killarney/Glengarry, was submitted by O2 Planning and Design on behalf of the landowners, Vineet Kaur, Wenwu Li, Scott Robert Ross-Molyneux, Gurmeet Singh, Jwalant V Talati, Lopabahen J Talati, Nhan Le Tran, Jessica Verma, Narpendra Verma and Wei Wu, on 2025 December 2. The approximately 0.28-hectare (0.69 acre) mid-block site is located on the east side of 37 Street SW between 21 Avenue SW and 23 Avenue SW. The site is currently developed with five single detached dwellings with detached garages and has rear lane access.

The site is on a Neighbourhood Main Street (37 Street SW) and is approximately 400 metres (a seven-minute walk) from the 17 Avenue SW Neighbourhood Main Street and 700 metres (a 12-minute walk) from the Westbrook Light Rail Transit (LRT) Station.

As indicated in the Applicant Submission (Attachment 2), the application proposes to redesignate the subject parcels from the Multi-Residential – Contextual Low Profile (M-C1) District to the Mixed Use – General f4.0h24 (MU-1f4.0h24) District to accommodate a mix of residential and/or commercial uses in a way that is sensitive to the local area context. A development permit has not been submitted at this time.

The proposal is in alignment with the policies of the *Municipal Development Plan* (MDP) and the *Westbrook Communities Local Area Plan* (LAP), which supports increased housing diversity and a mix of uses in an area that is well served by services, amenities and transit.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and the respective community association was appropriate. In response, the applicant delivered an information package to neighbouring properties within a 200-metre radius of the subject properties and organized an open house to present the proposal. The applicant also met with the Killarney-Glengarry Community Association (CA) to discuss the proposal and accept feedback. 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.

Land Use Amendment in Killarney/Glengarry (Ward 8) at multiple addresses, LOC2025-0234

Administration received five responses in opposition to this application. Concerns included increased traffic, reduced street parking, loss of privacy and sunlight and increased burden on city infrastructure. 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 and in alignment with applicable policy. The building and site design, including landscaping and amenity space, will be reviewed and determined at a future development permit stage.

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

IMPLICATIONS

Social
The proposal would allow for additional housing choices for Calgarians within an established neighbourhood that already offers a wide range of services, community amenities and convenient access to transit.

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

Economic
The proposed land use would allow for 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 61D2026**

Land Use Amendment in Killarney/Glengarry (Ward 8) at multiple addresses, LOC2025-0234

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 Killarney/Glengarry on the east side of 37 Street SW mid-block between 21 Avenue SW and 23 Avenue SW. The site consists of five parcels, is approximately 0.28 hectares (0.69 acres) in size and is approximately 77 metres wide by 36 metres deep. It is currently developed with five single detached dwellings with detached garages and has rear lane access.

The 37 Street SW corridor in this area is mainly developed with single- and two-unit dwellings under the Multi-Residential – Contextual Low Profile (M-C1) District. Several properties along the 37 Street SW corridor have begun to redevelop with ground-oriented infill housing and multi-residential housing under the M-C1 District, the Housing – Grade Oriented (H-GO) District and the Mixed Use – General (MU-1) District. The corner lot immediately to the north of the subject site received a development permit for a four unit and four secondary suite rowhouse in 2025 (DP2024-09024) and is currently under construction.

The site is on a Neighbourhood Main Street (37 Street SW) and is approximately 400 metres (a seven-minute walk) from the 17 Avenue SW Neighbourhood Main Street and 700 metres (a 12-minute walk) from Westbrook Mall. The site is also 700 metres (a 12-minute walk) from the Westbrook Light Rail Transit (LRT) Station and 450 metres (an eight-minute walk) to the nearest MAX Teal (Westbrook/Douglas Glen) northbound and southbound stations on 37 Street SW.

Community Peak Population Table

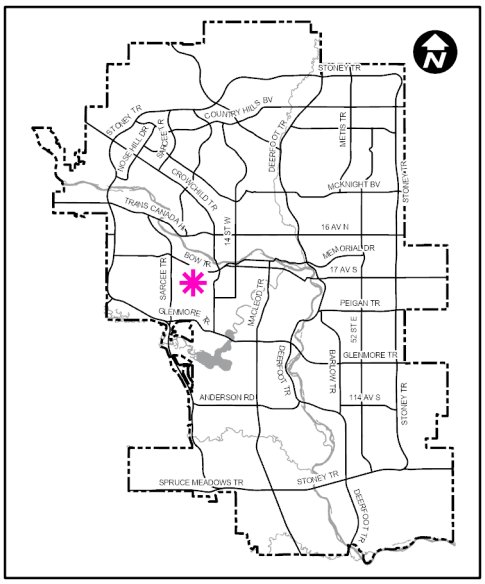
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

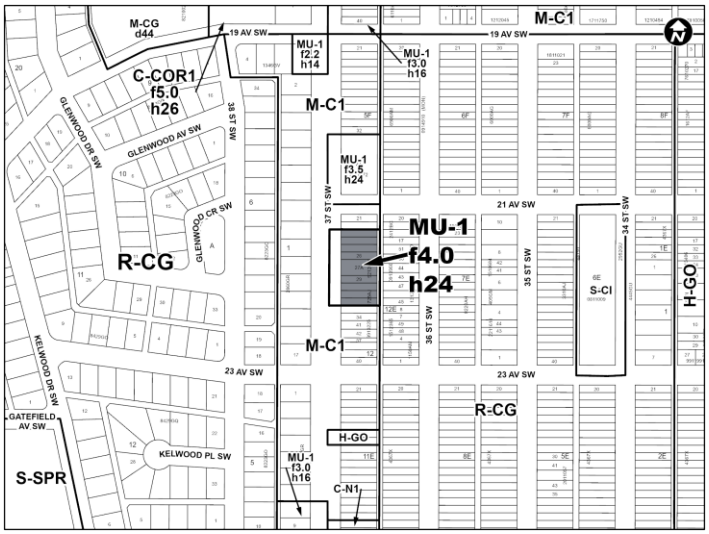
Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

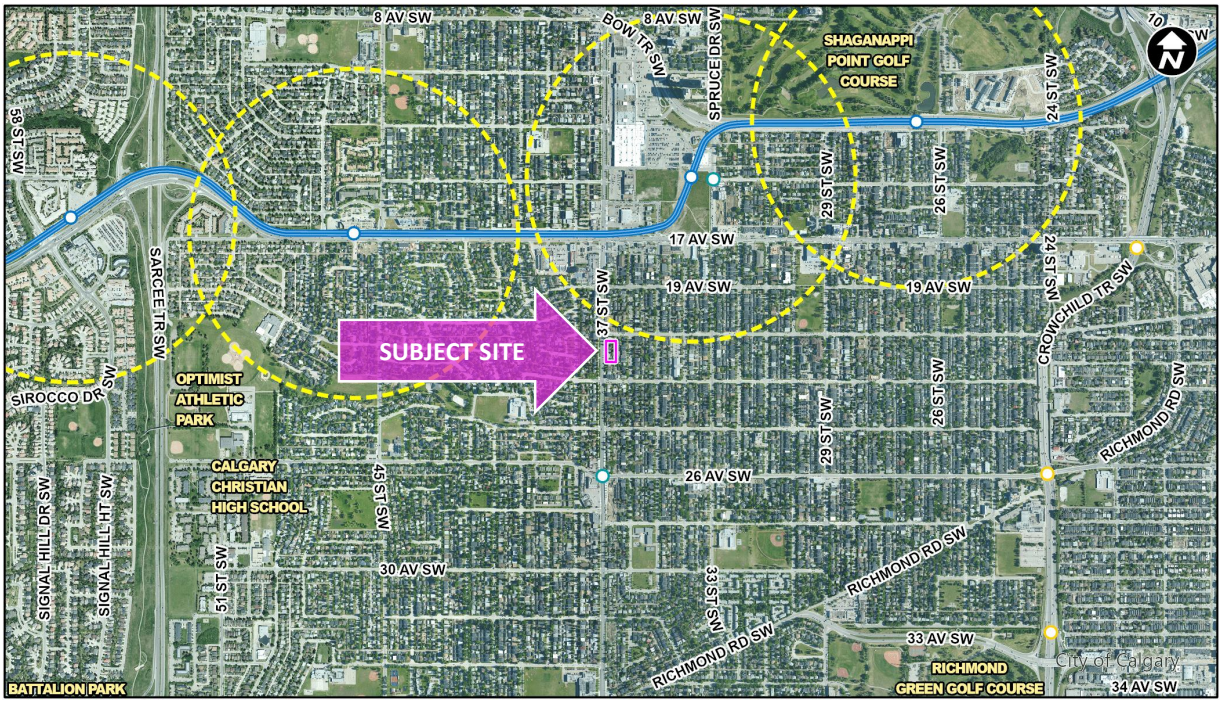
Source: *The City of Calgary 2019 Civic Census*

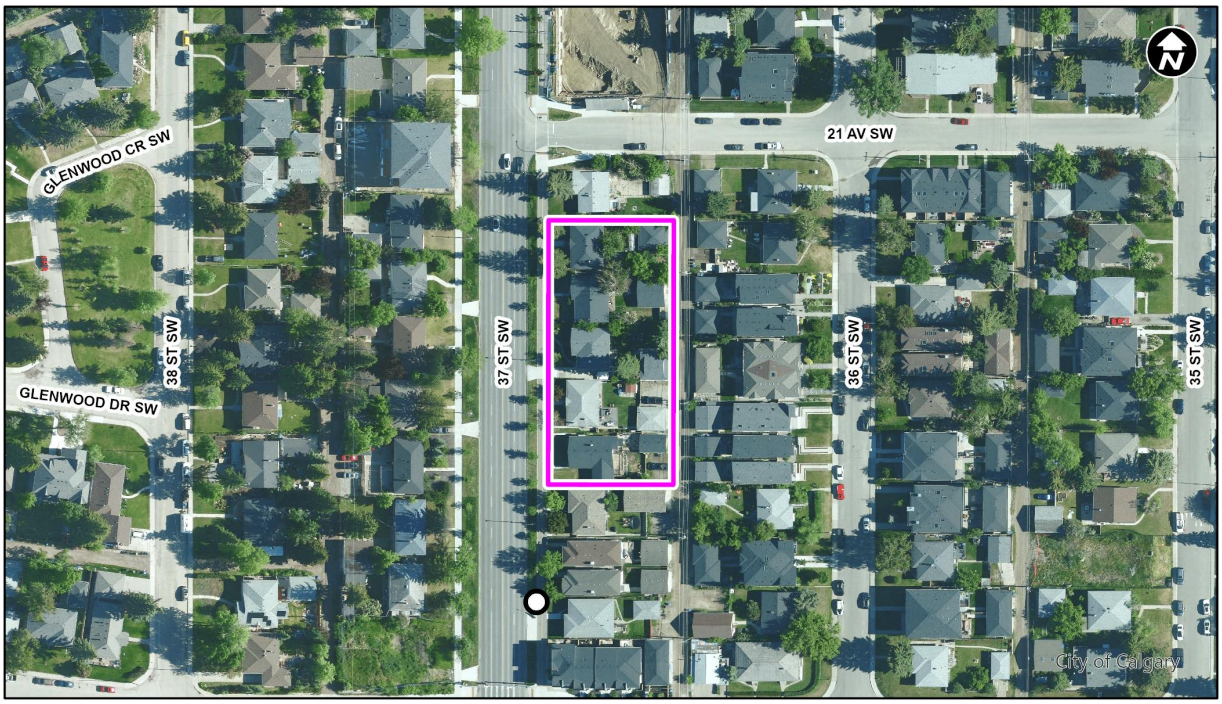
Additional demographic and socio-economic information may be obtained online through the Killarney/Glengarry Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing M-C1 District allows for multi-residential development in a variety of forms with a maximum height of 14 metres (approximately four storeys) and a maximum density of 148 units per hectare.

The proposed MU-1f4.0h24 District is intended to accommodate a mix of residential and/or commercial uses, either in separate buildings or in the same building, and does not require commercial uses to be located at grade. The application proposes a maximum floor area ratio (FAR) of 4.0 and a maximum building height of 24 metres (up to six storeys, as identified in the local area plan).

Development and Site Design
The rules of the proposed MU-1f4.0h24 District would provide guidance for development of the site including appropriate uses, building height, landscaping, parcel coverage and parking. Other key factors that would be considered during the review of the development permit application include the following:

- ensuring an engaging and pedestrian-friendly built interface along the 37 Street SW Main Street corridor; and
- building massing and relationship with the adjacent residential parcels to the east.

A development permit application has not been submitted at this time.

Transportation
Pedestrian access to the site is available from the 37 Street SW frontage, with the network of sidewalks throughout the neighbourhood providing multiple routing options for pedestrians.

The subject site is well served by the bicycle and pathway network with the existing multi-use pathway along 37 Street SW, adjacent to the subject site and constructed under the Main Street project, connecting to the greater Always Available for All Ages and Abilities (5A) Network.

The area is well served by Calgary Transit, with the northbound and southbound stops for transit Route 9 (Dalhousie Station/Chinook Station) 100 metres (a two-minute walk) and 200 metres (a four-minute walk) away respectively on 37 Street SW. Also, 37 Street SW forms part of the bus rapid transit service for the MAX Teal (Westbrook/Douglas Glen) line.

Vehicle access to the site will be available and anticipated from the adjacent lane at east, with the final design to be determined through a subsequent development permit review.

Environmental Site Considerations
A Phase 1 Environmental Site Assessment report was submitted and no further concerns are noted for this site.

Utilities and Servicing
Water and sanitary mains are available to service the subject site. Site servicing details will be reviewed at a future 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.

Municipal Development Plan (Statutory – 2009)
The *Municipal Development Plan* (MDP) identifies the site as located within a Neighbourhood Main Street area on the Urban Structure Map (Map 1). Neighbourhood Main Streets serve one or more communities, providing a strong social function and typically supporting a mix of uses within a pedestrian-friendly environment. Neighbourhood Main Streets provide the opportunity for moderate levels of intensification of both jobs and population over time. The proposed land use application would allow for the site to develop with higher intensity in an inner-city area that is well served by services, amenities and transit and is in keeping with the 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 will be explored and encouraged at subsequent development permit stages.

Westbrook Communities Local Area Plan (Statutory – 2023)
The *Westbrook Communities Local Area Plan* (LAP) identifies the subject site as being part of the Neighbourhood Connector urban form category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for buildings up to six storeys. Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity, predominantly residential streets. These areas may accommodate small-scale

commercial uses to meet residents' daily needs and often provide connections to other communities.

The LAP also identifies the site as being on a Neighbourhood Main Street (37 Street SW). Neighbourhood Main Streets serve as important commercial areas and gathering places for the Westbrook communities. Of 37 Street SW, in particular, the LAP states that "(the) Street… serves as an important transit, cycling and pedestrian corridor, and is envisioned to evolve into a mixed residential and commercial street in the future."

The proposed MU-1f4.0h24 District, which allows for a mix of uses and restricted to six storeys, aligns with policies in the LAP.

Applicant Submission

510–255 17 Ave SW Calgary AB T2S 2T8
(403) 228-1336
www.o2design.com

December 2, 2025

Applicant Submission

On behalf of Nay Developments Inc., O2 Planning & Design is proposing to redesignate five parcels municipally addressed 2208, 2212, 2216, 2220, and 2224 37 Street SW in the community of Killarney/Glengarry. The redesignation seeks to redesignate the site from the existing Multi-Residential – Contextual Low Profile (M-C1) district to a Mixed Use – General (MU-1) district with a maximum building height of 24 metres and a maximum floor area ratio (FAR) of 4.0. This redesignation will support the development of a six storey multi-residential building with flexibility for commercial uses at grade in a location with excellent access to transit, community amenities, and existing infrastructure. The proposed redesignation also aligns with the urban form designation and building scale modifiers outlined in the Westbrook Communities Local Area Plan.

Site Context

The subject site is located along the 37 Street SW Neighbourhood Main Street, just south of 17 Avenue SW and west of Crowchild Trail SW. It consists of five parcels, each currently developed with a single-detached bungalow and a detached garage accessed from the rear lane.

The area is well served by transit, with the Westbrook LRT Station located approximately 700 metres away and multiple bus routes operating along both 37 Street SW and 17 Avenue SW. These bus routes provide direct connections to Downtown, the Chinook LRT Station, Richmond, and destinations throughout Killarney/Glengarry. The site is further supported by active transportation infrastructure, including dedicated off-street cycling pathways along 37 Street SW that connect to the Bow River Pathway and the downtown network.

The site also benefits from close proximity to key community amenities such as Glendale School, the Killarney Aquatic & Recreation Centre, Westbrook Mall, and a range of commercial services along the 37 Street SW and 17 Avenue SW Neighbourhood Main Streets.

Together, the site's transit access, active mobility connections, nearby amenities, and proximity to two Neighbourhood Main Streets provide a strong planning rationale for redevelopment and support its potential to accommodate a well-connected and functional residential environment.

Policy Framework

The site is located within the Westbrook Communities Local Area Plan (LAP), which designates it as a Neighbourhood Connector. This designation supports a broad mix of housing types along higher-activity, predominantly residential streets and may include small-scale commercial uses to meet residents' daily needs, as outlined in Policy 2.2.1.5. The LAP also applies a "Low" building scale to the site, supporting development up to six storeys. The proposed land use (MU-1) land use and associated building modifiers directly align with these policies, supporting a six-storey built form that is primarily residential, with the opportunity for small-scale commercial uses that activate the pedestrian environment and contribute to a diverse mix of uses.

At a broader scale, the Municipal Development Plan identifies the site as part of the 37 Street SW Neighbourhood Main Street on Map 1: Urban Structure. Neighbourhood Main Streets are intended to support a mix of residential, retail, and employment uses and are guided by a minimum intensity target of 100 people and jobs per hectare. The proposed land use is consistent with this direction by enabling increased density and a broader mix of uses compared to the existing low density residential context.

The site's location along the 37 Street SW Main Street also places it within the City's Main Streets program, which aims to enhance the public realm and support redevelopment. Recent improvements completed in Spring 2024 include a new multi-use pathway on the east side of 37 Street SW fronting the site, upgraded streetscape elements, and added traffic safety measures. These enhancements directly support the proposed intensification. Further, by enabling additional density, the proposed land use will also help the City leverage its Main Streets investments and deliver meaningful benefits to future residents and the surrounding community.

510–255 17 Ave SW Calgary AB T2S 2T8
(403) 228-1336
www.o2design.com

Land Use Amendment

The subject properties at 2208–2224 37 Street SW are currently designated as Multi-Residential – Contextual Low Profile (M-C1), a land use district intended primarily for three- to four-storey apartment buildings and townhouse forms. To support the development vision, the site is proposed to be redesignated to the Mixed Use – General (MU-1) District, with a maximum floor area ratio of 4.0 and a maximum building height of 24 metres.

The proposed MU-1 land use is well suited to this location, enabling multi-residential development while accommodating small-scale commercial uses that complement the surrounding neighbourhood and help activate 37 Street SW as a designated Main Street. The redesignation supports moderate intensification in line with the visions of the Westbrook Communities Local Area Plan, leverages the site's strong transit connections, and builds on recent public realm improvements and nearby community amenities.

Conclusion

In summary, this land use amendment will:

- Support increased residential growth in the inner city by leveraging its proximity to existing transportation infrastructure and community amenities.
- Contribute to the activation and density of the Main Streets of 37 Street SW, fostering a vibrant and lively urban environment.
- Align with the policies of the Westbrook Communities Local Area Plan including the proposed designations, building modifiers, and area specific policies.
- Provide diverse housing choices that respond to Calgary's evolving needs.

Nay Developments Inc., together with O2 Planning & Design, looks forward to actively engaging with City of Calgary officials, representatives from the local Councillor's office, and residents of the Killarney/Glengarry community throughout the application process.

Applicant Outreach Summary

February 20, 2026

Outreach Summary

O2 implemented a comprehensive engagement strategy to share details of the proposed land use amendment application and receive feedback from interested stakeholders. Community outreach has been a continuous effort throughout the land use application process to ensure information was up to date and project updates were shared.

The following engagement tactics were implemented:

- Postcard Mailers
- Notice Posting
- Meeting with the Community Association
- Open House event with adjacent neighbours and the broader community

Postcard Mailers
180 postcard mailers were hand delivered to directly adjacent and nearby properties in advance of the in-person open house to notify neighbours of the upcoming engagement and provide them with the email address of the project team for any questions.

Public Notice Posting
A public notice sign was posted on the subject site in compliance with the City's notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed redesignation to the applicant.

Coordination with Community Associations
Project information was shared with the Killarney/Glengarry Community Association (KGCA) via a summary memo and contact details. A digital meeting was held on January 21, 2026, to present the proposed land use change.

Open House with the wider community
An in-person open house was held on February 20th, from 5:30–7:30 pm at the Killarney Aquatic Centre. The session provided an overview of the proposed redesignation and invited community feedback. Members of the project team were present to answer questions.

What We Heard
KGCA – What We Heard
- Will the building be owned or rentals?
- That commercial use on the ground floor would benefit the community.
- How much parking will be provided?
- General support for the change.

Public Open House – What We Heard
- Concerns that the proposed height could create privacy and shadow impacts for surrounding properties.
- Concerns about potential increases in traffic and parking congestion resulting from the development.
- How many units will be in the development?
- Concerns of property value decreasing.
- Why is the building mid-block?

How the Application Responds to Comments

Height and Massing:

Public feedback has raised concerns with privacy and shadowing regarding the proposed six-storey height and overall massing. The architecture team was able to provide a basic massing diagram to show how a typical building would exist on the parcel following land use bylaw setbacks.

The Local Area Plan (LAP) designates the site within a 'Low' building scale modifier area, which supports buildings up to six storeys. The proposed six-storey height is in line with LAP policy. The LAP also includes strong urban design policies

to ensure that future development is compatible with surrounding buildings. These policies will guide the Development Permit stage to ensure appropriate transitions and respect for the character of the neighbourhood.

The location of the subject site does not include the corner parcel on the north side. This is due to the property owner of this parcel having already committed to a new development which is currently under construction.

Traffic and Parking:

The site is well connected to existing infrastructure that supports future residents. The MAX bus service operates along 37 Street SW, and the Westbrook LRT Station is located approximately a ten-minute walk north of the subject site.

The site also has rear lane access, which allows for safe vehicle entry and efficient integration of underground parking. Any future development must meet vehicle and bicycle parking requirements under the MU-1 district and comply with the City's Mobility Engineering standards.

The site is located near two Neighbourhood Main Streets: 17th Avenue and 37th Street SW, and the Westbrook Mall Shopping Centre which collectively provide a wide range of commercial amenities and services. These amenities support daily needs within walking distance, reinforcing the site's walkable context. Given these attributes, it is our professional opinion that the transit-oriented nature of the proposed development will reduce reliance on personal vehicles by offering residents multiple high-quality and convenient mobility options.

As part of the circulation review, mobility engineers confirmed that a Transportation Impact Assessment (TIA) or related study is not required at the land use stage. Should more detailed analysis be needed based on future density or access design, it will be addressed at the Development Permit stage when more detailed plans are available.

Unit Specifications:

While the proposed development will include purpose-built rental units, the approved land use provides flexibility to accommodate commercial uses at grade. At this time, given the significant amount of existing commercial space along this portion of the corridor, it is expected that the ground floor will be developed with residential units. However, as the surrounding population grows and market conditions evolve, the land use has been designated to allow for a relatively seamless transition to commercial uses at grade in the future, should demand arise.

Based on the current massing, the proposed development is anticipated to include approximately 70–80 units. The final unit count will vary depending on the mix of unit types, ranging from studio to two-bedroom units. The total number of units will be determined at the Development Permit stage.

Timeline:

Several questions were raised regarding the anticipated timing and duration of construction. The earliest potential start for construction would be Fall 2026, with an estimated construction timeline of approximately 12–18 months, should a Development Permit be pursued in the near term.

Property Values:

While the property value of a neighbouring single-detached home may experience short-term impacts during new development, over time, properties located along intensifying main streets often see increased land value. This is due to the potential for future land assembly, rezoning, and redevelopment for mixed-use or multi-residential forms.

PROPOSED

CPC2026-0166
ATTACHMENT 4

BYLAW NUMBER 61D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0234/CPC2026-0166)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

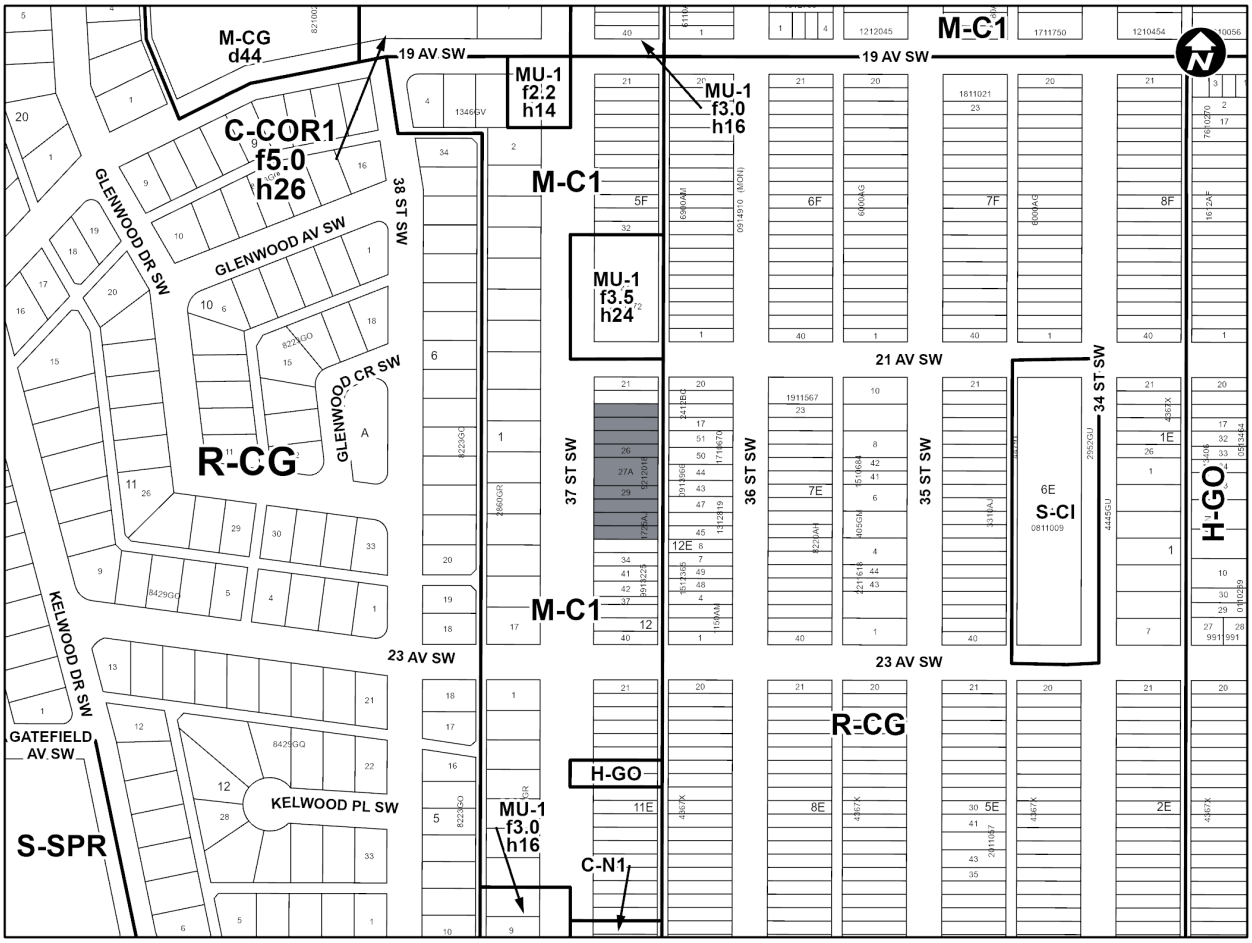
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0234/CPC2026-0166
BYLAW NUMBER 61D2026

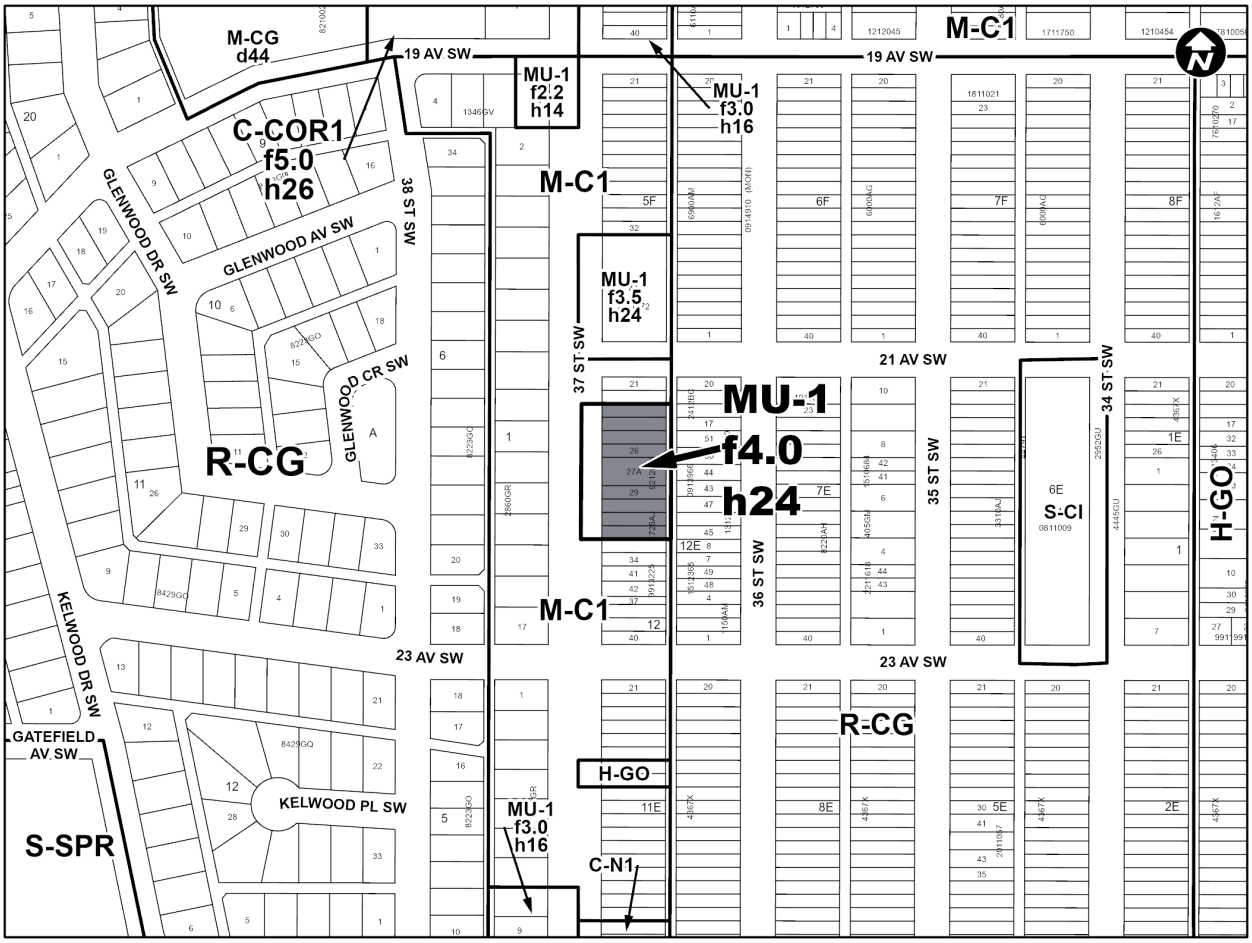
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0234/CPC2026-0166
BYLAW NUMBER 61D2026

SCHEDULE B



Land Use Amendment in Manchester (Ward 9) at 5325 – 1A Street SW, LOC2025-0066

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares ± (0.14 acres ±) located at 5325 – 1A Street SW (Plan 5454AC, Block 12, Lots 32 and 33) from Industrial Redevelopment (I-R) District to Commercial – Corridor 2 f3.5h18 (C-COR 2 f3.5 h18) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 55D2026** for the redesignation of 0.06 hectares ± (0.14 acres ±) located at 5325 – 1A Street SW (Plan 5454AC, Block 12, Lots 32 and 33) from Industrial Redevelopment (I-R) District to Commercial – Corridor 2 f3.5h18 (C-COR 2 f3.5 h18) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, held 2026 March 26:

"The following documents were distributed with respect to Report CPC2026-0025:

- Revised Attachment 1;…"

HIGHLIGHTS

- This application seeks to redesignate the subject property to allow for a greater range of commercial uses than is allowed in the existing I-R District to support the applicant's intent to accommodate a 'Place of Worship – Small' in the existing building.
- The proposed land use would allow for commercial development (including the 'Place of Worship – Small' use) located near transit and other commercial and employment lands, and aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *Chinook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This proposal would accommodate a range of commercial uses within an established area of the city and would allow for an efficient use of existing infrastructure.
- Why does this matter? The proposal would allow for additional commercial uses on the site in an area that is well-served by transit.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding the proposal.

DISCUSSION

This land use application in the southwest community of Manchester was submitted by Versatile Developments on behalf of the landowner, The Way Christian Fellowship Alberta Ltd., on 2025 March 21. No development permit has been submitted at this time. As noted in the Applicant

Submission (Attachment 2), the intent is to allow for a 'Place of Worship – Small' to accommodate a church near transit, commercial amenities, and employment lands.

The proposed Commercial – Corridor 2 (C-COR2) District would allow for a range of commercial uses including a 'Place of Worship – Small'. The C-COR 2 District allows a maximum building height of 18 metres or up to five / six storeys. The approximately 0.06 hectares (0.14 acres) site is situated mid-block at 5325 – 1A Street SW. The site is located approximately 1,200 metres (a 17-minute walk) from Chinook LRT Station to the south-east 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 respective community association was appropriate. In response, the applicant contacted adjacent business owners and reached out to surrounding Community Associations and the Ward 9 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 one letter of opposition from the public. The letter of opposition included concerns about parking availability and traffic congestion impact to the neighbourhood.

There is no community association for the subject area.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposed land use, including the intended district and associated modifiers, are in alignment with the *Municipal Development Plan* and *Chinook Communities Local Area Plan* regarding density, height and location. The building and site design, traffic safety and on-site parking considerations will be reviewed and determined at the development permit stage.

Following the 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 proposal enables a variety of commercial development uses in the community of Manchester and provides for an additional community facility and flexible use opportunities.

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 the development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic
The proposed land use amendment would enable the development of mixed use and commercial uses allowing employment opportunities within Manchester and the surrounding communities.

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this proposal.

ATTACHMENTS
1. **Revised** Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 55D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is a single lot located in the northern portion of the community of Manchester. The site is located midblock at 5325 – 1A Street SW. The block is bordered by 52 Avenue SW, 1A Street SW and a lane to the rear. The site is 0.06 hectares ± (0.14 acres ±) in size and measures approximately 15 metres wide by 38 metres deep. It is currently developed with a two-storey commercial building that is currently unoccupied. Vehicular access is provided on the west side through a rear lane.

The surrounding development is generally characterized by a mix of industrial and commercial development one to two stories in height. Parcels designated as Direct Control District (Bylaw 28Z2003 and Bylaw 134Z2000) are located across the lane to the west with Commercial – Corridor 2 (C-COR2f1.0h10, C-COR2f2.0h12) Districts to the south-west. Parcels to the north, south and east are designated Industrial Redevelopment (I-R) District with Industrial General (I-G) Districts and Industrial Business (I-B) Districts located further east.

The site is located in proximity to transit options including the Chinook LRT Station approximately 1200 metres (a 17-minute walk) to the southeast and bus stops for Route 10 located 320 metres (a five-minute walk) north or south of the site on Macleod Trail SW. The site is 650 metres (a 10-minute walk) east of Windsor Park School and 240 metres (a four-minute walk) north of Manchester playground and open space. The subject site is located within a Major Activity Centre identified in the *Municipal Development Plan* (MDP) and is 900 metres (a 13-minute walk) from the CF Chinook Centre Mall.

Community Peak Population Table

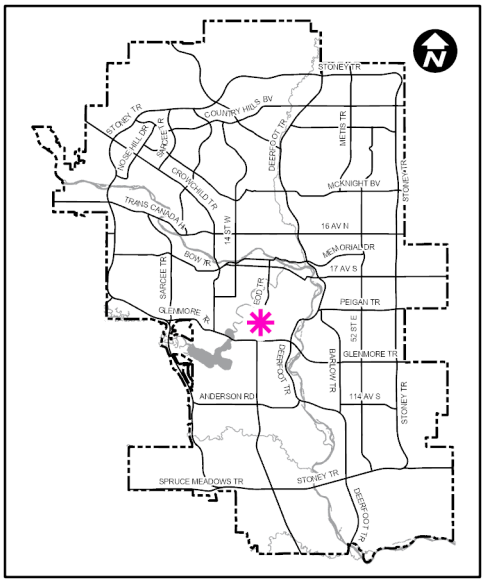
As identified below, the community of Manchester reached its peak population in 2014.

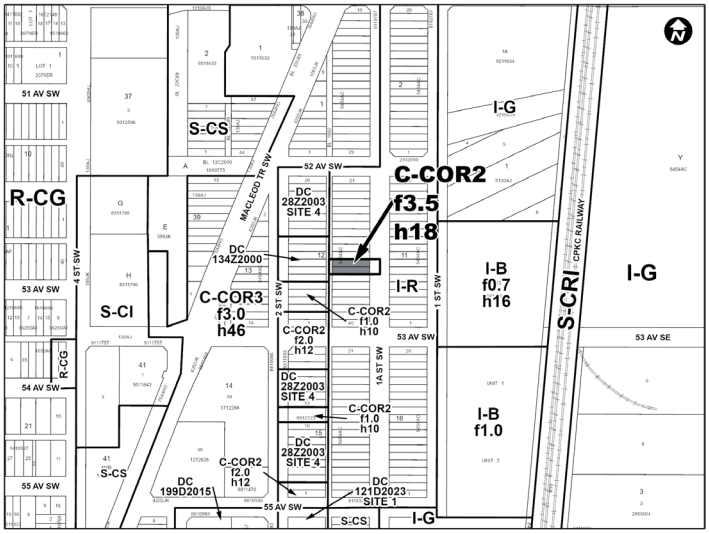
Manchester	
Peak Population Year	2014
Peak Population	1332
2019 Current Population	1025
Difference in Population (Number)	-307
Difference in Population (Percent)	-23%

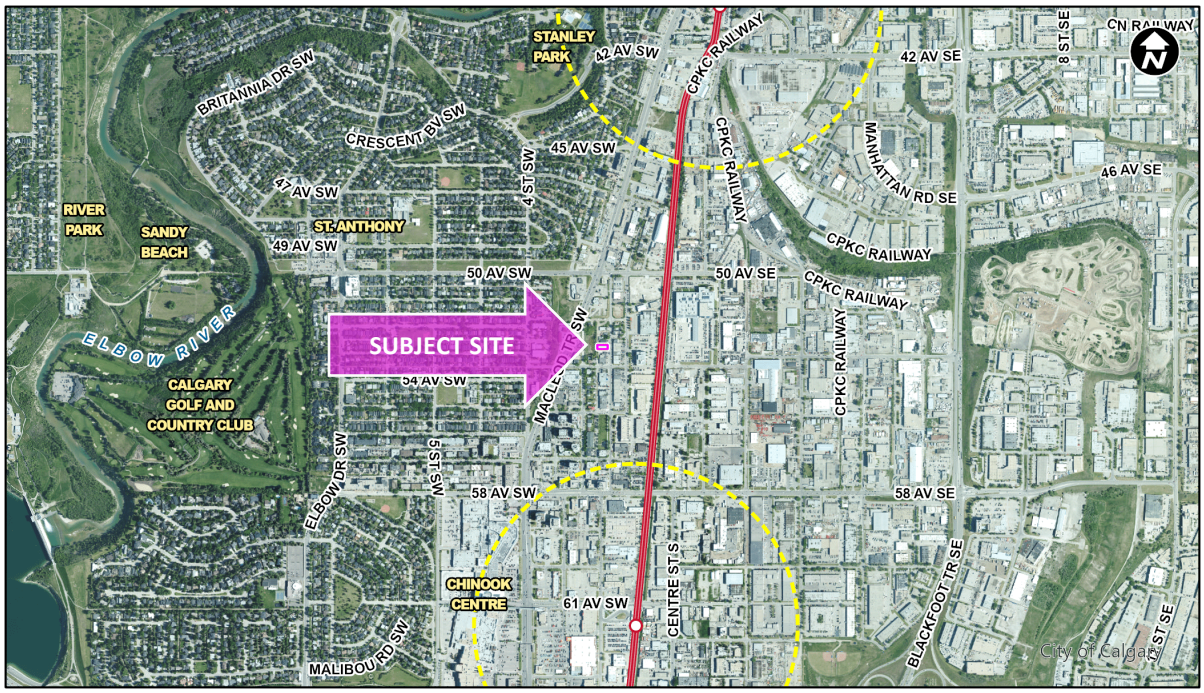
Source: *The City of Calgary 2019 Civic Census*

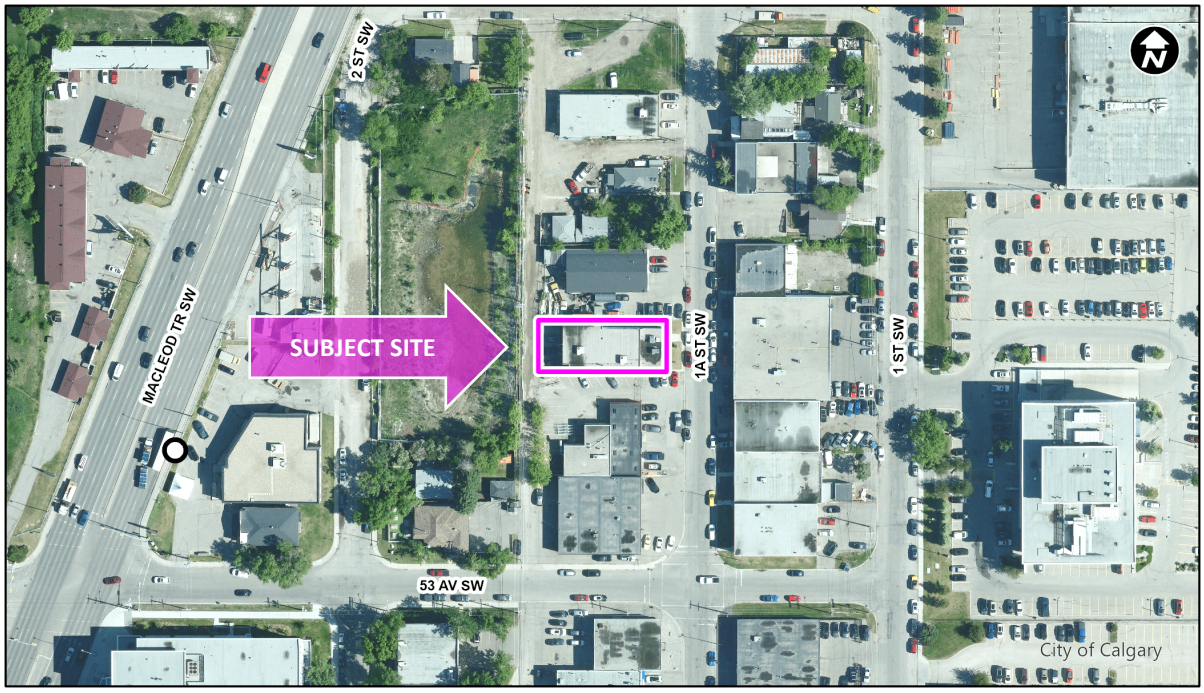
Additional demographic and socio-economic information may be obtained online through the Manchester Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Industrial Redevelopment (I-R) District allows for a maximum height of 16.0 metres and allows for both commercial and industrial uses. This district does not allow for the use of 'Place of Worship – Small'. Other land use districts such as Industrial – General (I-G) District were considered through the review of the application to accommodate a 'Place of Worship' use. However, the I-G District only allows for a 'Place of Worship – Large' use, which requires a minimum assembly area of 500 square metres. The existing building intended to be used by the applicant cannot meet this requirement.

It was determined the proposed Commercial – Corridor 2 f3.5 h18 (C-COR2 f3.5 h18) District best accommodates the applicant's intent and aligns with applicable planning policies. The C-COR2 District is intended to accommodate mixed use and commercial uses; however, it also allows additional uses including 'Place of Worship – Small'. It requires a 300 square-metre minimum assembly area which was considered appropriate to the existing building and the applicant's needs.

The C-COR2 District proposes a maximum building height of 18 metres (up to six storeys) for this site. This is in accordance with the direction of LAP, which sets a maximum building height of **12** storeys or under for this area. The existing Industrial Redevelopment (I-R) District allows a maximum building area of 1.0 FAR, or approximately 581 square metres for this parcel. The proposed Commercial – Corridor 2 f3.5 h18 (C-COR 2 f3.5 h18) District would increase this to 3.5 FAR, or approximately 2,033 square metres.

Development and Site Design
If this application is approved by Council, the rules of the Commercial – Corridor f3.5 h18 (C-COR2 f3.5 h18) District and the *Chinook Communities Local Area Plan* (LAP) will provide guidance for the design of the development, including appropriate building height and massing. No development permit has been submitted at this time; however, the applicant intends to accommodate a Place of Worship – Small in the existing two storey building. Additional items that will be considered through any future development permit will include but are not limited to providing appropriate pedestrian interfaces and accommodation of parking.

Transportation
The site has several mobility options available including bus, light rail transit (LRT), and vehicular access. The Chinook LRT Station is approximately 1,200 metres (a seventeen-minute walk) southeast of the site. The nearest bus stop for Route 10 - City Hall/Southcentre is located approximately 320 metres (a five-minute walk) to the north at Macleod Trail SW and 50 Avenue SW. Pedestrian access to the site is from non-contiguous sidewalks adjacent to the site along 1A Street SW. On-street parking is available on 1A Street SW. Vehicular access to the site is via the lane to the rear. This site is located in a station area for a potential future 50 Avenue LRT Station, as well as in a Major Activity Centre (MAC). Major Activity Centres are areas of high job and population growth, located in strategic areas and linked city-wide by the Primary Transit Network.

Environmental Site Considerations
There are no known outstanding environmental concerns associated with the site. A Phase I Environmental Site Assessment (ESA) of the property was conducted which did not identify any potential subsurface impacts at the site. As such, no subsurface investigation work (Phase II ESA) was recommended at the time. Given the year of construction of the existing building and its addition (circa 1956 and 1967), there is a potential for asbestos-containing materials (ACMs) to be present. This issue would need to be identified and resolved at later stages of the permitting process.

Utilities and Servicing
Public water, sanitary and storm utilities are available. Specific details of site servicing, stormwater management and waste and recycling management will be reviewed in detail through the future development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The *Municipal Development Plan* (MDP) identifies the site as a Major Activity Centre on the Urban Structure Map (Map 1). The proposal is consistent with the General policies for Activity Centres (Section 3.3.1) and Major Activity Centres policies (Section 3.3.2). The MDP's city-wide policies (Section 2) and specifically Section 2.2, Shaping a More Compact Urban Form, provides direction to encourage transit use, making optimal use of transit infrastructure, and improve the quality of the environment in communities. The goals of these policies are to direct future growth of the city in a way that fosters a more compact and efficient use of land, and enhance vitality and character in local neighborhoods. Section 2.2.1 and Section 2.2.4 support the development of complete communities and the provision of social infrastructure,

places of worship and community services. The proposed land use is in alignment 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 the development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

The Chinook Communities Local Area Plan (Statutory – 2025)
The *Chinook Communities Local Area Plan* (LAP) identifies the subject site in Map 3 Urban Form as being part of the Neighborhood Flex Urban Form category. Neighbourhood Flex areas are intended to accommodate a range of commercial and residential uses in buildings that are oriented toward the street. In addition, the LAP identifies the site as being within an Industrial Transition area. These areas are intended to support the integration of a range of low-impact, light industrial uses and small-scale manufacturing uses in Neighbourhood Flex areas. Map 4 Building Scale identifies the site within the **Mid** category which allows for developments that are **12** storeys or less. The building height modifier of the proposed C-COR2 District is in alignment with the LAP's direction on Building Scale.

In addition, the LAP identifies the site as being within a Major Activity Centre and Transit Station Area for the potential 50 Avenue LRT station. LAP policies for these areas support compact development with a diversity of different uses and varied mobility options with convenient access to employment, amenities and commercial services. The proposed land use amendment is in alignment with the applicable policies of the LAP.

Applicant Submission

Company Name (if applicable):
TCSYEG

LOC Number (office use only):

Applicant's Name:
Amaan Hameed

Date:
March 3, 2026

We are proposing to redesignate the subject site from Industrial – Redevelopment (I-R) to Commercial - Corridor 2 (C-COR2 f3.5 h18) District while maintaining alignment with the areas character to allow for a Place of Worship.

The proposed C-COR2 District supports a broad range of uses and better reflects the sites long term planning. This aligns with the Municipal Development Plan (MDP) which encourages places of worship as vital components of inclusive communities (MDP sections 2.2.4 and 2.3.8). The Chinook Communities Local Area Plan (LAP) identifies the subject site for commercial and residential uses with supporting community facilities, and the C-COR2 designation supports this use.

A Phase 1 Environmental Site Assessment has been completed, confirming no known contamination.

Applicant Outreach Summary

2026 March 3

Community Outreach Summary

Project: The Way Christian Mission Fellowship Alberta Rezoning (LOC2025-0066)

Address: 5325 1A Street SW, Calgary

Current Zoning: I-R (Industrial Redevelopment)

Proposed Zoning: C-COR2 f3.5 h18 (Commercial Corridor) District

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1. Outreach Objectives

- **Inform** adjacent owners/tenants about the rezoning rationale.
- **Consult** on potential concerns (traffic, noise, hours).
- **Document** feedback to demonstrate due diligence.

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2. Stakeholders Contacted

- **Adjacent Residential Owners** (within 150 m radius – 28 addresses)
- **Nearby Businesses (phone outreach):**
    1. Riegel Tuning (5329 1A St SW) – no concerns
    2. Zia Automotive Services (5332 1A St SW) – no concerns (closed Sundays)
    3. PURE Dry Ice Detailing (5339 1A St SW) – no concerns
- **Manchester Community League** (emailed plans & offered to meet)
- **Ward 9 Office** (emailed overview & offered to meet)

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3. Tactics & Timing

Date	Tactic	Reach	Outcome
Dec 3/2024	Pre-App Meeting with City	City Planning staff	Confirmed rezoning path & outreach scope
Jan 2025	Mailed Notice Letters (28)	Adjacent properties	No calls or written feedback received during City's notification period
Feb 28/2025	Emailed Associations & Ward 9	Manchester CL & Ward 9 Office	No objections; offered virtual presentation
Mar 2025	Business Phone Calls (3)	Riegel Tuning, Zia Automotive, PURE Dry Ice	All indicated "no concerns"

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4. Key Feedback & Actions

No concerns or opposition were raised by residents, businesses, or associations during the formal notification or our direct outreach calls. In response to earlier informal discussions, we have:

- **Traffic & Parking:** Prepared a detailed drop-off/pick-up and one-way loop plan.
- **Noise & Hours:** Confirmed indoor-only services and a 9 PM curfew for midweek events.
- **Design & Security:** Committed to façade treatment, landscaping, perimeter lighting, and cameras.

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5. City Notification Period

During the City-led mailing of the public notice (Feb 2025), **no inquiries, comments, or objections** were received by our office.

6. Next Steps to “Close the Loop”

1. **Post-Hearing Summary:** Include this outreach summary in the CPC report.
2. **Ongoing Availability:** Maintain our phone and email contact (rezoning@tcsyeg.com / 780-885-1687) for any late-arising questions.
3. **Follow-Up Meeting:** Available to meet with any stakeholder who wishes further clarification.

Prepared by:

Amaan Hameed

TCSYEG

780-885-1687

Date: May 20, 2025

Community Outreach Assessment Tool

The City has created this optional assessment tool which is designed to help you navigate the decision to undertake outreach and provides guidance on high-level outreach considerations based on the impact of your proposed project and the community complexity.

When filling this out, it can be helpful to do some initial research into past projects in the area as this will help inform your answers for more accurate results. Also, ensure when you are answering these that you are putting yourself in the shoes of the community. Remember that how you answer today, is reflective of the context of today and isn't a guarantee that no issues will arise in the future as you move through your process.

COMMUNITY IMPACT	1 Point	2 Points	3 Points	Enter Values
How similar is your project to what already exists in the community?	Similar projects exist in the community and is a low level of change for community.	Community is not that familiar with this project type and will be a moderate change.	Major change or redevelopment being proposed and likely a big change for the community.	1
What is the duration of your project (to occupancy)?	Under 2 years	3 - 5 years	5 + years	1
How broadly will this project impact the surrounding community?	Likely to affect immediate neighbours.	Could have an impact within a few blocks.	Likely to have an impact community - wide.	1
How common is redevelopment within the community?	Redevelopment is common in community.	Moderate redevelopment has occurred.	Little to no redevelopment has occurred.	3
TOTAL				6
COMMUNITY COMPLEXITY	**1 Point**	**2 Points**	**3 Points**	**Enter Values**
How do you anticipate the community will react to this project?	Little attention - project unlikely to be a public issue.	Anticipate there will be some attention. Disagreement or differing opinions are expected.	Anticipate this to be a highly sensitive issue.	1
How inclined will the community be to accept this project?	Likely minimal to no issues anticipated.	Some issues anticipated.	Many issues are anticipated.	1
What level of influence does the community have over project decisions?	No decisions open for input, willing to inform the community of project details.	Willing to listen to community and learn about their ideas and respond where possible	Willing to collect input to influence specific project decisions.	2
TOTAL				4

IMPACT SCORE

4 to 6	1
7 to 9	2
10 to 12	3

COMPLEXITY SCORE

3 to 5	A
6 to 9	B

	COMMUNITY COMPLEXITY	
COMMUNITY IMPACT	3A	3B
	2A	2B
	1A	1B

Your Project's Score: 1 A

Outreach Approach Assessment	
Direct approach (1A, 1B)	Your project is likely of low impact to the community and is not proposing a major change or disruption. For higher complexity, you may have to put a bit more effort in developing content to educate and inform The community about your project details. Consider choosing 2 - 3 tactics suited for a targeted audience*.
Moderate approach (2A, 3A)	Your project is of medium to high impact for the community, but is not very complex and likely little attention and/or issues are expected. Given the level of impact consider expanding your reach beyond the immediate neighbours to inform them of the project details and collect input if needed. Consider choosing 4 - 6 tactics for a range of targeted and broader audiences*
Comprehensive approach (2B, 3B)	Your project is of medium to high impact for the community, and of higher complexity. There are likely issues that will need to be mitigated and addressed and extra effort will be needed to educate and inform the community about your project. Consider a broader approach with the community and be open to an iterative process with multiple tactics where input could help inform better decisions*.

19-00155896

*For an overview of outreach tactics and techniques you could consider, click here.

calgary.ca/planningoutreach

PROPOSED

CPC2026-0025
ATTACHMENT 4

BYLAW NUMBER 55D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0066/CPC2026-0025)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

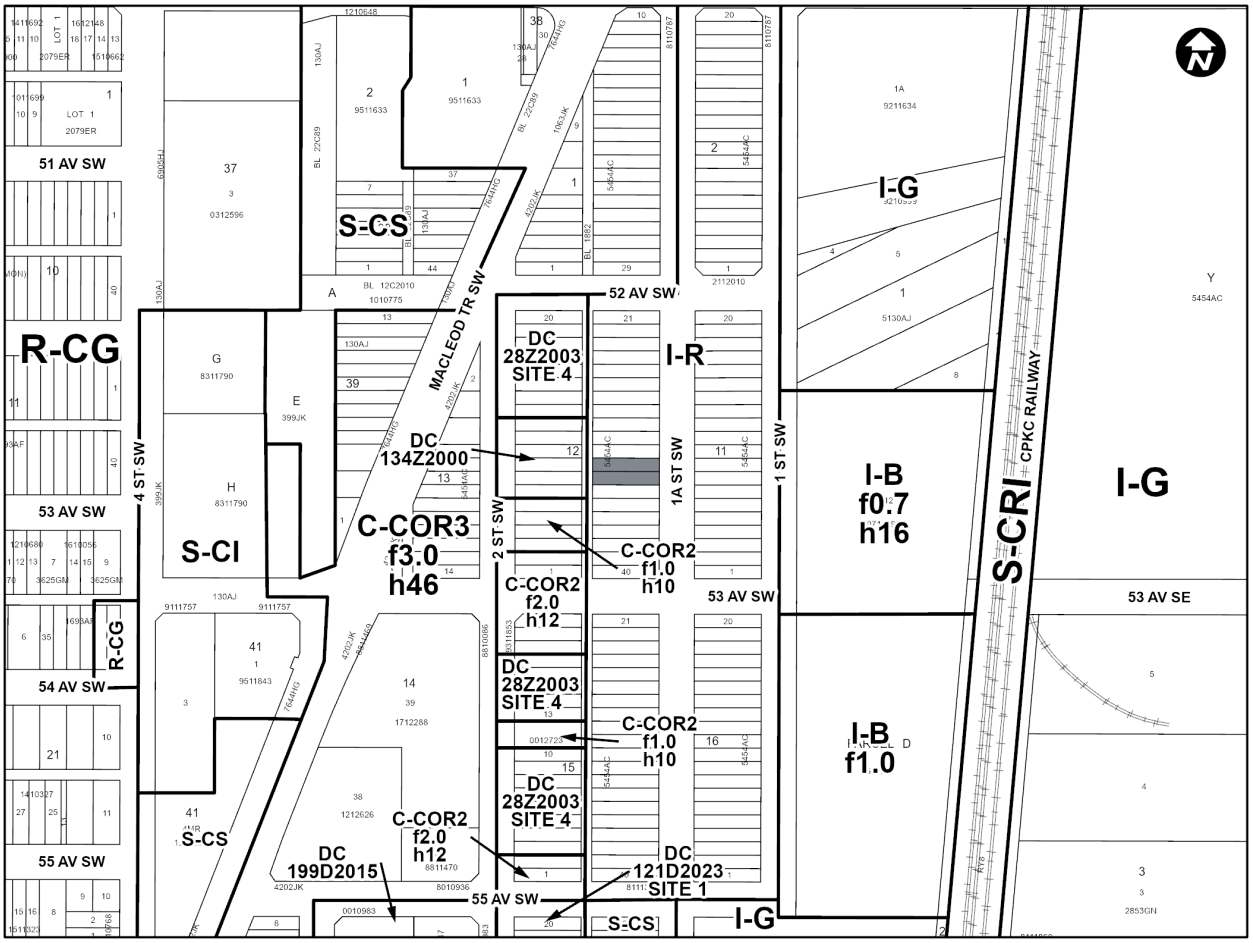
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0066/CPC2026-0025
BYLAW NUMBER 55D2026

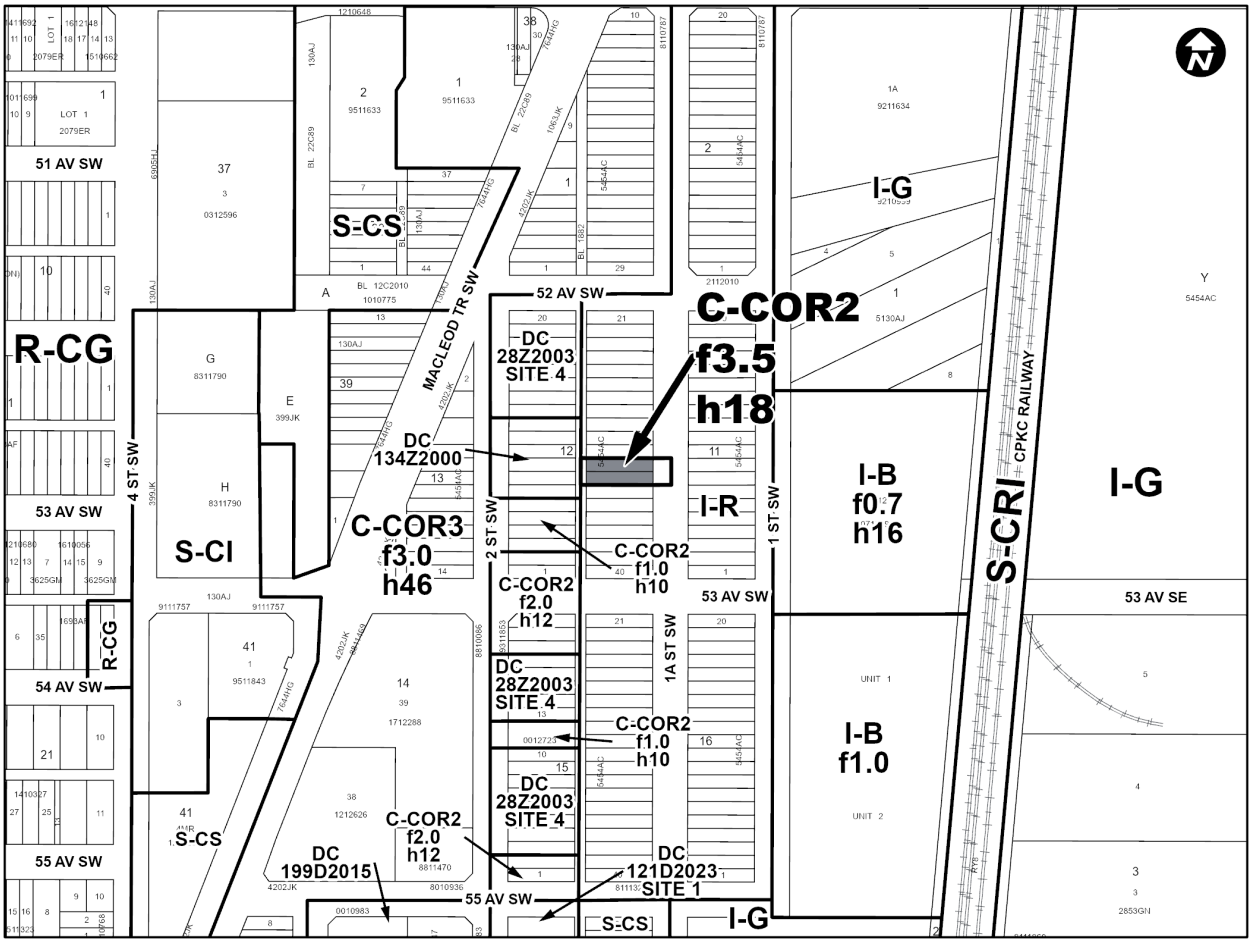
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0066/CPC2026-0025
BYLAW NUMBER 55D2026

SCHEDULE B



Land Use Amendment in Burns Industrial (Ward 09) at 6010 – 12 Street SE, LOC2025-0119

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.62 hectares ± (1.55 acres ±) located at 6010 – 12 Street SE (Plan 1213072, Block 9, Lot 11) from Industrial – Commercial (I-C) District to Direct Control (DC) District to accommodate Place of Worship – Small and Place of Worship – Medium, with guidelines (Attachment 2).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 59D2026** for the redesignation of 0.62 hectares ± (1.55 acres ±) located at 6010 – 12 Street SE (Plan 1213072, Block 9, Lot 11) from Industrial – Commercial (I-C) District to Direct Control (DC) District to accommodate Place of Worship – Small and Place of Worship – Medium, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject parcel to allow for a Place of Worship – Small and Place of Worship – Medium in addition to the uses listed in the existing Industrial – Commercial (I-C) District.
- This application allows for a set of uses and intensity of development that is complementary to the surrounding industrial character and aligns with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposal would continue to allow existing industrial and commercial uses while facilitating new place of worship opportunities to support the industrial area and increase the activation of the subject site during off peak time periods.
- Why does this matter? The proposal recognizes the evolving mix of compatible institutional activities while maintaining the site's primary role of accommodating light industrial and small-scale commercial use.
- No development permit has been submitted at this time.
- There has been no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application in the southeast community of Burns Industrial was submitted by Works of Architecture on behalf of the landowner, Diamond Creek Developments Inc. on 2025 June 9. No development permit has been submitted at this time.

The site is approximately 0.62 hectares (1.55 acres) in size and is currently developed with a commercial/industrial building. The proposed DC District would allow for the additional discretionary uses of Place of Worship – Small and Place of Worship – Medium. As per the Applicant Submission (Attachment 3), the proposal would allow the church to operate within the

existing southern portion of the building, without detracting from the industrial character of the area.

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. In response, the applicant advertised their project through various online tools such as their website, social media and reached out via email for feedback. They also conducted one-on-on conversations with members of the community. The Applicant Outreach Summary is contained within Attachment 4 of this report.

City-Led Outreach

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

Administration did not receive any public comments and there is no community association for the subject area.

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

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

IMPLICATIONS

Social

This application would enable access to a community facility within an industrial zone and aligns with the City of Calgary's *Social Wellbeing Policy*.

Specifically, the proposal supports equity and inclusion [Section 1.1(a)] by improving access to community gathering space. Additionally, places of worship often provide informal supports, programming and community networks that align with the Prevention principle (Section 1.1(d); Definition 3.1.9), strengthening social cohesion and overall wellbeing.

Land Use Amendment in Burns Industrial (Ward 09) at 6010 – 12 Street SE, LOC2025-0119

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

Economic
The proposed land use amendment would enable greater flexibility of uses while maintaining a district that supports industrial and commercial growth.

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 59D2026**
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Burns Industrial fronting onto 12 Street SE and situated west of Deerfoot Trail SE. The site is approximately 0.62 hectares in size (1.55 acres) with a width of approximately 102 metres and a variable depth ranging from 61 metres to 72 metres. The site is currently developed with a commercial/industrial building, with two vehicular accesses from 12 Street SE.

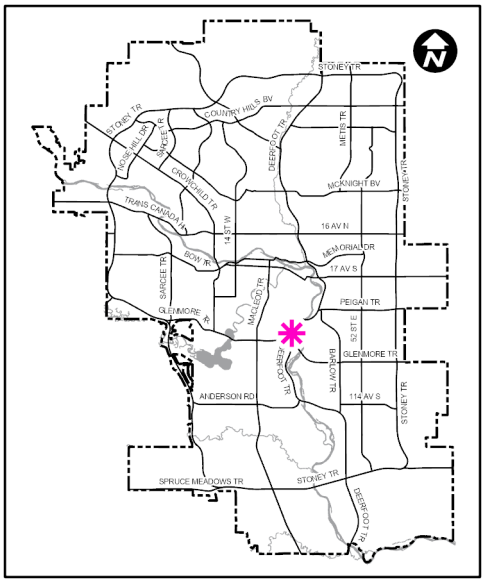
Surrounding development to the west of the subject site is designated as Industrial – General (I-G) District and Industrial – Business (I-B). Parcels to the north and south of the subject site are designated as Industrial – Commercial (I-C) District.

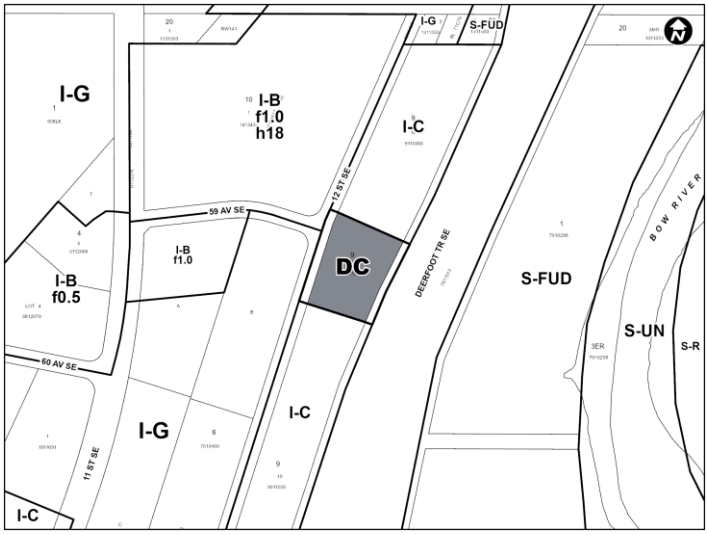
The nearest bus stop is located on 11 Street SE, which is approximately 250 metres from the subject site (a four-minute walk).

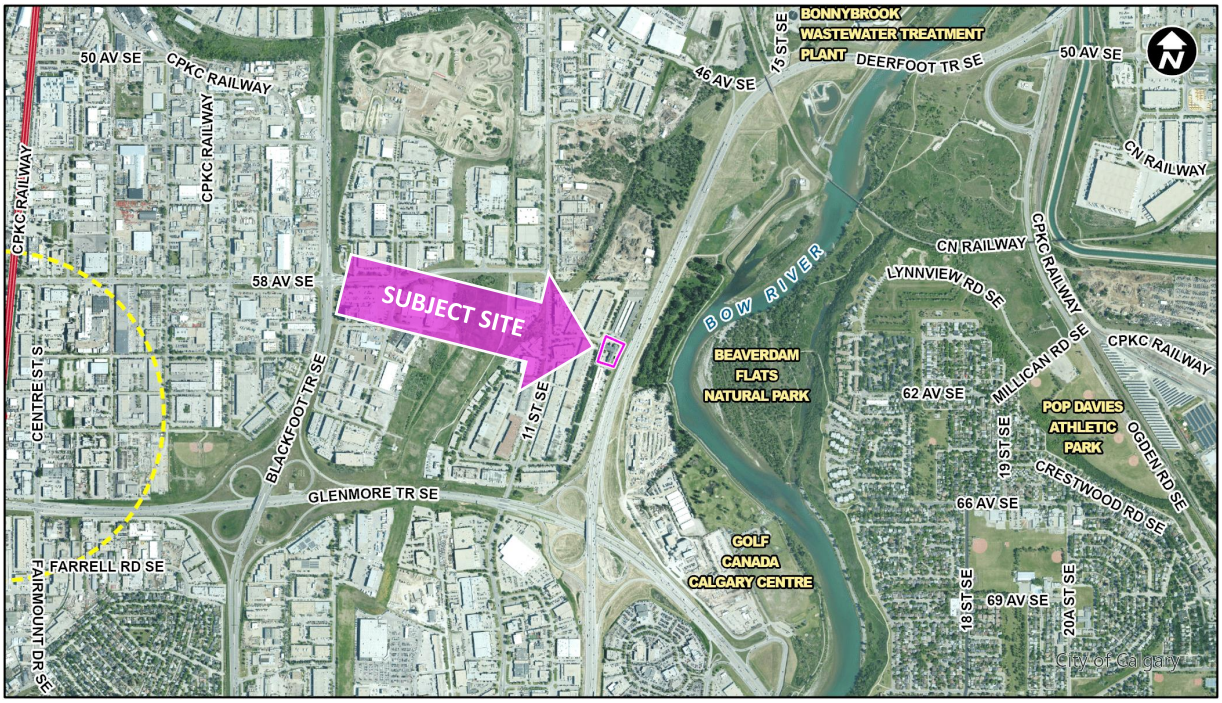
Community Peak Population Table

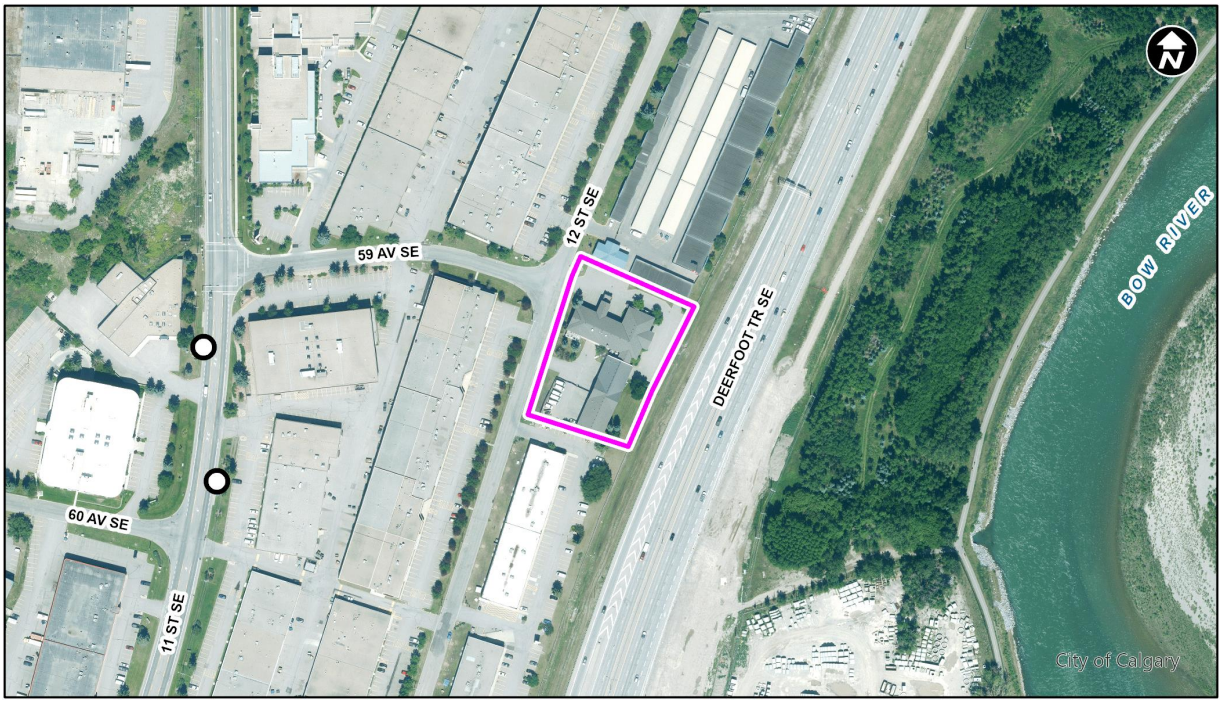
There is no population data available as the subject site is located within an industrial area.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing I‑C District is intended for sites located primarily on the edges of industrial areas along major roadways and allows for light industrial uses with no size limitations. The district also allows for small-scale commercial uses that are compatible with light industrial activities. The I-C District allows a maximum floor area ratio (FAR) of 1.0 and a maximum building height of 12 metres.

The proposed DC District is based on the I-C District and introduces the additional discretionary uses of Place of Worship – Small and Place of Worship – Medium, allowing for these uses to occur without disrupting existing businesses already operating in the building. The DC District would allow for the place of worship uses to provide flexibility for the church and accommodate future changes in the assembly area size. A Place of Worship – Small allows up to 300 square metres of assembly area, while a Place of Worship – Medium allows an assembly area ranging from 300 square metres to 500 square metres. The proposed DC District maintains all the uses and regulations of the base I-C District.

The Industrial – General (I-G) District was considered as it allows the Place of Worship – Large use; however, it was deemed inappropriate. The I-G District allows for more intensive industrial uses and limits the range of commercial uses supported under the I-C District. In addition, a Place of Worship – Large does not align with the identified needs, as the Applicant's submission (Attachment 1) indicates a requirement for only a small and medium Place of Worship.

Development and Site Design
The regulations of the I-C District, upon which the proposed DC District is based, provide general guidance for future site development, including landscaping, parking and access. The site is already fully developed, with the north portion of the building largely occupied. As a result, any new development is expected to occur primarily through the use of existing or currently vacant spaces within the building.

Transportation
Vehicular access to the site is available from 12 Street SE. 12 Street SE is classified as an Industrial Street. On-street parking adjacent to the site is available along the west side of 12 Street SE with no restrictions and along selected portions of the east side of 12 Street SE. The area is served by Calgary Transit through Route 43 (McKnight – Westwinds Station / Chinook Station) with a bus stop approximately 20 metres west from the site on 11 Street SE. Route 43 provides transit service every 10 minutes during peak hours.

Environmental Site Considerations
There are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing
Public water, sanitary and storm mains exist within the adjacent public road right-of-way. Servicing requirements will be determined at the time of future development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The subject site is located within the Standard Industrial area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). Standard Industrial Areas are intended to accommodate a broad range of industrial uses at varying intensities. The MDP recognizes the importance of maintaining the industrial character of such areas.

Part 3 Section 3.7.1 provides policy direction for development within the Standard Industrial Areas. Of relevance, Policy 3.7.1 c. supports uses that contribute to and complement the area's industrial function and serve the day-to-day needs of local businesses and employees while Policy 3.7.1 d. discourages places of worship, as these may shift the area away from its intended industrial focus.

The proposed DC District retains the existing I-C District as the base district. This preserves the full range of industrial uses and supports long-term flexibility to return to the site's primary industrial function, while allowing for a relatively modest place of worship to occupy a portion of the existing structure.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

PROPOSED

CPC2025-0852
ATTACHMENT 2

BYLAW NUMBER 59D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0119/CPC2025-0852)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

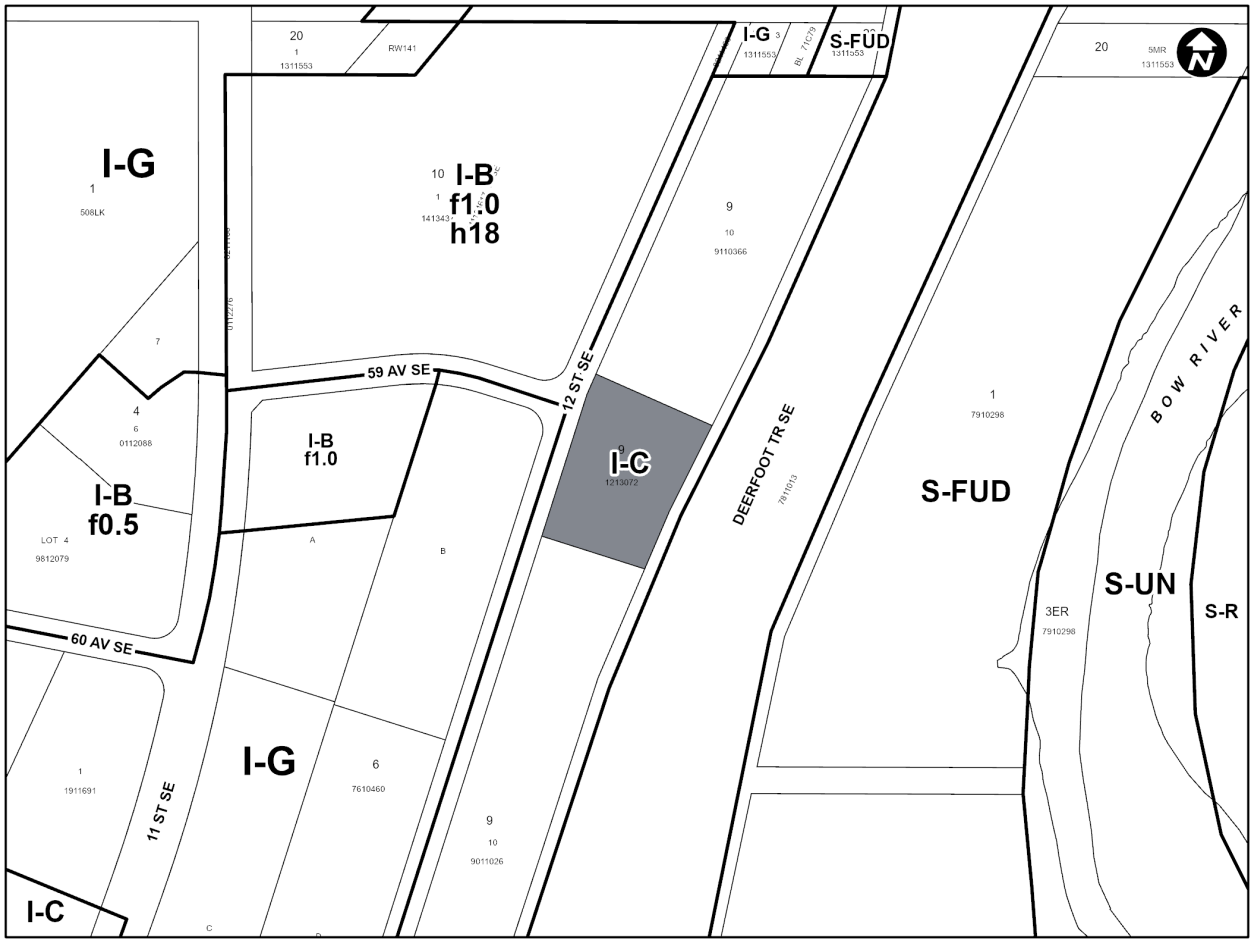
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0119/CPC2025-0852
BYLAW NUMBER 59D2026

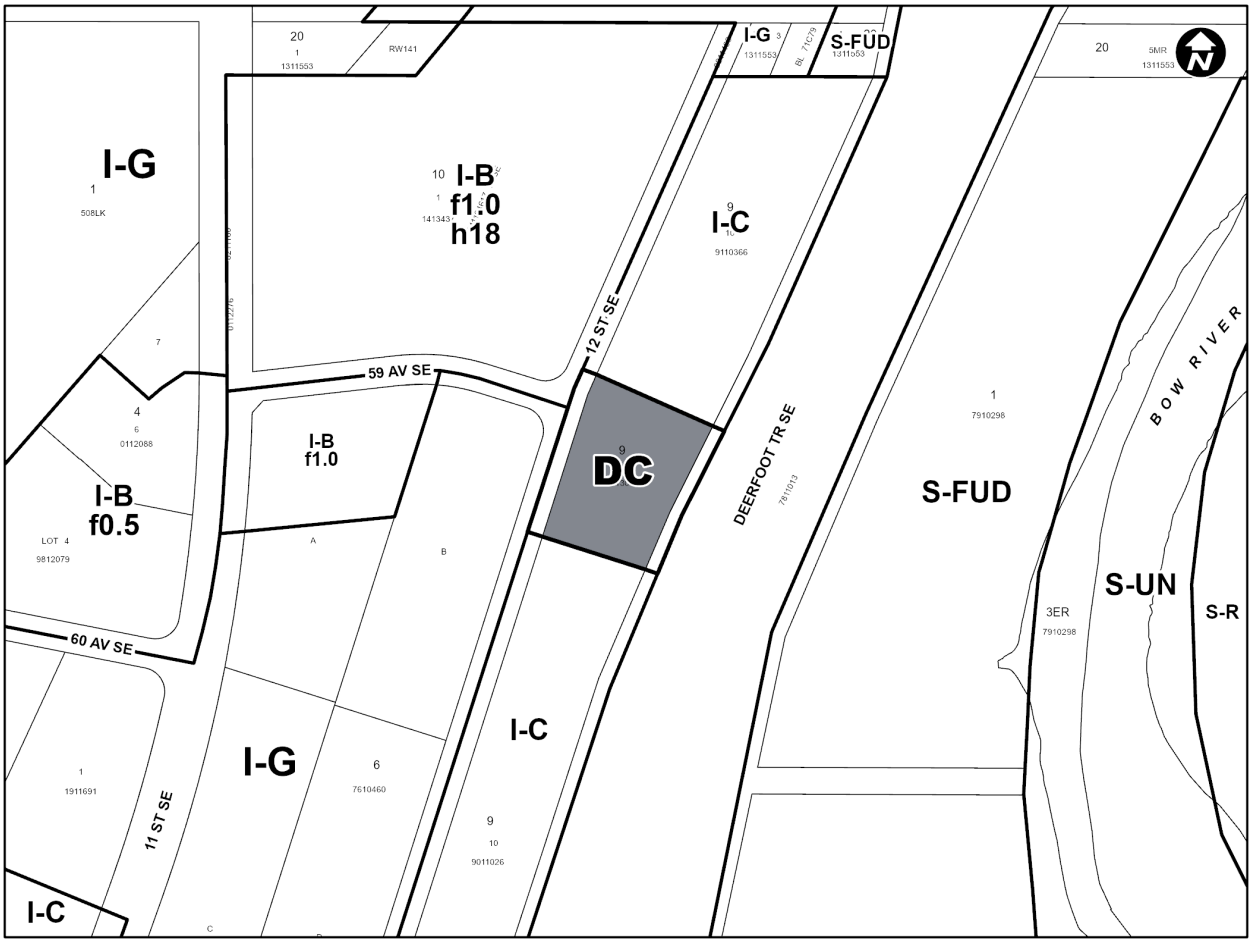
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0119/CPC2025-0852
BYLAW NUMBER 59D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to accommodate the additional uses of place of worship - small and place of worship – medium.

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 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 with the addition of:

(a) **Place of Worship — Medium**; and
(b) **Place of Worship — Small**.

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.

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):
Works of Architecture

LOC Number (office use only):

Applicant's Name:
Simon Fernandes

Date:
July 4, 2025

On behalf of The Father's House, our client and the tenant of the owner of the building:

- Client: The Father's House
- Hours of operation (Service Times): Sundays, 9:30 and 11:30 am.
- Approximate building footprint (total area of use, including assembly hall, offices, washrooms, support and utility rooms, etc.): ±740 m²
- Approximate area of assembly hall: ±335 m²
- No. of attendees (in the future following intent of applications): ±150
- Parking required: 4/100 GUFA = 4x7.4 = ±29.6 = 30 stalls
- Parking provided on site: ± 36 stalls available on the public side, agreement is that stalls for the entire site are available to the church on Sunday mornings due to low demand at the same time for the owner.
- Proposed parking layout: please see included site plan on drawing.
- The Father's House client is intending to occupy the south building on the site. This building is attached to the north building through a fire wall. The north building will continue to operate as Crystal Creek Homes. The owner of Crystal Creek Homes is the owners of the buildings on the property. The Father's House will not be a standalone use on this site.

Applicant Outreach Summary

Calgary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: TFH (The Father's House) Calgary - 6010 12st 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)

As part of our community outreach, we focused on the following tactics: Website, social media, e-mail subscription, e-mail feedback and one-on-one conversations with the nearby community. The main communication took place throughout October and November 2025, and will continue through until project completion, and ongoing feedback and project reporting will continue afterward, ongoing.

Affected Parties

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

The primary target were those near our building who would be most affected by our renovation project. We connected with the following for profit and non-profit businesses nearby:

- Step by Step
- Crystal Creek Homes
- Safeguard
- Hearth and Home Fireplace
- FACE Alberta
- Ecoline Windows

calgary.ca/planningoutreach

Calgary

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 generally that this project would be of little to no impact to their business in terms of any potential disruptions. All of the affected participants were in operation only Monday - Friday, and closed Sundays, which is our church's primary service day (Sunday). There were some opportunities to assist "FACE" and "Step by Step" with toy drives for kids in need at Christmas and throughout the year. We have a ministry that helps clothes and shoes for people in need.

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 primary focus was on Sunday, which has no effect for other businesses as they are closed. It did highlight that there is a need for nearby non-profits to receive clothes, food and gift cards for their organizations families that are in need, which we can help with. The feedback was positive and opened the door for more healthy conversations.

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)

Through social media, website, invitify feedback from the community. Invitify them to stay updated on the process through our dedicated website and social media, Email feedback and subscriptions to keep the community informed on what's happening. Those in the community can visit us online or with the contact info provided to ask questions anytime. Thank you.

calgary.ca/planningoutreach

Policy Amendment in Ogden (Ward 9) at 8002 – 24 Street SE, LOC2025-0236

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 12:

That Council give three readings to **Proposed Bylaw 13P2026** for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2).

HIGHLIGHTS

- This application seeks a policy amendment to the *Millican-Ogden Area Redevelopment Plan* (ARP) to allow for rowhouses and townhouses, in addition to the building types already allowed under the ARP (e.g. single detached, semi-detached and duplex dwellings).
- The proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed policy amendment would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed policy amendment would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles, and demographics.
- A development permit for a four-unit rowhouse building with four secondary suites was submitted on 2025 August 18 and is ready for decision pending Council's decision on this policy amendment.
- There is no previous Council direction related to this proposal.

DISCUSSION

This policy amendment application, in the southeast community of Ogden, was submitted by the landowner, Waveline Properties Inc., on 2025 December 2. The approximately 0.06 hectare (0.15 acre) site is located east of 24 Street SE and south of 80 Avenue SE. A development permit (DP2025-04795) for a four-unit rowhouse with four secondary suites and a detached garage has been reviewed by Administration and is ready for approval pending Council's decision on this policy amendment.

As outlined in the Applicant Submission (Attachment 3), the proposed policy amendment is intended to enable the development of a four-unit rowhouse building with four secondary suites and a detached garage. An amendment to the ARP is required because the subject parcel is currently identified as "Low Density Conservation" on Map 5: Proposed Land Use Policies. This typology only supports redevelopment in the form of single, semi-detached and duplex

dwellings. It does not support the form or intensity of the proposed rowhouse development, even though this form of development is allowable under the existing Residential – Grade-Oriented Infill (R-CG) District. The proposed policy amendment would update the ARP land use typology for the subject parcel to "Low or Medium Density Multi-Dwelling Residential." In addition, the amendment includes a text amendment to establish a maximum density of 75 units per hectare for the subject site, which is consistent wit the R-CG District. These amendments would align the ARP's statutory direction with the existing R-CG District and support development of the proposed rowhouse building with secondary suites in an appropriate location.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed policy 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 knocking and spoke with nearby residents. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

In keeping with Administration's practices, the 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 of opposition from the public regarding the proposal with the following areas of concerns.

- traffic and parking conditions being negatively impacted;
- the proposed development being out of character with the neighbourhood in terms of built form and scale; and
- shadowing and privacy impacts

No comments from the Millican-Ogden Community Association (CA) were received. Administration contacted the CA to follow up and no response was received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate as the existing R-CG District and array of development options are compatible with the surrounding development pattern and scale of adjacent properties. Based on an assessment of the area's mobility infrastructure, traffic congestion is not anticipated. The proposed development will also introduce a form of housing that helps meet community needs without significantly altering the established character of the neighbourhood.

Policy Amendment in Ogden (Ward 9) at 8002 – 24 Street SE, LOC2025-0236

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

IMPLICATIONS

Social
The proposed policy amendment would allow for additional housing types and would accommodate a site and building design that is adaptable to the functional requirements of evolving households and lifestyle needs.

Environmental
The application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies has been explored and encouraged through the development permit.

Economic
The proposed policy amendment would allow for additional housing types and would accommodate a site and building design that is adaptable to the functional requirements of evolving households and lifestyle needs.

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 13P2026**
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 in the southeast community of Ogden, located east of 24 Street SE and south of 80 Avenue SE. The corner parcel is approximately 0.06 hectares (0.15 acres) in size, with dimensions of approximately 16 metres wide by 38 metres deep. The site is currently developed with a single detached dwelling and a rear detached garage. To the south is a parcel developed with a single detached dwelling and the block has a rear lane along the east property line.

Surrounding lands are primarily designated Residential – Grade-Oriented Infill (R-CG) District and are characterized by single detached dwellings and accessory residential buildings.

The site is located south of Ogden Fire Station No. 9 and approximately 1.5 kilometers (a 20-minute walk) east of the commercial node at the intersection of 18 Street SE and 76 Avenue SE. This commercial area provides a range of amenities, including a grocery store (Freshco), a pharmacy (Shoppers Drug Mart) and other retail and service uses. Jack Setters Park, Ogden Off-Leash Dog Park, and Lyton Playground are located approximately 1.3 kilometers (a 15-minute walk) north of the site.

Community Peak Population Table

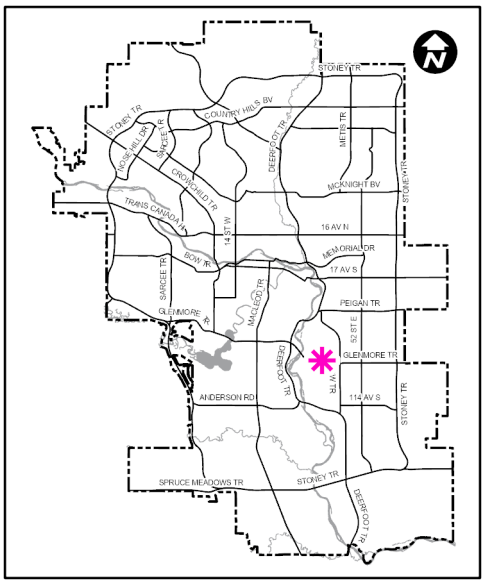
As identified below, the community of Ogden reached its peak population in 1982.

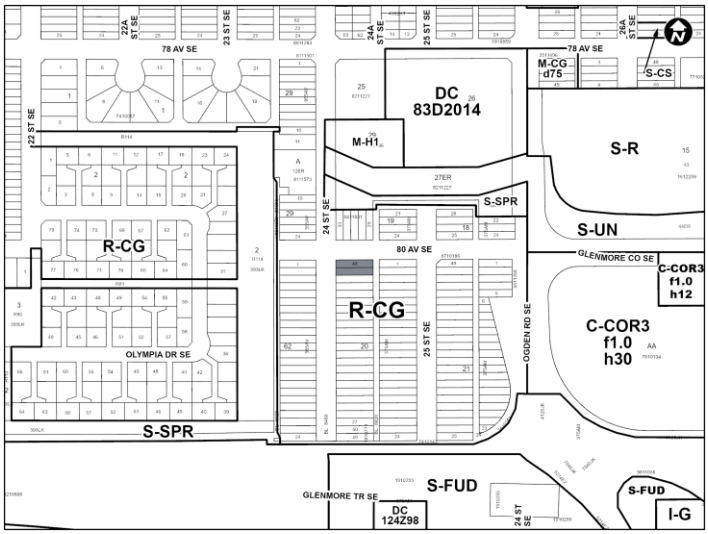
Ogden	
Peak Population Year	1982
Peak Population	11,548
2021 Current Population	8,315
Difference in Population (Number)	- 3,233
Difference in Population (Percent)	- 28%

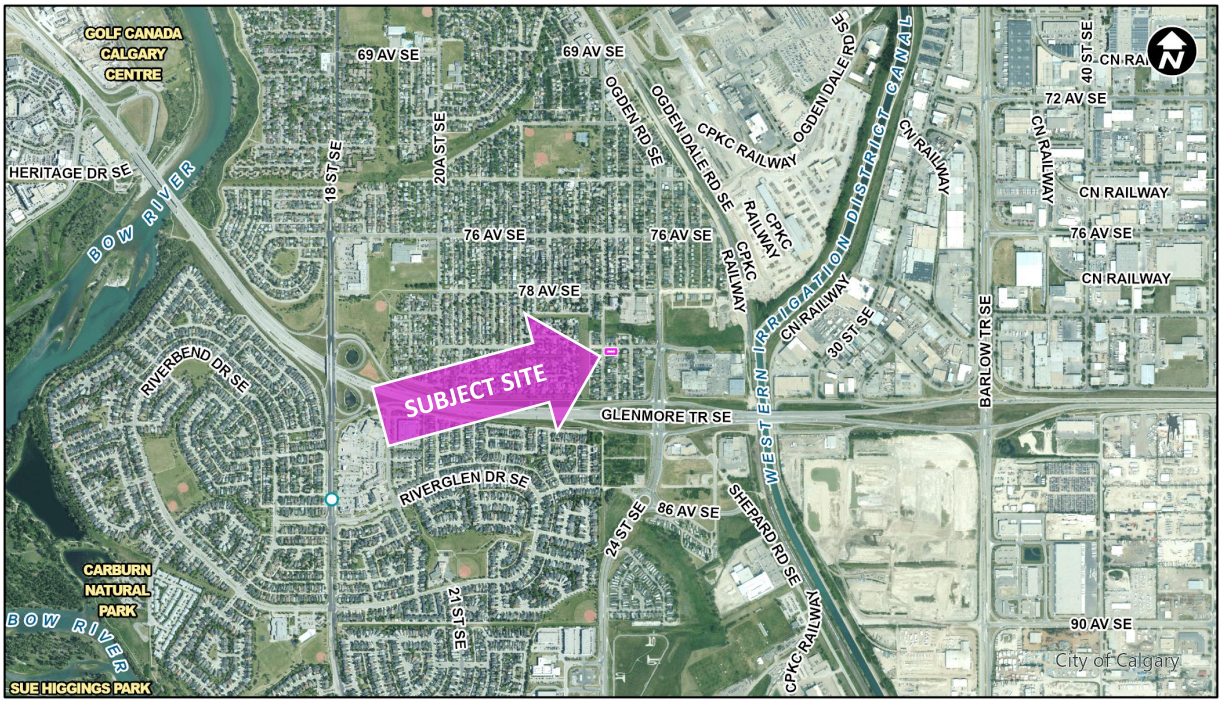
Source: *The City of Calgary 2021 Civic Census*

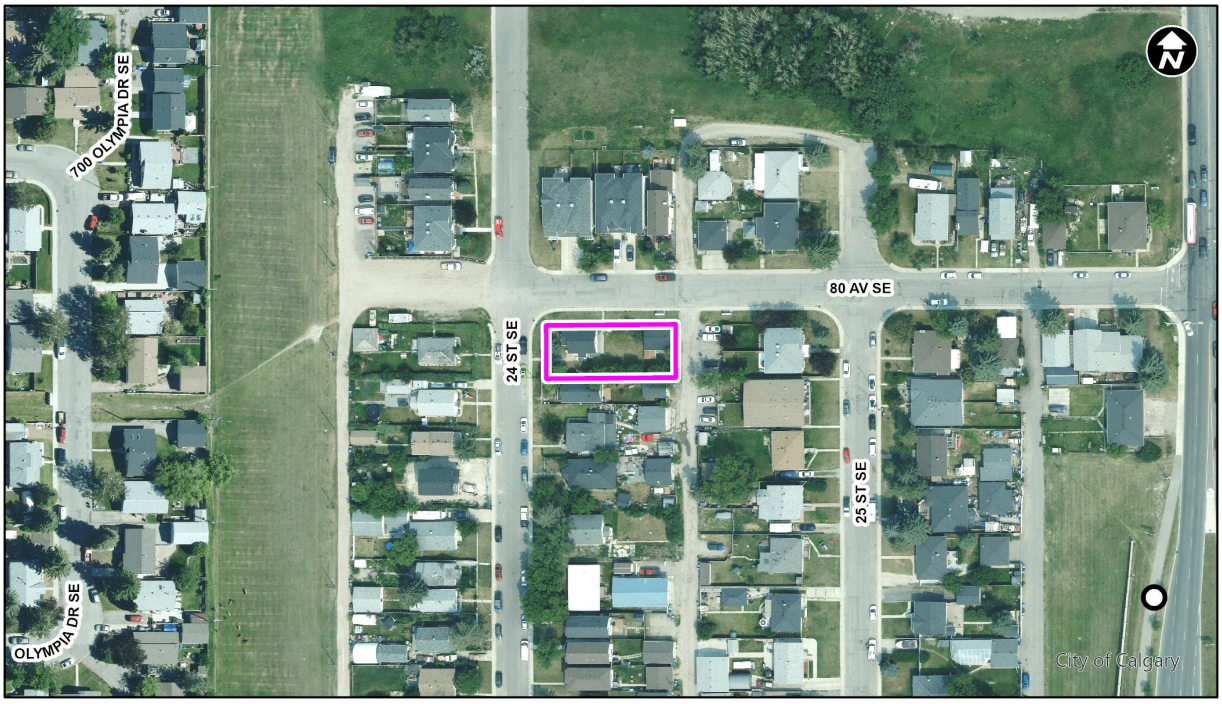
Additional demographic and socio-economic information may be obtained online through the Ogden Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The subject site is designated as R-CG District. The R-CG District accommodates a range of low-density residential forms, including single detached, semi-detached, duplex dwellings, townhouses, and rowhouse buildings. It allows for a maximum building height of 11.0 metres and a maximum density of 75 dwelling units per hectare. Based on the size of the subject parcel, 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 the allowable density. The parcel would require 0.5 parking stalls per dwelling unit and secondary suite.

Transportation
The site is well serviced by Calgary Transit along Ogden Road with bus stops for the southbound Route 43 (McKnight – Westwinds Station/Chinook Station) and the northbound Route 779 (WiseWood/Riverbend) approximately 200 metres (a five-minute walk) from the site. In addition, the site is approximately 900 metres (a 12-minute walk) from the planned Ogden Green Line Light Rail Transit (LRT) Station.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The site is within the 'Developed Residential – Inner City' area as identified on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. The proposal is in keeping with relevant MDP policies.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies has been explored and encouraged through the development permit.

Millican-Ogden Area Redevelopment Plan (Statutory – 1999)
The site is located within the 'Low Density Conservation' area as identified on Map 5: Proposed Land Use Policies of the *Millican-Ogden Area Redevelopment Plan* (ARP), which limits development to single and semi-detached dwellings. As per the ARP policies in Section 3.4.3 (Residential Land Use), this area is intended to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.

The proposed policy amendment to Map 5 would amend the subject site from the 'Low Density Conservation' typology to the 'Low or Medium Density Multi-Dwelling Residential' typology, enabling multi-dwelling built forms such as rowhouse and townhouses, to reflect the allowable uses under the R-CG District. A text amendment to Subsection 3.4.3.3, Policy 2(a) is proposed to add the subject site address and clarify that the maximum permitted density is 75 units per hectare, which aligns with the maximum permitted density of the R-CG District.

The proposed policy amendment will also complement and support the existing low-density built form in the neighbourhood by introducing sensitive infill opportunities that can provide a gradual and contextually appropriate increase in housing diversity and choice.

Carburn Communities Local Area Planning Project
This site is located within the Carburn Communities which includes Ogden and surrounding communities. A new local area planning project for this area is expected to launch in Spring 2026. As a local area plan is developed, applications must continue to be reviewed using existing legislation and Council-approved policy, including the *Millican-Ogden Area Redevelopment Plan* (ARP).

PROPOSED

CPC2026-0180
ATTACHMENT 2

BYLAW NUMBER 13P2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE MILLICAN-OGDEN AREA REDEVELOPMENT PLAN BYLAW 8P99 (LOC2025-0236/CPC2026-0180)

* *

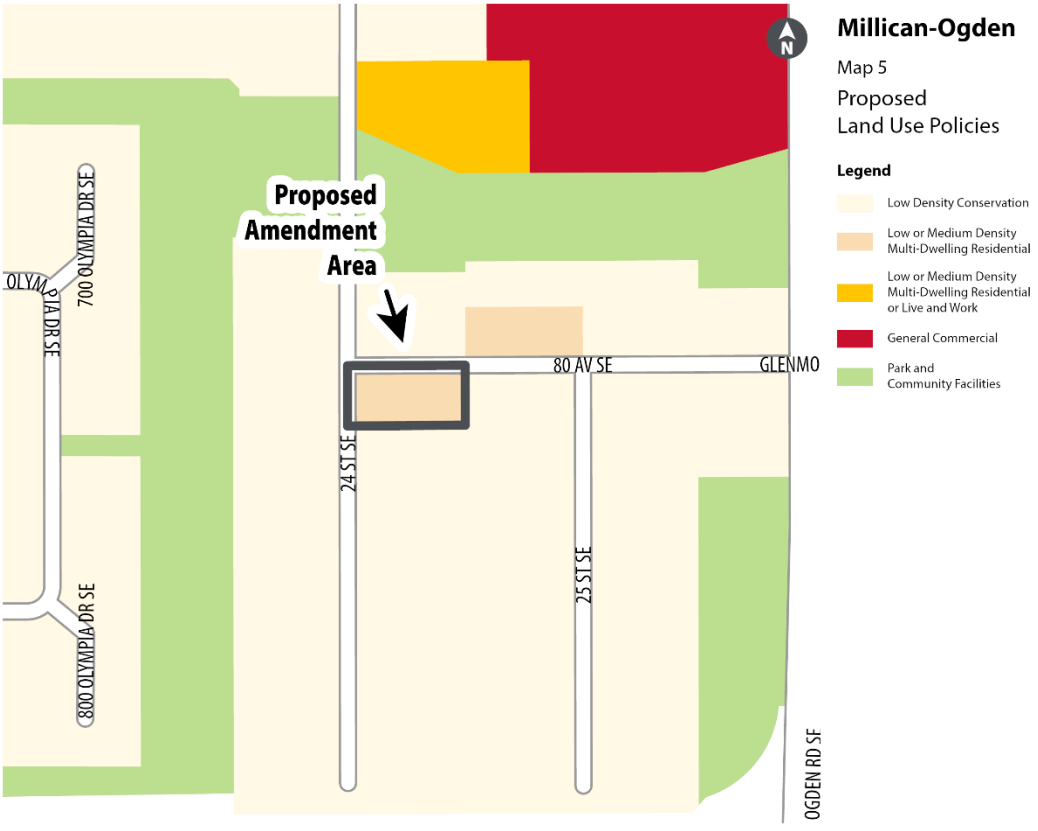
WHEREAS it is desirable to amend the Millican-Ogden Area Redevelopment Plan Bylaw 8P99, as amended;

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

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

1. The Millican-Ogden Area Redevelopment Plan attached to and forming part of Bylaw 8P99, as amended, is hereby further amended as follows:

   (a) Amend Map 5 entitled 'Proposed Land Use Policies' by changing 0.06 hectares ± (0.12 acres ±) located at 8002 – 24 Street SE (Plan 375AM, Block 20, Lots 47 and 48) from 'Low Density Conservation' to 'Low or Medium Density Multi-Dwelling Residential' as generally illustrated in the sketch below:



(b) In Section 3.4.3 Residential Land Use, subsection 3.4.3.3 Policies, Policy 2(a), add 8002 – 24 Street SE to the list of addresses.

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

Applicant Submission

Company Name (if applicable):
Waveline Properties

LOC Number (office use only):
LOC2025-0236

Applicant's Name:
Shaun Thiessen

Date:
2025-12-17

The LOC application is for a proposed amendment to the Millican-Ogden Area Redevelopment Plan (ARP) to change the land use policy for 8002 - 24 Street SE from the Low Density Conservation designation to the Low or Medium Density Multi-Dwelling Residential designation. This amendment is needed to align the policy with the site's existing Residential - Grade-Oriented Infill (R-CG) District. Since the current Low Density Conservation designation supports only low-density residential development (such as single- or two-unit dwellings), and the associated Development permit (DP2025-0795) proposes a four-unit townhouse, the policy amendment is necessary to align the proposed development with the next higher residential category in the ARP.

Applicant Outreach Summary

2026 February 3

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 8002 24 Street SE

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

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

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)

I did out reach to neighbours by door knocking when I first took possession of the property, and continue to talk to anyone I can when I am at the property.

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

I contacted the Millican-Ogden Community Association.

Community Outreach for Planning & Development
Applicant-led Outreach Summary

What did you hear?
Provide a summary of main issues and ideas that were raised by participants in your outreach.

I have not reveid comments from the Community Association.

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 have always tried to work with surrounding neighbours to make sure the process of construction isn't over bearing for them during that period. Keeping sites clean, shoveling snow during winters and always saying hello when I see them out of their homes to ask if all is going OK. I ensure my trades working stay within the city bylaw of times to run their machinery. I also always give my personal phone number to neighbours to call me with any concerns.

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 ensured neighbours that I am happy to work with them about any concerns that have or that might arise.

calgary.ca/planningoutreach

Land Use Amendment in Maple Ridge (Ward 11) in 10411 – 15 Street SE, LOC2025-0214

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 3.10 hectares ± (7.66 acres ±) located at 10411 – 15 Street SE (Plan 1711612, Block 2, Lot 1) from Special Purpose – Urban Nature (S-UN) District to Direct Control (DC) District to accommodate an additional use of Storage Yard, with guidelines (Attachment 2).

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 60D2026** for the redesignation of 3.10 hectares ± (7.66 acres ±) located at 10411 – 15 Street SE (Plan 1711612, Block 2, Lot 1) from Special Purpose – Urban Nature (S-UN) District to Direct Control (DC) District to accommodate an additional use of Storage Yard, with guidelines (Attachment 2).

HIGHLIGHTS

- This land use amendment application seeks to redesignate the site to a DC District to accommodate the additional discretionary use of Storage Yard.
- This application is in keeping 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 proposed DC District would allow the subject parcel to operate as a Storage Yard, in addition to the uses that would be allowed under the Special Purpose – Future Urban Development (S-FUD) District.
- Why does this matter? The proposal would allow for efficient use of an underutilized lands while awaiting future urban development and accommodate a temporary outdoor storage facility that could be easily removed.
- A development permit application (DP2025-07483) for Vehicle Storage and Storage Yard was submitted and is currently under review.
- There is no previous Council direction related to this application.

DISCUSSION

This application, located in the southeast community of Maple Ridge, was submitted on 2025 October 28 by B&A Studios on behalf of the landowner 1772421 Alberta LTD (Mike Brander, Remington Development Corporation). The site is located between the Bow River and Deerfoot Trail, and south of Southland Drive and Sue Higgins Park. The subject site is approximately 3.10 hectares (7.66 acres) in size and vehicular access is available from 15 Street SE.

As per the Applicant Submission (Attachment 3), the proposal is to amend the site's land use designation from S-UN District to a DC District to accommodate outdoor storage on a temporary basis prior to future development. The site was previously owned by the City of Calgary and was occupied by a driving range. In 2016, the site was acquired by Remington Development Corporation with intentions for a comprehensive development which included the subject site

and the lands located directly to the south. Since then, the provincial government has expropriated portions of the south parcel for Deerfoot Trail improvements and the owner's long-term development concept has to be reconsidered. A Biophysical Impact Assessment (BIA) was submitted as part of the land use amendment application review and no Environmental Reserve (ER) qualifying features remain on the site.

The proposed DC District (Attachment 2), which is based on the S-FUD District, is appropriate as it allows for a limited range of temporary uses that can easily be removed and prevents premature development. A development permit application (DP2025-07483) was submitted for outdoor storage and is currently under review. The development permit would allow the outdoor storage uses on a temporary basis with ability for renewal. This proposal would enable the owner to use this site to store outdoor materials, equipment and vehicles before considering the future comprehensive development for this area.

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

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. The applicant determined that outreach was not required as there are no residential, commercial or office uses in proximity to the site, and the outdoor storage would not impact the neighbouring sites. 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 one letter of opposition from the public on the redesignation citing concerns with lack of open space and the need to protect wildlife in this area. This is a privately owned parcel and the applicant indicated that the outdoor storage would be screened and managed to minimize impact to neighbouring users. Maple Ridge is part of the Willow Ridge Community Association (CA) and no comments from the Willow Ridge 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 proposed DC District, which is based on the S-FUD District, is intended to accommodate temporary uses prior to future urban development. The proposal would enable an additional use without causing significant impact on the surrounding lands or premature development, and the DC District provides screening and setback requirements to create an appropriate interface with the adjacent lands. Development

details, including site design and vehicular access, are being reviewed with the development permit application.

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 site is located away from residential, commercial and office uses, and the proposed DC District allows a limited range of temporary uses, provides guidelines to regulate the development and is compatible with the adjacent sites.

Environmental
The application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development on this site with applicable climate strategies is being explored and encouraged through the development permit process.

Economic
This application would allow for an efficient interim land use that activates underutilized lands while awaiting future urban development.

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 60D2026**
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Maple Ridge, situated between the Bow River to the east and Deerfoot Trail to the west, and is south of the Southland Drive and Deerfoot Trail interchange. The site is approximately 3.10 hectares (7.66 acres) in area with dimensions of approximately 153 metres wide by 213 metres deep. The site is undeveloped and flat, and vehicular access is currently available from 15 Street SE.

Surrounding lands are predominately designated Special Purpose – Urban Nature (S-UN) District to the north and east, and Special Purpose – Future Urban Development (S-FUD) District to the south. The Sue Higgins off-leash dog park borders the site to the north and east, and an existing industrial development is located to the south.

The privately-owned parcel was previously occupied by a driving range. In 2016, the site was acquired by Remington Development Corporation from the City of Calgary who intends to develop a comprehensively-planned mixed-use area along with the lands directly located directly to the south. Since then, the provincial government has expropriated portions of the south lands for the Deerfoot Trail Improvements and Remington's proposal had to be reconsidered and is not ready to submit any new land use and development proposal at this point. The site has been undeveloped since and this interim proposal would enable Remington to store outdoor materials, equipment, and vehicles before further consideration for the ultimate development for this area.

Community Peak Population Table

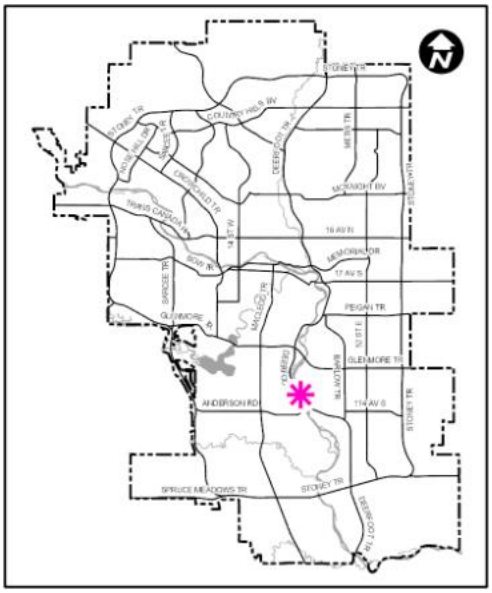
As identified below, the community of Maple Ridge reached its peak population in 1971.

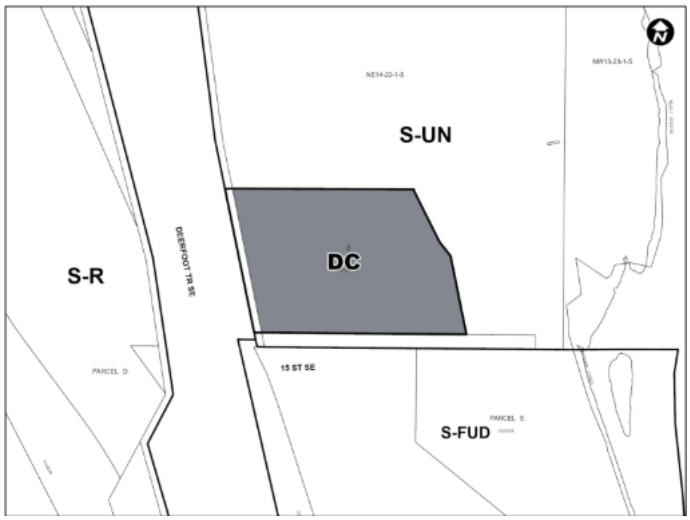
Maple Ridge	
Peak Population Year	1971
Peak Population	3,444
2019 Current Population	1,916
Difference in Population (Number)	- 1,528
Difference in Population (Percent)	-44.37%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the Maple Ridge Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing S-UN District is intended to preserve existing characteristics of natural areas and to provide for natural landforms, vegetation and wetlands, and should be applied to land dedicated as Environmental Reserve (ER). Through the application review, a Biophysical Impact Assessment (BIA) was reviewed and was confirmed that no ER qualifying features remain within the site.

The proposed Direct Control (DC) District is based on the S-FUD District and would allow for the additional discretionary use of Storage Yard. The S-FUD District is intended for lands that are awaiting urban development and utility servicing, and provides for a limited range of temporary uses that can easily be removed. The additional use of Storage Yard is similar to the uses allowed within S-FUD District, including Vehicle Storage, and is not expected to constrain future urban development given the operation would not require permanent buildings to be constructed and the use could be easily removed. The DC District includes screening requirements to regulate outdoor storage to create an appropriate interface with adjacent lands. The proposed DC District is appropriate as it allows the opportunity for interim use on this site and avoids premature development.

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 to provide for the applicant's proposed development due to unique characteristics of the site. This proposal allows

for interim use while maintaining the S-FUD District base and 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 to 10 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. Any relaxations granted would need to meet the test for relaxation included in the Land Use Bylaw 1P2007.

Development and Site Design
If this application is approved by Council, the rules of the proposed DC District will provide guidance for the development of the site including setback, landscaping, screening, and vehicular access. A development permit (DP2025-07483) application for Storage Yard and Vehicle Storage was submitted and is currently under review. Some of the key factors that are being considered include interface with adjacent development, site access, site grading, overland drainage, and flood mitigation.

Transportation
A Transportation Impact Assessment (TIA) and/or parking study were not required as part of the land use amendment application. Vehicular access to the site is available from 15 Street SE. 15 Street SE is classified as an Industrial Street. On-street parking is not available along 15 Street SE. The site is adjacent to the Bow River Pathway System in Sue Higgins Park.

Environmental Site Considerations
The site is currently located within the 1:100 flood fringe. Updated provincial flood hazard mapping identifies the parcel as flood fringe and High Hazard Flood Fringe (HHFF). As the proposed regulations are not yet in force, administration does not object to the proposal to store vehicles and equipment on the parcel, including in the HHFF portion of the site. The owner assumes all risks for potential damage from floodwater. Under the proposed regulations, no new development or buildings will be allowed in the HHFF.

A BIA memo was required focusing on the history of the wetlands on the site and the Remington Site Wetland Assessment Memorandum was provided as part of the land use amendment application review. The BIA confirmed that the wetland was disturbed and infilled around 1988, and that no ER qualifying features remain on the site. The wetland was removed prior to the introduction of current provincial and municipal wetland protection legislation and policies, and as such, requirements to restore the ER features to their former state do not apply. Currently there are no ER qualifying features on the lands.

Utilities and Servicing
Water and sanitary servicing are not available to this site. Stormwater servicing is available along the south border of the parcel within a Utility Right of Way. 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.

Municipal Development Plan (Statutory – 2009)
The subject site is identified as Established Area in Map 1: Urban Structure of the *Municipal Development Plan* (MDP). The proposal is appropriate and does not conflict with the MDP policies as the proposal is based on the S-FUD District which is intended to be applied to lands that are awaiting urban development and utilities servicing with a limited range of temporary uses to restrict premature development.

Calgary Climate Strategy (2022)
The application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development on this site with applicable climate strategies are being explored and encouraged through the development permit process.

Heritage Communities Local Area Plan (Statutory – 2023)
The subject site is identified as part of a Comprehensive Planning Site in the *Heritage Communities Local Area Plan* (LAP). Comprehensive Planning Sites are envisioned to redevelop overtime, and the LAP provides additional planning direction for these sites to support future planning applications. The subject site currently does not have an urban form category or building scale modifier, and section 2.2.6 policy (d) provides land use and development considerations for future redevelopment to include mixed-use buildings with improvements to the public realm and interface with the adjoining park. The proposed DC District is based on the S-FUD District which is intended to be an interim land use and does not limit future redevelopment. The proposal allows a limited range of interim uses and does not conflict with the LAP policies.

PROPOSED

CPC2026-0237
ATTACHMENT 2

BYLAW NUMBER 60D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0214/CPC2026-0237)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

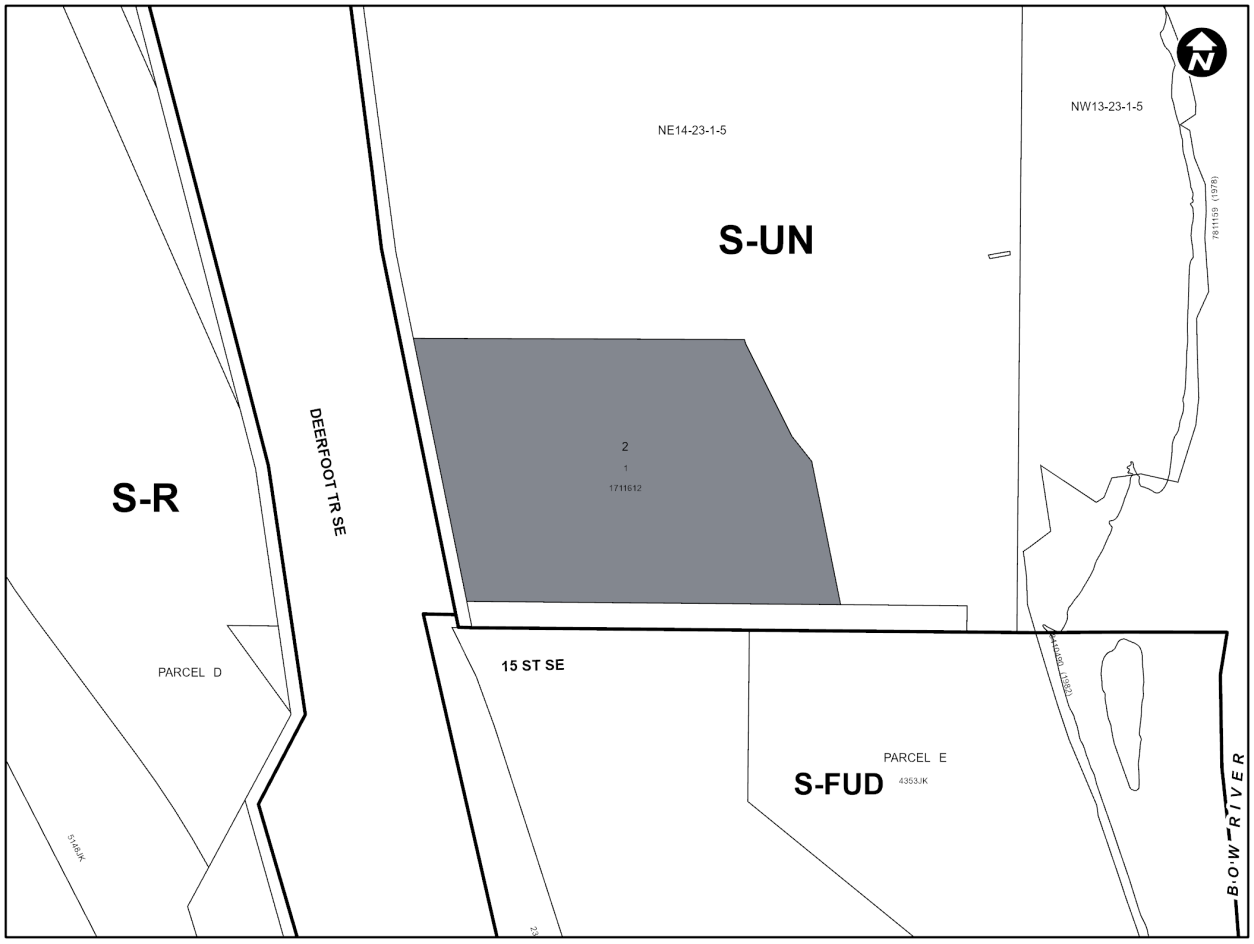
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0214/CPC2026-0237
BYLAW NUMBER 60D2026

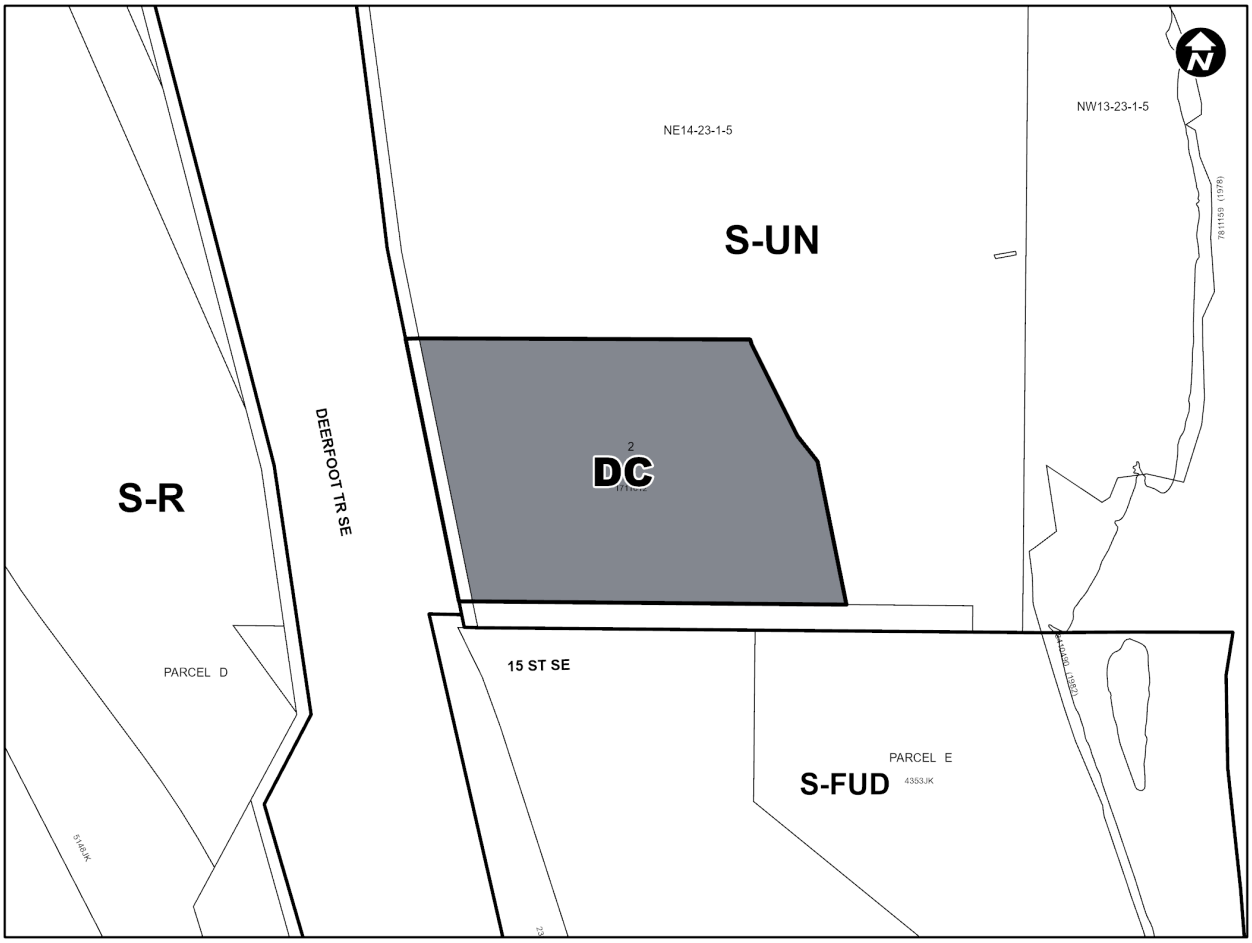
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0214/CPC2026-0237
BYLAW NUMBER 60D2026

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to accommodate the additional use of storage yard.

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 Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Storage Yard**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Special Purpose – Future Urban Development (S-FUD) District of Bylaw 1P2007 apply in this Direct Control District.

Parcel Area

7 The minimum area of a ***parcel*** is 3.0 hectares.

Setback Areas

8 **(1)** Unless otherwise referenced in subsections (2) and (3), the minimum ***setback area*** is 1.2 metres.

(2) Where the ***parcel*** shares a ***property line*** with a ***lane***, ***LRT corridor*** or ***street***, the ***setback area*** from that ***property line*** must have a minimum depth of 6.0 metres.

(3) Where the ***parcel*** shares a ***property line*** with a ***parcel*** designated as Special Purpose – Future Urban Development (S-FUD) District**,** there is no requirement for ***setback area***.

Storage of Goods, Materials and Supplies

9 **(1)** A ***use*** may have an outdoor area for the storage of goods, materials or supplies provided the storage is not located in a ***setback area***.

(2) The maximum height of goods, materials or supplies stored outside of a ***building*** within 5.0 metres of a ***property line*** is 5.0 metres.

(3) For the purpose of subsection (2), the height of goods, materials or supplies is measured from ***grade*** and includes any pallets, supports or other things on which the goods, materials or supplies are stacked.

Screening

10 **(1)** Goods, materials and supplies, outdoor activities and equipment located outside of a ***building*** must be ***screened*** from view of an ***adjacent expressway***, ***major street***, ***LRT corridor*** or regional pathway.

(2) When a ***parcel*** shares a ***property line*** with another ***parcel***, a ***fence*** with a minimum height of 2.0 metres must be provided for ***screening*** along the ***property line***.

Relaxations

11 The ***Development Authority*** may relax the rules contained in Sections 6 through 10 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

AMELIA IWANICKI
Community Planner II
aiwanicki@bastudios.ca
D | 403 816 1430

October 28, 2025

RE: 10411 15 STREET SE LAND USE AMENDMENT

APPLICATION OVERVIEW

On behalf of Remington Development Corporation (Remington), B&A is pleased to submit this application for a Land Use Redesignation at 10411 15 Street SE (legally described as Plan 1711612, Block 2, Lot 1). This application is intended to redesignate the site from Special Purpose, Urban Nature (S-UN) to a Direct Control (DC) District based off the Special Purpose, Future Urban Development (S-FUD) land use. This land use amendment is being undertaken to facilitate the development of an interim Storage Yard facility. A pre-application assessment was received for this site under PE2025-00954.

The site was acquired by Remington in 2016 from the City following closure of the driving range. This site was sold to Remington with the long-term intention of developing a comprehensively planned mixed-use area. Remington previously brought forward the concept for Quarry Landing to the City in 2021 through a Pre-Application Enquiry. The City completed an initial review on the concept regarding a large-scale urban development on the subject site, including the lands directly south that hold the S-FUD designation. Since that time, the Province has expropriated portions of the south lands required for the Deerfoot Trail improvements and as a result, Remington's previous concept plans for the area need to be reconsidered. This application is a response to previous discussion and the desire to utilize the lands, on a temporary basis, prior to submitting comprehensive future Land Use and Outline Plan applications. A Development Permit for Temporary Use: Storage Yard will accompany this application.

SITE CONTEXT

The subject site is nestled between the Bow River and Deerfoot Trail, immediately SW of Sue Higgins Park, and in proximity to the Anderson Road and Bow Bottom Trail interchange. The site is undeveloped and is accessed via the Southland Dr/Deerfoot Tr off -ramp to 15 Street SE. The subject site is within the Heritage Communities Local Area

Plan (LAP) and is identified as part of a Comprehensive Planning Site. The site is not within an urban form category, therefore there are no policies associated to direct land use and built form outcomes. Comprehensive Planning Sites are envisioned to develop over time and are expected to integrate with the surrounding community. The proposed DC based off S-FUD is a compatible district for sites where no urban form has been assigned.

Through the pre-application/analysis process, it was identified that the site contains areas within a Flood Fringe and High Hazard Flood Fringe overlay per the updated (May 2025) Calgary Flood Hazard Area map. Additionally, it was determined that there may be wetlands present on site. A Biophysical Impact Assessment and Wetland Functional Assessment was prepared in 2014 to support a potential Outline Plan and Land Use application – the subject site was part of the study area. Through desktop analysis and field verification, there were not wetlands identified on the 10411 15 Street SE lands. It is understood that this is an outdated report, and new policies for wetland assessments were released in 2015. A professional biologist was engaged in October 2025, and it was determined that there is evidence of historical wetland conditions on site, however these conditions have been filled in with fill and the site was compacted while under City ownership. Following discussion with Parks, an Environmental Desktop Review/Memo for site conditions will support this application as the site does not contain Environmental Reserve qualifying features. The Memo will be submitting prior to circulation.

BYLAW REVIEW

The current designation of S-UN is not supportive of storage uses as it is intended to preserve lands for ecological and/or recreational purposes. Surrounding land uses include S-UN to the Northeast (Sue Higgins Park) and S-FUD to the south to accommodate a general industrial use.

Benefits of the proposed Direct Control District (S-FUD)

- Efficient interim land use: Activates underutilized lands while awaiting development readiness.
- Low servicing demand: Outdoor/interim storage facilities require minimal infrastructure and can operate without permanent water or sanitary connections.
- Minimal upfront investment: Site improvements can be temporary, such as gravel surfacing and permeable fencing.
- Flexibility to revert: The site can be readily reclaimed and regraded for future development when servicing and supported policy direction becomes available.
- Security and monitoring: A managed equipment storage use increases passive surveillance and reduces the potential for illegal dumping or trespassing on highly visible land.

SUMMARY

This application enables Remington to utilize the lands on an interim basis for equipment storage under the Storage Yard use in advance of urban development. The site is easily accessed via a Level 1 Highway and has sat vacant since the decommissioning of the driving range. Remington aims to reactivate the site while balancing the limited servicing connection capabilities and environmental considerations. Please feel free to contact me with any questions or comments.

Sincerely,

AMELIA IWANICKI
RPP, MCIP, MPlan
Community Planner II

Applicant Outreach Summary

Community Outreach on Planning & Development
Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Remington LUAM

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 subject site is a former driving range located along 15 St SE, which functions as an access road to a neighbouring S-FUD directly south of the site. Deerfoot Trail SE sites to the west of 15 St SE and the subject site, and Sue Higgins Park is to the North and East. There are no land-uses in proximity that accommodate dwellings, commercial or office uses. Therefore an amendment to DC with the intention of temporary storage will not impact neighbouring uses or users.

Outreach Strategy

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

n/a

Stakeholders

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

n/a

calgary.ca/planningoutreach

Community Outreach for Planning & Development
Applicant-led Outreach Summary

What did you hear?
Provide a summary of main issues and ideas that were raised by participants in your outreach.

n/a

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

n/a

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

n/a

calgary.ca/planningoutreach

Land Use Amendment in Mahogany (Ward 12) at multiple addresses, LOC2025-0180

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 6.96 hectares ± (17.20 acres ±) located at 1236, 1251 and 1325 Mahogany Boulevard SE (Plan 2510331, Block 144, Lot 5; Plan 2510331, Block 148, Lots 1 and 3) from Multi-Residential – Low Profile (M-1d75) District and Direct Control (DC) District to Mixed Use – General (MU-1f3.5h26) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 62D2026** for the redesignation of 6.96 hectares ± (17.20 acres ±) located at 1236, 1251 and 1325 Mahogany Boulevard SE (Plan 2510331, Block 144, Lot 5; Plan 2510331, Block 148, Lots 1 and 3) from Multi-Residential – Low Profile (M-1d75) District and Direct Control (DC) District to Mixed Use – General (MU-1f3.5h26) District.

HIGHLIGHTS

- This application seeks to redesignate the subject sites to allow for a six-storey mixed use development.
- The proposal allows for an appropriate building form and uses in a destination area of the community that is adjacent to existing residential development and is aligned with the applicable policies of the *Municipal Development Plan* (MDP) and *Mahogany Community Plan*.
- What does this mean to Calgarians? The proposed Mixed Use – General f3.5h26 (MU-1f3.5h26) District would provide more housing and commercial options in a developing community and make more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable commercial and employment opportunities that may help activate this part of Mahogany, while providing more housing choice.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application, in the southeast community of Mahogany, was submitted by B&A Studios on behalf of the landowner, Section23 Developments Limited, on 2025 September 10.

The site comprises three undeveloped parcels, with a total area of approximately 6.96 hectares (17.20 acres), situated in a developing area along Mahogany Boulevard SE. Two of the parcels are located south of Mahogany Boulevard SE, on either side of Mercado Street SE, while the third parcel is located north of Mahogany Boulevard SE, east of Marine Drive SE and the

historic Ollerenshaw Ranch site. The subject sites are currently vacant, with lands east and west characterised by low density development in the form of single detached dwellings and townhouses that are under construction. Land to the south is designated for commercial uses and land to the east, north of Mahogany Boulevard SE, is set aside for a school and playing fields as part of a Joint Use Site. Calgary Transit bus stops are available on Masters Avenue SE approximately 500 metres (an eight-minute walk) to the north.

The proposed MU-1 District provides flexibility for a mix of commercial and residential uses in the same or multiple street-oriented buildings.
As indicated in the Applicant Submission (Attachment 2), the proposed land use district enables residential and commercial uses and accommodates a building scale of six-storeys that creates a suitable transition into the Village Area identified in the *Mahogany Community Plan*. No development permit has been submitted to date.

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 created a project website, notified residents through the distribution of information postcards to properties within 300 metres of the subject site and held a virtual information session that was publicized with the assistance of the Mahogany Homeowners Association with an event notice in its bi-weekly e-newsletter. 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 95 letters of opposition from the public. The letters of opposition included the following areas of concerns:

- the proposal is not consistent with the *Mahogany Community Plan*;
- proposed building height, density and massing are not reflective of the low density residential development in the area;
- adverse impact on community character;
- adverse impact on amenity including increased shadowing over adjacent properties, overlooking and the associated loss of privacy;

- potential noise impacts from additional vehicle traffic and commercial nature of the development;
- pedestrian safety;
- increased traffic congestion and on-street parking demand; and
- lack of infrastructure capacity to support the increasing population.

No comments from the Mahogany Homeowners Association were received. Administration contacted the Homeowners Association 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 MU-1 District provides mixed-use development at a height and density that is compatible with surrounding residential development and includes setback and landscaping rules to minimize overlooking into adjacent properties. The proposed district provides both residential and commercial uses, contributing to a vibrant and inclusive community and is in alignment with the *Municipal Development Plan* (MDP) and *Mahogany Community Plan*. The building and site design, number of units and on-site parking will be reviewed and determined with each development permit submitted for these sites.

IMPLICATIONS

Social
The proposed application supports continued development in the community of Mahogany and provides greater housing diversity, including seniors' housing, alongside commercial offerings close to existing residents. The development of these lands may enable a more efficient use of land and infrastructure, while supporting surrounding uses and amenities.

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 development on this site with applicable climate strategies will be explored and encouraged at future development permit stages.

Economic
The proposed land use amendment would enable the development of mixed-use development including commercial space and residential units within walking distance. The development would provide housing and employment opportunities and support local business within Mahogany.

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this application.

Land Use Amendment in Mahogany (Ward 12) at multiple addresses, LOC2025-0180

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 62D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site comprises three undeveloped parcels located on Mahogany Boulevard SE in the developing community of Mahogany. The total site area is approximately 6.96 hectares (17.20 acres). The first parcel is located north of Mahogany Boulevard SE and has a site area of approximately 1.49 hectares (3.69 acres) and is approximately 90 metres wide and 155 metres deep. The second parcel is located east of Mercado Lane SE and south of Mahogany Boulevard SE, has a site area of approximately 2.81 hectares (6.94 acres) and is approximately 145 metres wide and 225 metres deep. The third parcel is located west of Mercado Road SE and south of Mahogany Boulevard SE, has a site area of approximately 2.66 hectares (6.57 acres) and is approximately 175 metres wide and 220 metres deep. Between the east and west sites is Mercado Street SE.

The surrounding context is under development. Areas east and northwest of the subject parcels are characterized by low density housing under construction that is designated Residential – Low Density Mixed Housing (R-G) (R-Gm) District. To the south are undeveloped parcels designated Commercial – Community 1 (C-C1) District, that form part of the future Village Area entryway. To the north is the location of the historic ranch and to the northeast is a future school site designated as Special Purpose – School, Park and Community Reserve (S-SPR) District.

The site is served by bus routes 79 (Cranston / Mahogany), 845 (Monsignor J S Smith School / Mahogany) and 863 (All Saints High / Mahogany / Cranston) with stops located approximately 500 metres (an eight-minute walk) to the north on Masters Avenue SE, offering services to retail and commercial services in Mahogany and the Route 302 (BRT Southeast/City Centre) with a Bus Rapid Transit (BRT) stop on 52 Avenue SE. As part of a future phase of the Green Line extension to Seton, the Auburn Bay / Mahogany LRT station is anticipated to be delivered adjacent to the commercial centre located at 52 Avenue SE, approximately 1.5 kilometres (a 25-minute walk) from the subject sites.

Community Peak Population Table

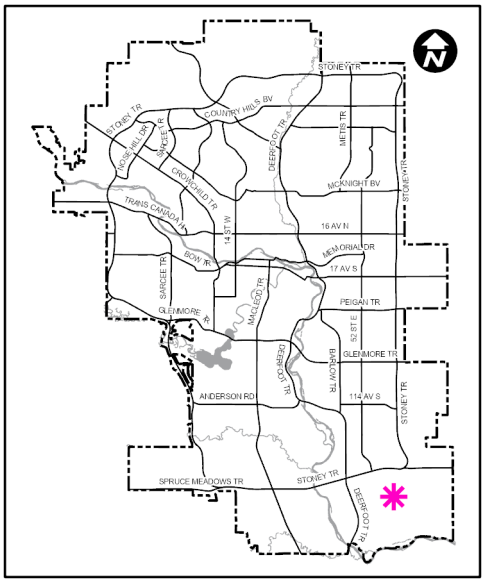
As identified below, the community of Mahogany reached its peak population in 2019.

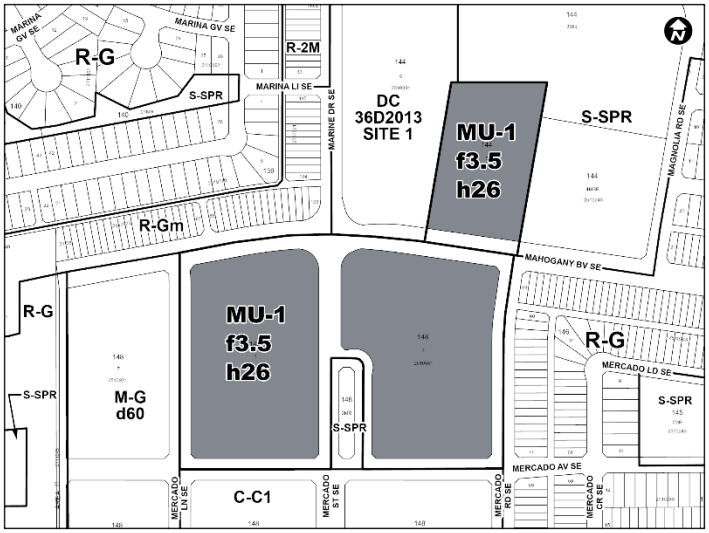
Mahogany	
Peak Population Year	2019
Peak Population	11,784
2019 Current Population	11,784
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

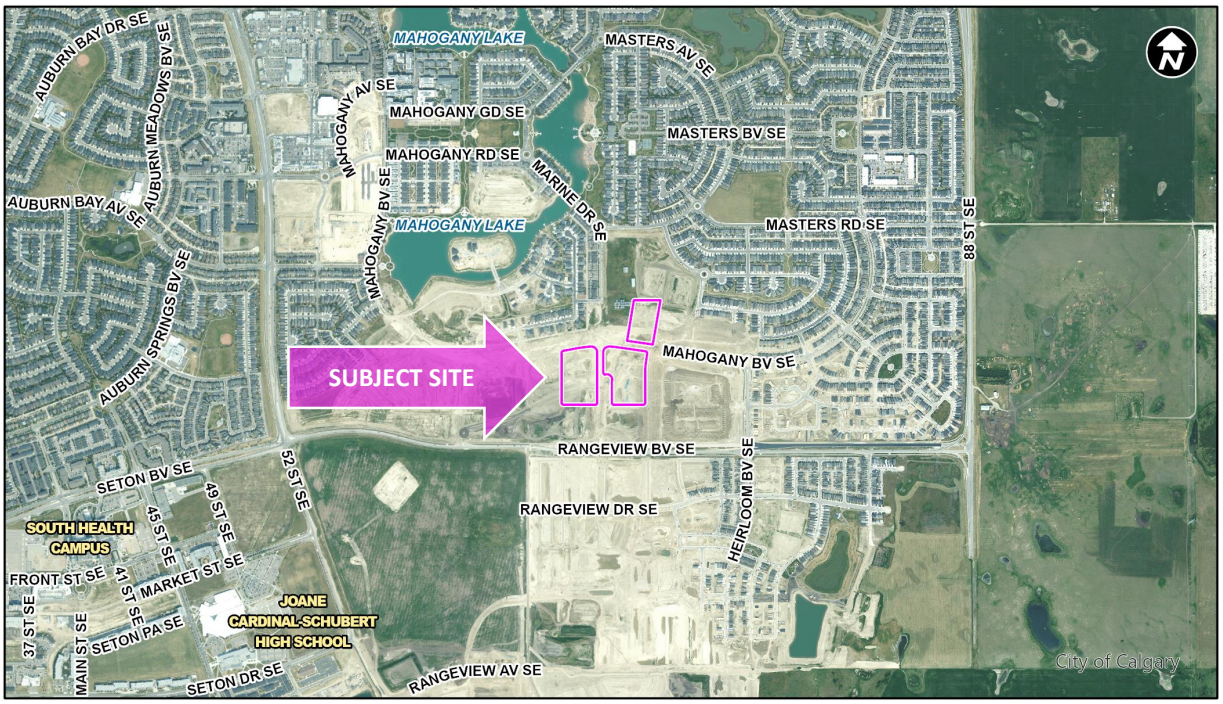
Source: *The City of Calgary 2019 Civic Census*

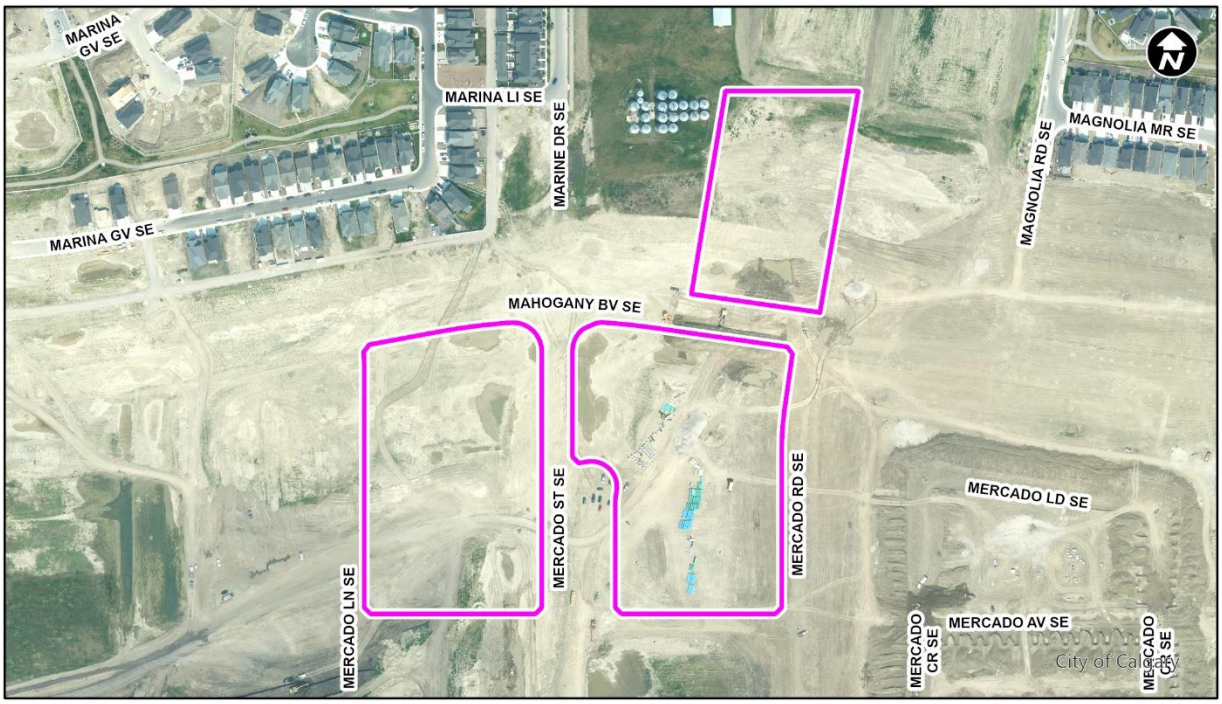
Additional demographic and socio-economic information may be obtained online through the Mahogany Community Profile (Mahogany Community Profile).

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The land use framework for the area is set out in the approved Mahogany Ollerenshaw Land Stage 2 Outline Plan (LOC2012-0005).

The existing Direct Control (DC) District (Bylaw 36D2013, Site 2) applies to the west and east parcels south of Mahogany Boulevard SE. The Direct Control District is intended to provide for a mix of uses including multi-residential development and commercial uses focused on a commercial street (Mercado Street SE). This includes a maximum allowable building height of 15 metres and maximum floor area ratio (FAR) of 1.0.

The parcel located north of Mahogany Boulevard SE has an existing land use of Multi-Residential – Low Profile (M-1d75) District and is intended to allow for multi-residential development with a density up to 75 units per hectare and a maximum building height of 14 metres.

The proposed Mixed Use – General (MU-1f3.5h26) District supports street-oriented development with opportunities for a mix of residential and commercial uses. The proposed district includes a maximum FAR of 3.5 (approximately 243,700 square metres) and a maximum building height of 26 metres (intended to support development up to six storeys). The proposed district provides flexibility and supports residential and commercial uses within street-oriented buildings and allows for compatible transition with adjacent residential areas.

Administration has reviewed the proposal against the policies in the *Mahogany Community Plan* and have found the proposed MU-1f3.5h26 District to be appropriate in this location. For the parcels south of Mahogany Road SE, while the height is increased, the District provides an appropriate transition to the lower density residential area, while achieving the objectives of the plan. For the parcel north of Mahogany Road SE, the provisions in the proposed MU-1 District allow for a sensitive interface and transition for future development adjacent to the historic ranch and future school site, while still providing flexibility for the future design of the building as a seniors complex or multi-residential building as envisioned in the plan. Altogether, these parcels would support strong, street-oriented development within the Village Area and along the Commercial Street, while also remaining compatible with surrounding development.

In response to the concerns raised, the Applicant reached out to the Mahogany Homeowners Association to discuss the proposal. The Applicant has also undertaken a virtual open house to discuss the proposal and listen to the concerns that have been raised.

Administration has determined that the MU-1f3.5h26 District is appropriate to achieve the development vision of the site and aligns with the policies of the *Mahogany Community Plan*. The MU-1 District supports a wide range of commercial and residential uses and includes frontage requirements that will ensure street-oriented development.

Development and Design
If approved by Council, the rules of the proposed MU-1f3.5h26 District would provide guidance for development of the three parcels, including appropriate uses building height and massing, street frontage, parcel coverage and parking requirements. Given the specific context of this site, additional items that would be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along Mercado Street SE in alignment with the policies for the commercial street in the *Mahogany Community Plan*;
- mix of uses within the building;
- mitigating shadowing, overlooking and privacy concerns; and
- ensuring an appropriate interface with the historic ranch site and the future school site.

Transportation
Pedestrian and vehicular access to the sites will be available via Mahogany Boulevard SE, Mercado Lane SE, Mercado Street SE, Mercado Road SE, Mercado Square SE and Mercado Avenue SE. Mahogany Boulevard SE is classified as a Primary Collector Street. Mercado Lane SE, Mercado Street SE, Mercado Road SE and Mercado Avenue SE are all classified as Collector Streets. Mercado Square SE is classified as a one-way Collector Street. On-street parking adjacent to the sites will be available along Mercado Lane SE, Mercado Street SE, Mercado Road SE, Mercado Square SE and Mercado Avenue SE.

The area is served by Calgary Transit through Route 79 (Cranston / Mahogany), Route 845 (Monsignor J S Smith School / Mahogany), Route 863 (All Saints High / Mahogany / Cranston) with bus stops approximately 260 to 500 metres (a four to eight minute walk) north of the sites on Masters Avenue SE. Route 79 provides transit service every 25 minutes during peak hours. Routes 845 and 863 provide school service. The area will also be served by Calgary Transit with bus stops directly adjacent to the sites along Mahogany Boulevard SE and Mercado Street SE.

Environmental Site Considerations
The environmental site conditions of this development were previously reviewed and addressed with the Mahogany Stage 2 Outline Plan (LOC2012-0005). This proposed land use amendment does not raise any additional environmental concerns or risks. This is a greenfield site which has remained in a natural condition with limited agricultural uses in the past.

Utilities and Servicing
The overall utilities and servicing for this development area have been previously planned with the Mahogany Stage 2 Outline Plan (LOC2012-0005). The proposed land use amendment does not significantly impact the proposed services for the area. Through the review of this application, Administration has confirmed that there is capacity to service the proposal.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The subject parcel is considered to be Developing Residential - Planned Greenfield with Area Structure Plan (ASP) as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The MDP indicates that area structure plans that were in existence prior to the adoption of the MDP are recognized as appropriate policies to provide specific direction for development of the local community. This application proposes integrating a mixed-use development within a neighbourhood, using a grid-based pattern of complete streets in the subdivision design that allows for integration by future developments and meets minimum intensity and density targets. This application aligns with applicable MDP policies.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

Mahogany Community Plan (Statutory – 2006)
The *Mahogany Community Plan* is an ASP that sets out a framework to guide development of the area and recognizes that development concepts within the Plan need to adapt to the changing needs of the community. The land use amendment comprises three parcels that are identified as being within the Village Area on Map 3: Land Use Concept and within Neighbourhood Areas 4 and 5 on Map 2: Neighbourhood Areas. The intent of the Village Area is to accommodate a mix of transit-supportive residential and non-residential uses that are sensitive to the existing context.

Policy 6.3.1.1 speaks to the composition of the Village Area which includes a Historic Area, Neighbourhood Corridor and Transition Area.

The Neighbourhood Corridor is intended to create a small-scale, mixed use and walkable area serving the local community and is to include a traditional retail main street surrounded by multi-residential developments, parks, street-oriented buildings and public transit.

The Transition Area is to provide an appropriate interface between the Neighbourhood Corridor and the Residential Area and should be sensitive to scale, form and character of surrounding areas. The proposed MU-1 District with modifiers will regulate floor area and building height for the parcels south of Mahogany Boulevard SE and aligns with these objectives by enabling medium-density mixed use development inclusive of commercial and residential units that will contribute towards creating a focal point in the community.

The Historic Area is to acknowledge the past uses of the area as a ranch and will comprise educational, recreational and service facilities in conjunction with housing for seniors. The proposed MU-1 District with modifiers to regulate floor area and building height for the parcel north of Mahogany Boulevard SE is consistent with the objectives of the Historic Area by facilitating new delivery of multi-residential or medium-density housing for seniors in a location with accessible services and facilities nearby.

This land use amendment is in alignment with the *Mahogany Community Plan*.

Applicant Submission

JACK MODDLE
Associate , Planner
B&A Studios
403.554.9707

APPLICANT SUBMISSION: LAND USE REDESIGNATION IN MAHOGANY STAGE 2

Company: B&A
Developer: Section 23
Legal Addresses: Plan 2510331, Block 144, Lot 5; Plan 2510331, Block 148, Lots 1 and 3
Municipal Addresses: 1325 Mahogany Blvd SE; 1251 Mahogany Blvd SE; 1236 Mahogany Blvd SE
Land Owner: Section 23 Developments
Applicant's Name: Jack Moddle
Date: March 12, 2026

Application Overview
On behalf of Section23 Developments, B&A Studios is submitting this application to redesignate +/- 21.83 acres (8.83 hectares) of land in the community of Mahogany for the purpose of providing mixed-use, multi-residential housing in the core of the Mahogany Village Area, with the potential for accommodating seniors' housing. The application redesignates three parcels from the Medium Density – Low Profile (M-1) and a Direct Control (DC) land use, to the Mixed Use – General (MU-1) land use district allowing for mixed-use. The total parcel area of the three sites is 17.02 acres (6.96 hectares), excluding road area.

Significant development has taken place in Mahogany since the approval of the Mahogany Community Plan in 2007. Key features of the community include its commercial activity hub to the west, its central lakefront developments, and the beautifully maintained Mahogany Wetlands complex in the northeast. This application brings forward the next focal point of the community in the proposed *Village Area* and *Neighbourhood Corridor*.

This intent of this application is to allow for specific intended development typologies which are in alignment with the original vision as the central core of the *Village Area* identified in the Mahogany Community Plan and the approved Mahogany Ollerenshaw Stage 2 Outline Plan (LOC2012-0005). These sites will offer a mix of transit-supportive, walkable multi-residential, mixed-use development.

Redesignation of the DC lands will allow for greater density and height on the Village Area lands while also bringing the site under a standard land use district for mixed-use development that supports mixed-use, pedestrian-oriented design. The redesignation of the M-1 site will likewise allow for a proposed multi-residential development with a mix of built form and unit types prioritizing the potential for seniors' housing, which may also incorporate supporting non-residential uses at grade. Both outcomes align with the original intent under the approved Community Plan and subsequent Outline Plan.

Site Context

The subject site is comprised of three (3) parcels which were defined and approved under the Mahogany Ollerenshaw Land Stage 2 Outline Plan (LOC2012-0005). The parcels are bounded by Mercado lane SE to the west; by the historic Ollerenshaw Ranch site and future school sites to the north; by Mercado Road SE to the east; and by Mercado Avenue SE to the south.

The immediately surrounding area is currently graded and under construction, with developing low-density residential to the northwest and east. To the west of Mercado Lane are two current Development Permits for multi-residential. To the south are proposed Community Commercial (C-C1) which will form the commercial retail gateway to the Village Area and Neighbourhood Corridor.

Policy Direction

The presiding policy document for the area is the Mahogany Community Plan, which indicates that the subject site straddles the connection point between Neighbourhood Areas 4 and 5.

The subject site is primarily contained within the south *Village Area*, which is envisioned as a destination that contains a mix of transit-supportive residential and non-residential uses; is well-connected to the community through convergence of streets and pathways that encourage all mobility options; and contributes to a high quality urban environment through thoughtful design, building placement, enhanced streetscapes and infrastructure investment. The Village Area is further broken down into more uniquely specialized areas:

- The *Historic Area* is located at the north end of the *Village Area*. Plan 2510331, Block 144, Lot 6 is located entirely within this area. The purpose of the *Historic Area* is to acknowledge the past use of the area as a ranch and to create a historical and social focus point for the community. It will be comprised of educational, recreational and service facilities in conjunction with a senior's housing complex. Our currently proposed uses are aligned with this policy direction as they are aimed to be complementary of future development within the historic ranch site.

- The *Neighbourhood Corridor* extends south from the *Historic Area* along Mercado Street SE. The internal / connecting points of Lots 1 and 3 within Plan 2510331, Block 148 are located within this area. The purpose of the *Neighbourhood Corridor* is to create a small-scale, mixed-use and walkable area, with a retail main street providing a multi-functional activity area for the Mahogany community at a convergence of its parks, transit, and pathway networks. Our currently proposed uses are aligned with this policy direction, as they envision mixed-use commercial uses with transit interfaces within them.

In addition to the Community Plan, this site is also within the approved Mahogany Ollerenshaw Stage 2 Outline Plan area. This plan indicated the two south sites as mixed-use village, with the north site being a multifamily housing site to complement the historic ranch. This application retains the original character and intent of both sites while utilizing more current, appropriate land uses.

Existing and Proposed Land Uses

The current Land Use Districts for our subject site are DC-36D2013 Site 2, and Multi-Residential – Low Profile (M-1 d75). The proposed land use for each of these sites is Mixed Use – General (MU-1) District, with a maximum floor area ration (FAR) of 3.5 and a maximum height of 26 metres (approximately 6 storeys). Below is a summary of each existing land use and the rationale for its redesignation:

- **M-1 d75**: This is the land use in place for Plan 2510331, Block 144, Lot 5 / 1236 Mahogany Boulevard SE.

  The primary motivator for redesignating this parcel is that the current land use is too restrictive for effective design and programming of potential Special Needs housing as identified in section 8.1 of the Mahogany Community Plan. As noted above, the MU-1 district is very versatile and allows for a range of housing types including lower density, ground-floor oriented and multi-level, higher density housing types. , There are also a range of complementary uses that the MU-1 district could accommodate (such as a pharmacy, medical clinic, small restaurant or convenience store that future residents could enjoy).

- **DC36D2013 Site 2**: This land use applies to Plan 2510331, Block 148, Lots 1 and 3 / 1325 and 1251 Mahogany Blvd SE. It is intended to be characterized by a *primary commercial street*, with close buildings, opportunities for mixed use development, and a higher standard of overall building design. This Direct Control Land Use preceded the inclusion of the MU-1 land use district in Bylaw 1P2007, and the rules in the DC are very closely related to those now available under the stock MU-1 district.

  The rationale for redesignation on these sites is based on allowing greater height and density while aligning with the original intent for mixed-use. The DC offered a maximum height of 15 metres and a maximum FAR of 1.0. In effect, this would limit development on the site to either 2 storeys with half site coverage or 3-4 storeys with lesser site coverage. This does not allow the critical mass of density on the site to support proposed commercial, and could lead to a vehicular-oriented site design rather than the intended

  In terms of fulfilling policy direction on this site, MU-1 is actually a superior district to the original DC. MU-1 is more flexible, allowing a greater mix of uses as well as reduced setbacks and motor vehicle parking. In the context of recent downzoning on nearby multi-residential sites, we feel that the additional proposed density and height are both

appropriate and necessary to ensure the village area is as vibrant and viable as originally intended. We strongly feel that this is a win for the landowner, the community, and the City.

Conclusion

In summary, this land use redesignation is considered appropriate in terms of its relation to overarching policy and the previously approved Outline Plan, in addition to being contextually appropriate with surrounding uses.

This application does not propose changes to the surrounding street network or the proposed village open space and pedestrian interface envisioned for Mercado Square. The uses surrounding the site are primarily residential, excepting those to the south and the northwest—both of which are complementary of the uses put forth in the currently proposed land use redesignation and consistent with the overall policy direction for the area:

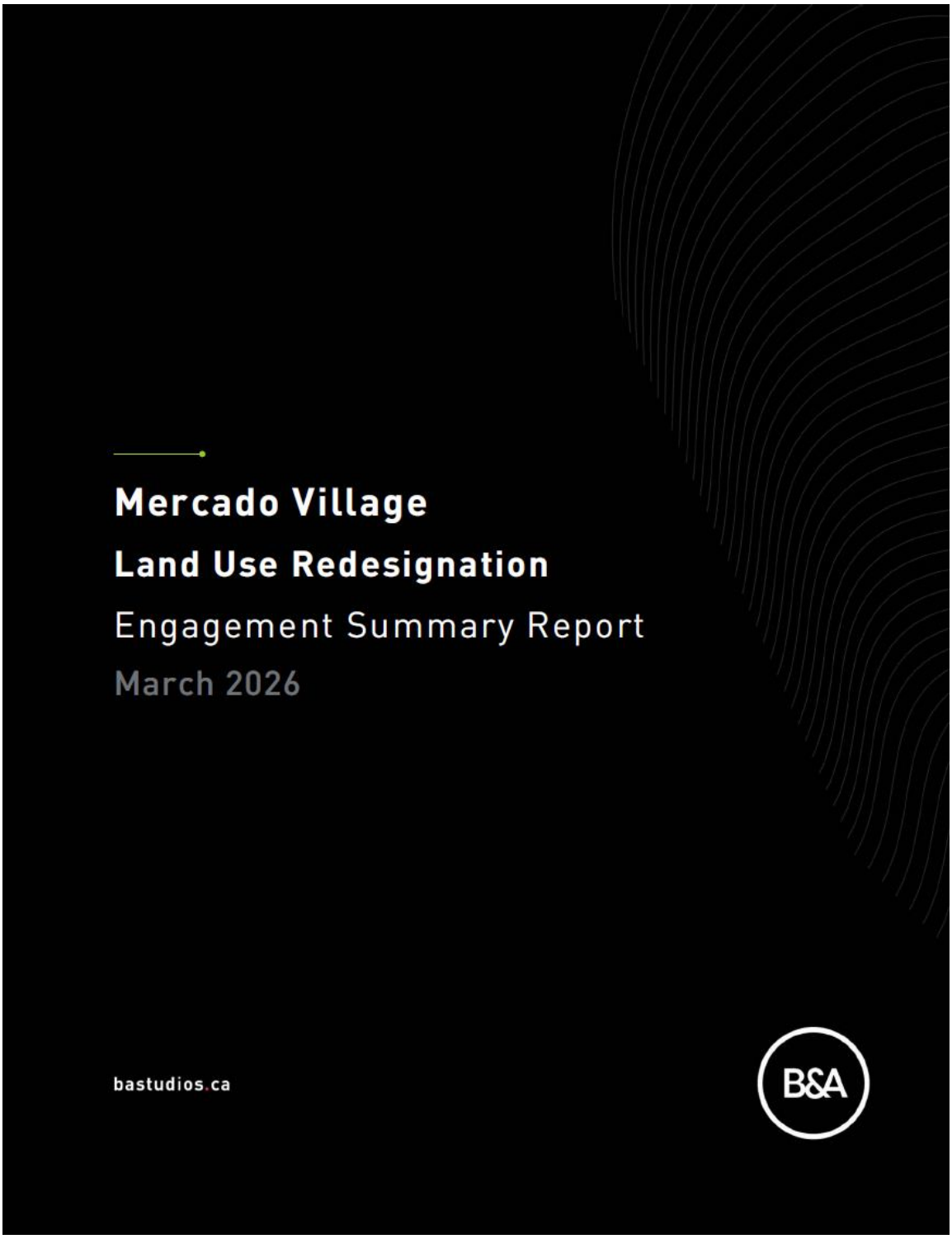
The included Concept Plan outlines the general development approach for each site, which will be further formalized through future development permit applications. This concept plan demonstrates the applicant's continued intention to realize and improve upon the original vision for this site as part of a vibrant and unique village centre.

Thank you for your consideration. Please do not hesitate to reach out with any questions or concerns. We look forward to Administration's support of this Land Use Redesignation.

Best regards,

JACK MODDLE, MPlan, RPP, MCIP
Associate Planner– B&A
e: jmoddle@bastudios.ca
p: 403-554.9707

Applicant Outreach Summary



1.0 INTRODUCTION

Section23 Developments has submitted a Land Use Redesignation application for lands located at **1325, 1251 and 1236 Mahogany Boulevard SE**

The application proposes redesignating the lands to Mixed Use – General (MU-1) to enable development of a pedestrian-oriented village centre with residential uses above street-level commercial space.

The site is located within the Mahogany community and forms part of the village centre area identified in the Mahogany Community Plan.

An engagement program was undertaken to inform nearby residents and interested parties about the proposal and provide opportunities to learn about the project and ask questions.

2.0 ENGAGEMENT APPROACH

The engagement approach focused on providing accessible project information and creating opportunities for residents to learn about the proposal and ask questions.

Engagement activities included:

- a project website
- direct notification to nearby residents
- coordination with the Mahogany Homeowners Association
- a virtual information session
- ongoing correspondence with interested parties

These activities ensured residents had access to project information and opportunities to participate in the engagement process.

3.0 NOTIFICATION AND PROMOTION

Multiple communication methods were used to notify residents and interested parties about the project and the virtual information session.

3.1 Project Website

A project website was launched on October 20, 2025 to serve as the primary source of project information.

The website included a project overview, rationale for the proposed land use redesignation, site location, renderings, project timeline, and contact information.

On January 29, 2026, the website was updated to promote the upcoming virtual information session and provide registration instructions.

3.2 Community Outreach

Email outreach was undertaken with representatives of the Mahogany Community Association and Mahogany Homeowners Association.

The outreach introduced the project, offered opportunities for discussion, and requested assistance sharing event information through community communication channels.

The Mahogany HOA communications team confirmed that event information would be distributed through community communications.

3.3 Community Communications

The Mahogany HOA distributed the event notice through its biweekly e-newsletter on February 4, 2026.

The notice included a promotional postcard and a link to the project website.

Four registrations were received shortly after the newsletter was distributed.

3.4 Direct Notification

On February 5, 2026, 380 postcards were delivered to occupied homes within approximately 300 metres of the site. The postcards provided a brief overview of the project and instructions on how to register for the virtual information session.

3.5 Ongoing Correspondence

Residents contacted the project team with questions prior to the virtual information session. All inquiries received were responded to directly to ensure residents had access to clear information about the proposal.

4.0 ENGAGEMENT ACTIVITY

4.1 Virtual Information Session

A virtual information session was held on February 18, 2026 at 6:30 p.m.

The session included:

- project overview
- explanation of the proposed land use redesignation
- discussion of the project vision and development concept
- overview of the planning process and timeline
- question-and-answer discussion

The presentation explained that the proposed redesignation would enable development of a mixed-use village centre with buildings up to six storeys and ground-floor commercial uses.

Participation included:

- 33 registrations
- 21 live attendees

4.2 Post-Session Engagement

Following the session, all registrants received an email containing:

- presentation slides
- recording of the session
- link to the feedback form

This allowed residents who were unable to attend to review the materials and provide feedback.

5.0 PARTICIPATION SUMMARY

Engagement activities generated interest from residents seeking to learn more about the proposed village centre.

Participation included:

- 380 households notified through postcard distribution
- promotion through the Mahogany HOA e-newsletter
- 33 session registrations
- 21 attendees at the virtual session

Several residents also contacted the project team directly with questions prior to the session.

6.0 WHAT WE HEARD

Feedback received during the engagement process focused primarily on understanding the proposal and future development of the site.

Participants expressed general curiosity about the types of businesses or services that may locate within Mercado Village. Several attendees asked whether specific retailers or restaurants had already been identified.

As discussed during the session, specific tenants are not determined at the land use stage. Leasing decisions occur later in the development process once detailed design advances.

Additional questions related to:

- building height and density
- parking arrangements
- anticipated traffic impacts
- project timeline

These questions were addressed during the session and through follow-up responses to residents.

Overall, engagement feedback reflected interest in learning more about how the proposed village centre may evolve over time.

Questions raised during engagement focused primarily on understanding the proposal and future commercial uses. These discussions helped clarify how the proposed land use supports the long-term vision for a mixed-use village centre in Mahogany and informed how project information is communicated to residents as the application moves through the approval process.

7.0 SUMMARY OF ENGAGEMENT OUTCOMES

The engagement program provided residents and interested parties with opportunities to learn about the proposal and ask questions.

Key outcomes included:

- direct notification to nearby residents
- promotion through community communication channels
- access to project information through the project website
- opportunity to participate in the virtual information session

These activities helped ensure residents were informed about the proposal and the planning process.

PROPOSED

CPC2026-0148
ATTACHMENT 4

BYLAW NUMBER 62D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0180/CPC2026-0148)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

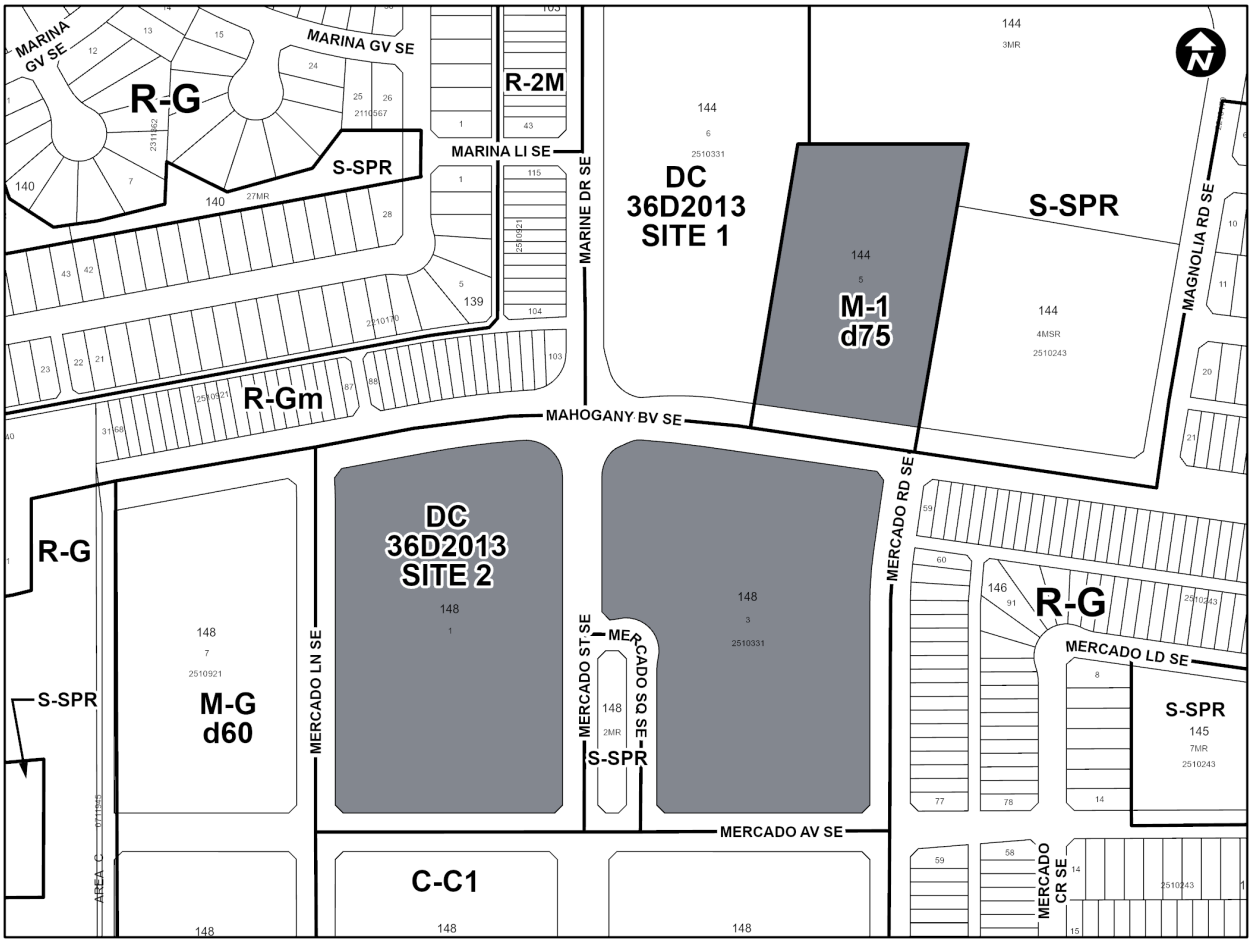
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0180/CPC2026-0148
BYLAW NUMBER 62D2026

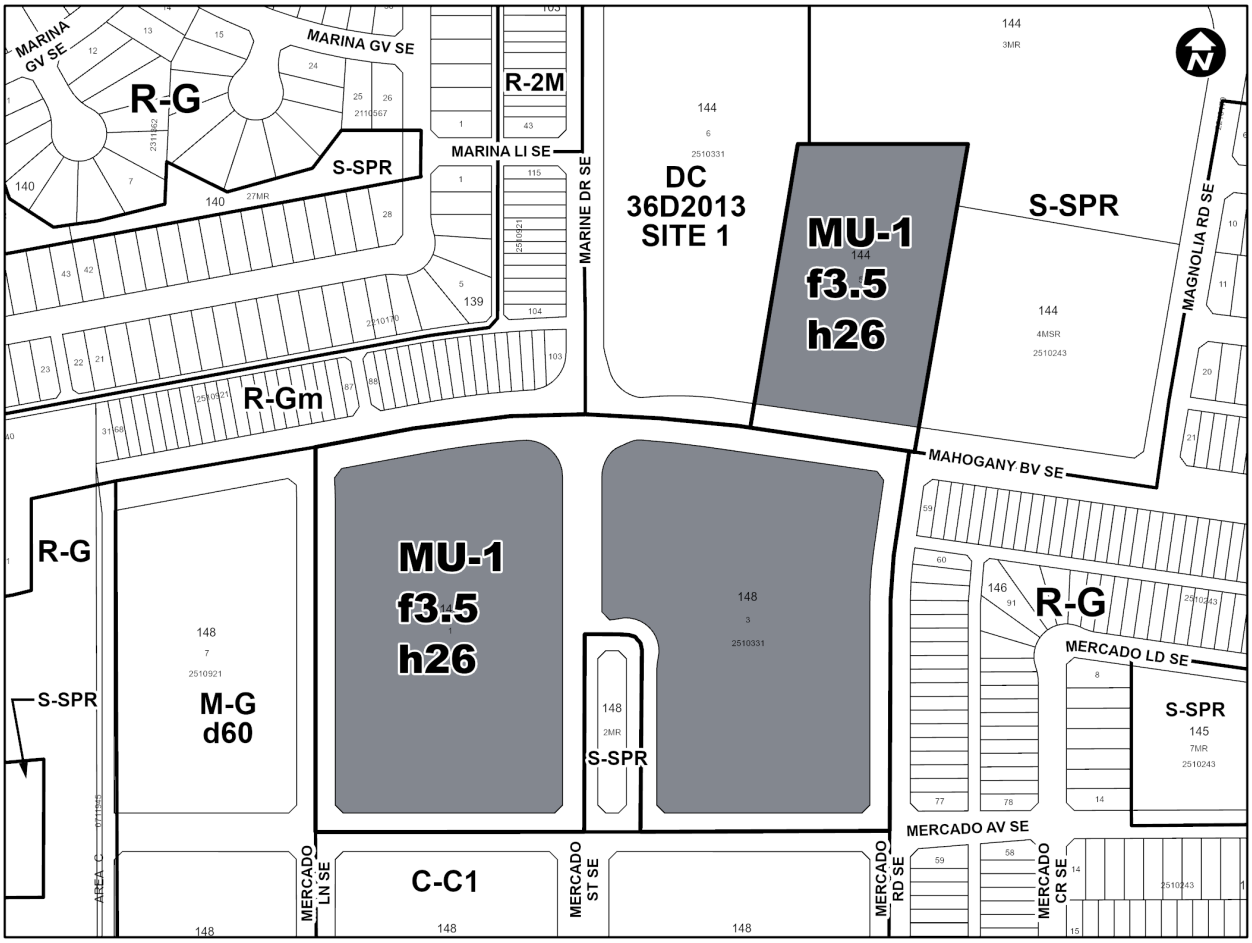
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0180/CPC2026-0148
BYLAW NUMBER 62D2026

SCHEDULE B



Land Use Amendment in Midnapore (Ward 14) at 15307 – 1 Street SE, LOC2025-0226

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.10 hectares ± (0.26 acres ±) located at 15307 – 1 Street SE (Plan 4571GP, Block 2, Lot 14) from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – Contextual Low Profile (M-C1) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 12:

That Council give three readings to **Proposed Bylaw 48D2026** for the redesignation of 0.10 hectares ± (0.26 acres ±) located at 15307 – 1 Street SE (Plan 4571GP, Block 2, Lot 14) from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – Contextual Low Profile (M-C1) District.

HIGHLIGHTS

- This application seeks to redesignate the subject parcel to allow for a multi-residential development.
- The proposal would allow for an appropriate building form and set of uses in the established community of Midnapore and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would allow for more housing development, with access to alternative transportation modes and local commercial services and would allow for more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed redesignation would allow for more housing options that may 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, in the southeast community of Midnapore, was submitted by Murugathas Vairamuthu on behalf of the landowner, M Cube Holding Ltd. on 2025 November 17. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), their intent is to apply for a development permit for a multi-residential development in the future.

The 0.10-hectare (0.26 acre) site is located midblock on 1 Street SE and has rear lane access. The site is situated approximately 300 metres (a five-minute walk) from Macleod Trail SE, which is designated as a Major Activity Centre and a Primary Transit Network route. This location is close to a wide variety of retail and commercial services, various schools, Fish Creek Park and the Mid-Sun Community Centre.

The site is well served by Calgary Transit bus routes, including Route 12 (Southwest Loop) along Bannister Road SE, with the nearest stop within 100 metres (a two-minute walk) to the southwest of the site and Route 52 (Evergreen/Somerset-Bridlewood Station), which is within 400 metres (a seven-minute walk) of the site. Routes 12 and 52 provide access to three LRT stations at Shawnessy, Fish Creek-Lacombe and Somerset-Bridlewood.

The proposal is in alignment with the policies of the MDP, which support increased housing density and diversity in areas well served by public transit and close to a Major Activity Centre.

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 letters to adjacent neighbours and to the Ward 14 office to advise them of the application. 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 four letters of opposition from the public. The letters of opposition included the following areas of concern:

- increased traffic and parking congestion;
- increased noise and disturbance from construction;
- effect on the property values of the existing neighbouring homes;
- safety concerns for existing residents;
- overlooking and loss of privacy for neighbouring lots;
- applicant's intentions for redevelopment remain unclear;
- loss of natural light to adjacent residential lots;
- loss of neighbourhood character;
- strain on existing infrastructure, and
- construction impacts to the adjacent apartment building to the north.

The Mid-Sun Community Association provided a response, which stated that the proposal is considered to be generally positive for the area, but did not express a formal position of support. This response has been included as part of Attachment 4.

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

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

IMPLICATIONS

Social
The proposal would allow for additional housing choices for Calgarians within an established neighbourhood that already offers a wide range of services, community amenities and convenient access to transit.

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

Economic
The proposal would enable the development of additional residential dwelling units close to a Major Activity Centre and Primary Transit Network route. This would support local businesses and make efficient use of land and existing transit 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. Community Association Response
5. **Proposed Bylaw 48D2026**

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 Midnapore and is situated midblock along 1 Street SE. The parcel is approximately 23 metres wide by 46 metres deep and approximately 0.10 hectares (0.26 acres) in size. The site is currently developed with a single detached home and detached garage. Vehicle access to the site is provided from the rear lane.

Surrounding development is characterized by a mix of low density residential development, multi-residential development and some commercial sites. The parcels directly to the east on 1 Street SE are designated Residential – Grade-Oriented Infill (R-CG) District. The two parcels directly to the south are designated as Special Purpose – Future Urban Development (S-FUD) District, while the parcels directly to the north and west are designated Multi-Residential – Contextual Low Profile (M-C1) District and Multi-Residential – Contextual Medium Profile (M-C2) District. Further to the west and south are parcels that contain commercial uses on Bannister Road SE, Macleod Trail SE and 153 Avenue SE, designated as Commercial – Corridor 3 (C-COR3) District, Commercial – Community 1 (C-C1) District and Commercial Community 2 (C-C2) District.

The site is ideally located approximately 300 metres (a five-minute walk) from the Major Activity Centre on Macleod Trail SE and approximately one kilometre (a 15-minute walk) from Shawnessy LRT Station.

Community Peak Population Table

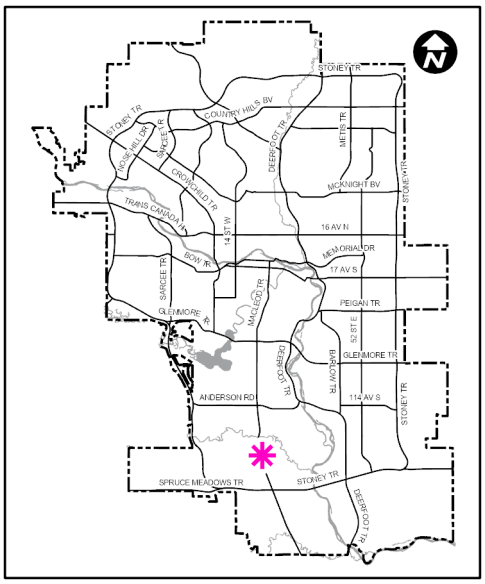
As identified below, the community of Midnapore reached its peak population in 1990.

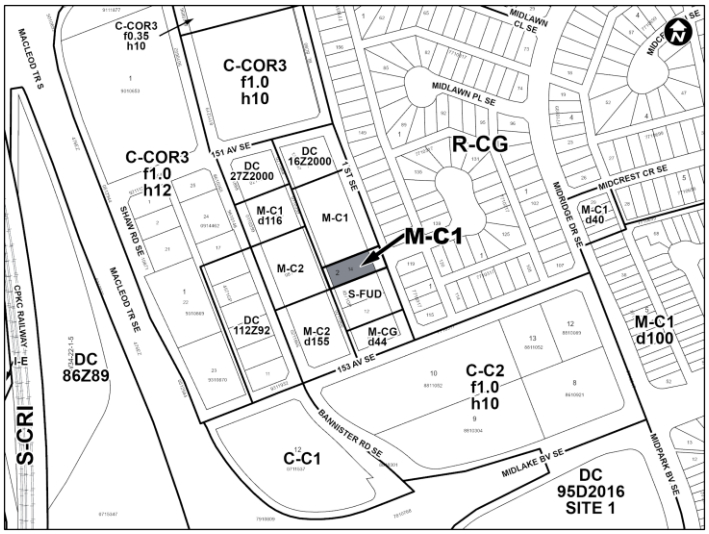
Midnapore	
Peak Population Year	1990
Peak Population	7,697
2019 Current Population	7,270
Difference in Population (Number)	-427
Difference in Population (Percent)	-5.55%

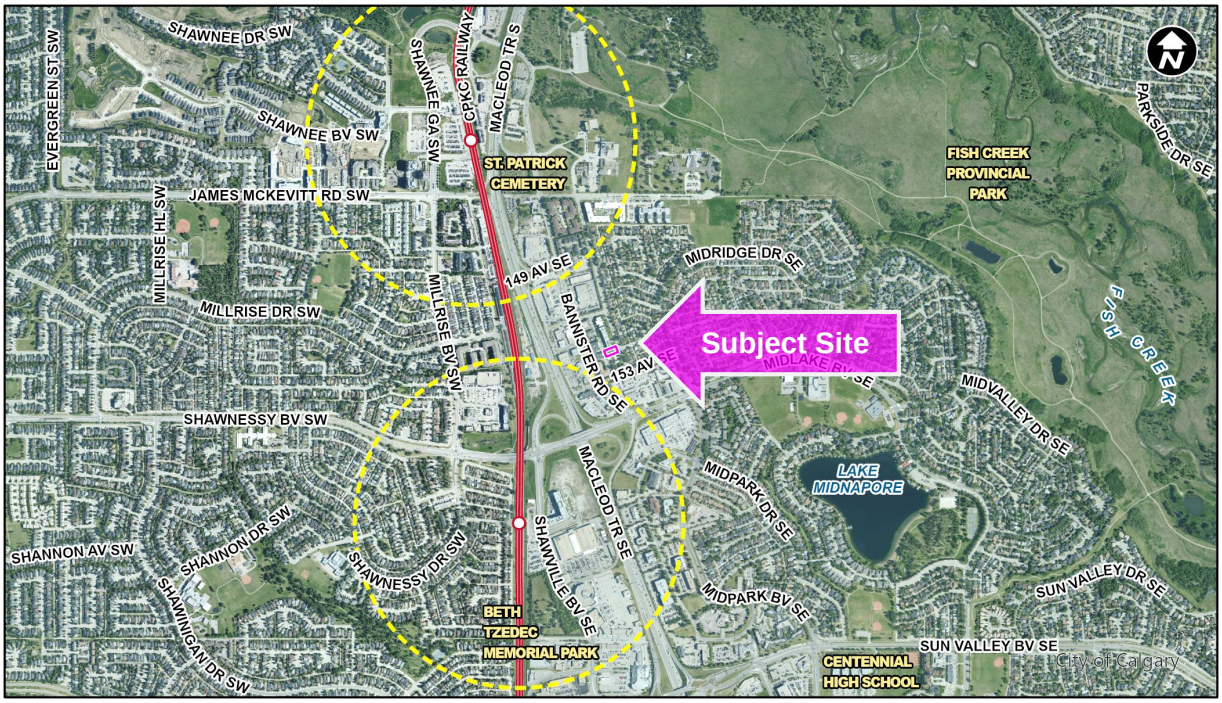
Source: *The City of Calgary 2019 Civic Census*

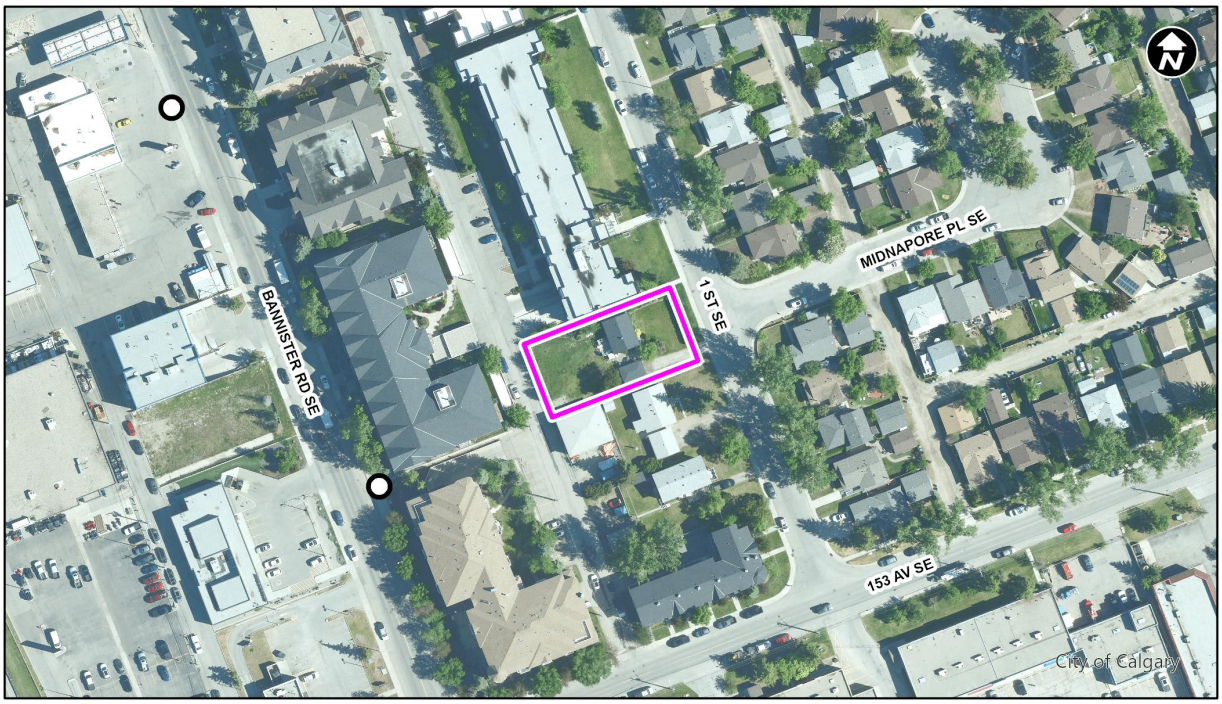
Additional demographic and socio-economic information may be obtained online through the Midnapore Community Profile.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing S-FUD District is applied to lands that are awaiting urban development and utility servicing by restricting premature subdivision and development, providing for a limited range of temporary uses and accommodating extensive agricultural uses prior to development to urban uses.

The proposed M-C1 District is intended to allow for a range of contextual low-profile multi-residential development that will typically have higher numbers of dwelling units and traffic generation than low density residential districts. The M-C1 District allows for a maximum building height of 14.0 metres (approximately three to four storeys), and a maximum density of 148 units per hectare. Based on the subject site parcel area, this would allow up to 15 dwelling units. The parcel would require 0.625 parking stalls per dwelling unit and secondary suite.

The proposed M-C1 District is considered appropriate as it would allow for building forms that are consistent with existing residential development, while providing greater housing choice within the community to accommodate the evolving housing needs of different demographics.

Development and Site Design
The rules of the proposed M-C1 District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping, site access and parking. Other key factors that would be considered during the review of a development permit application include the following:

- interface with the lane, including parking provision and access;
- appropriate amenity space for the future residents;
- mitigating shadowing, overlooking and privacy concerns to adjacent parcels; and
- waste/recycling/organics provision and location.

Transportation
Pedestrian access to this site is available from 1 Street SE, which is classified as a Residential Street, and vehicular access to the site is available via the rear lane. On-street parking is available on 1 Street SE adjacent to the site. A Transportation Impact Analysis was not required in support of the application.

The area is served by Calgary Transit through Route 12 (Southwest Loop) with a bus stop at the intersection of Bannister Road SE and 153 Avenue SE, approximately 100 metres (a two-minute walk) west of the parcel. Route 12 provides transit service every 30 minutes during peak hours. The site is in close proximity to the existing Always Available for All Ages and Abilities (5A) Network, with pathways 200 metres (a three-minute walk) south of the site along Midlake Boulevard SE which connects to Fish Creek Park and neighbouring communities.

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 mains exist within the adjacent public road right-of-way. Servicing requirements will be determined at the time of future development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)
Administration's recommendation aligns with the policy direction of the *South Saskatchewan Regional Plan*, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Municipal Development Plan (Statutory – 2009)
The subject parcel is classified within the Developed Residential - Established area typology as identified on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). The applicable MDP policies encourage modest redevelopment that incorporates appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network. Such development is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

This proposal is in keeping with relevant MDP policies, as the proposed M-C1 District provides for increased intensity of development 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 subsequent development permit stages.

Midnapore 1 Design Brief (Non-Statutory – 1975)
The Midnapore 1 Design Brief outlines a number of policies for development fronting the west side of 1 Street SE. The intent of these policies is to create a series of smaller scale, street-oriented, multi-family projects, two to three storeys in height. To assist in creating a compatible interface with existing single family housing on the east side of 1 Street SE, building height should be no more than two storeys at the front of the property, with allowances of three storeys towards the rear. Any proposal must demonstrate that the scale and design of the proposed development is in keeping with/compliments the existing surrounding development. Primary pedestrian entries for all buildings are to be oriented towards the street.

The proposal is in keeping with this Design Brief.

Applicant Submission

Company Name (if applicable):
M Cube Holding Ltd.

LOC Number (office use only):
LOC2025-0226

Applicant's Name:
Murugathas Vairamuthu

Date:
Feb 9, 2026

Subject Site: 15307 1st Street S.E.
Proposed Zoning: MC-1 – Multi-Residential – Contextual Low Profile
Community: Midnapore

The applicant is proposing to re-designate the subject property from S-FUD to MC-1 (Multi-Residential – Contextual Low Profile) to allow for low-profile multi-residential development.

The MC-1 district is well suited to the site and surrounding, as it permits modest residential density while incorporating contextual development standards that regulate building height and setbacks. These controls ensure that future development will be compatible with adjacent residential properties.

We believe the proposal aligns with the efficient use of existing infrastructure and a greater range of housing options in developed areas. The site is well served by existing roads, transit, and municipal services, and no significant impacts on servicing or transportation are anticipated.

Specific details related to building design, parking, landscaping, and access will be reviewed and addressed through a future development permit application.

Approval of this Land Use Re-designation application is respectfully requested.

Sincerely,
Murugathas Vairamuthu
M Cube Holding Ltd.

Applicant Outreach Summary

M-C1 Multi-Residential Development
Site: 15307 1st Street S.E.
Community: Midnapore **Ward:** 14
Applicant: M Cube Holding Ltd.

Purpose

Outreach was conducted in accordance with the **City of Calgary Applicant Outreach Guidelines** to inform community of a proposed **M-C1 (Multi-Residential – Contextual Low Profile) development**, provide an opportunity for feedback, and concerns

Affected Patries

- Midnapore Community Association
- Adjacent and nearby residents and property owners
- Ward Councillor's Office

Outreach Methods

- **Ward Councillor's Office:** Letter was emailed to the office.
- **Neighbour Notification:** Letters distributed to surrounding properties (See attached letter that was distributed).
- **Follow-Up:** Opportunity provided for questions and comments via email and phone.

Project Summary

Low-profile multi-residential development consistent with **M-C1 District intent**.

- Height: **2 story**
- Units: **6 – 8 units + 6 – 8 Basement Units**
- Density: **Within M-C1 maximum**
- Parking: **on-site**
- Access: **rear lane**

Feedback & Response

Community feedback focused on mainly Parking.

- Provided all residents to the condo immediately to the right our proposed development and provided door to door letters to 20 of the immediate residents. Only 3 had parking concerns and one was opposed to the development and one resident would like to see the property changed into a Park. All other residents had no objection.
- Height and massing comply with **M-C1 regulations**.
- On-site parking will be provided for the project.

Conclusion

Community outreach was undertaken in good faith and in alignment with City expectations. Feedback received was considered and incorporated where feasible. The proposed development represents an appropriate and contextually sensitive use of the site.

Community Input Requested: Proposed MC-1 Rezoning

January 20, 2026

Re: Notice of Proposed Land Use Amendment (MC-1)
Property Address: 15307 1st Street S.E.
Community: Midnapore

Dear Resident,

This letter is to inform you of a **proposed Land Use Amendment (rezoning)** application for the property located at **15307 1st Street S.E.** in the **community of Midnapore**, and to provide an opportunity for you to share comments.

The applicant is proposing to redesignate the site to **MC-1 (Multi-Residential – Contextual Low Profile)**. This land use district allows for low-profile multi-residential development, such as townhouses or small apartment-style buildings, and is intended to be compatible with surrounding residential development in terms of height, massing, and scale.

At time, the application is under review by **The City of Calgary**. No decision has been made. As part of the review process, public input is being gathered and will be considered in the evaluation of the application.

Residents are invited to provide comments related to the proposed land use amendment, including matters such as:

- Building scale and design compatibility
- Parking, traffic, and access
- Privacy, landscaping, and community integration
- Any other questions or considerations you may have

You are encouraged to share your feedback by replying to the email listed below. Should the application proceed, additional opportunities to provide input will be available through the City's standard review and decision-making process, including consideration by City Council at a public hearing.

Thank you for taking the time to review this information and participate in the planning process.

Sincerely,
Thas Vairamuthu
(403) 613-2237
thas_muthu@hotmail.com

Community Association Response

Based on the materials provided, MidSun Community Association considers the proposed land-use amendment to be generally positive for the area. This reflects our assessment of the information received and does not constitute a formal position of support.

Kind regards,

Erwin Gotthold

PROPOSED

CPC2026-0209
ATTACHMENT 5

BYLAW NUMBER 48D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0226/CPC2026-0209)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

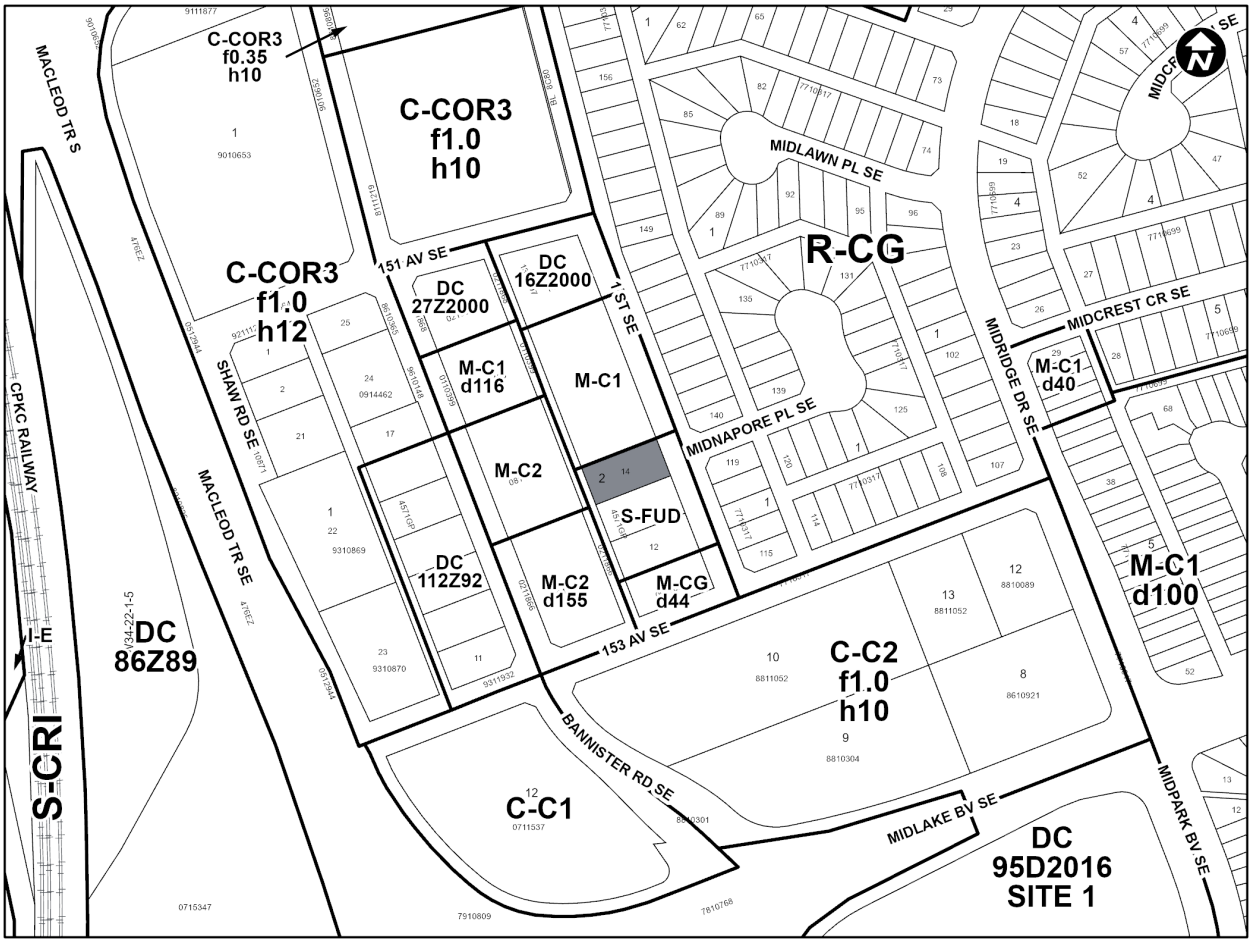
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0226/CPC2026-0209
BYLAW NUMBER 48D2026

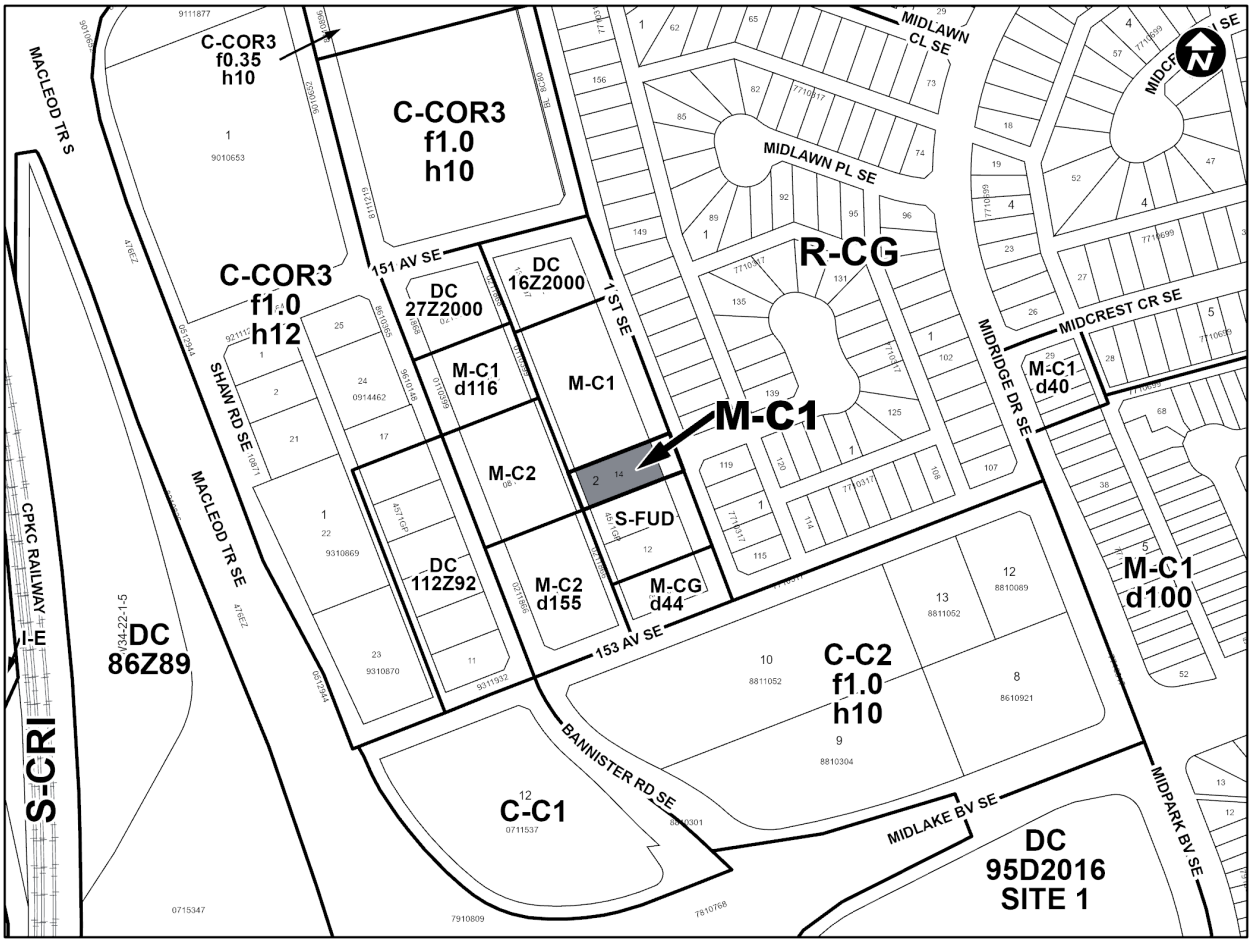
SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0226/CPC2026-0209
BYLAW NUMBER 48D2026

SCHEDULE B



Land Use Amendment in Haskayne (Ward 1) at 6600 and 6815 – 133 Street NW, LOC2025-0070

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 3.91 hectares ± (9.67 acres ±) located at 6600 and 6815 – 133 Street NW (Portion of Plan 5126JK, Block D; Portion of Plan 1911645, Block 1, Lot 1) from Commercial – Community 1 (C-C1) District to Multi-Residential – Low Profile (M-1) District and Special Purpose – Community Service (S-CS) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2026 MARCH 26:

That Council give three readings to **Proposed Bylaw 54D2026** for the redesignation of 3.91 hectares ± (9.67 acres ±) located at 6600 and 6815 – 133 Street NW (Portion of Plan 5126JK, Block D; Portion of Plan 1911645, Block 1, Lot 1) from Commercial – Community 1 (C-C1) District to Multi-Residential – Low Profile (M-1) District and Special Purpose – Community Service (S-CS) District.

Excerpt from the Minutes of the Regular Meeting of Calgary Planning Commission, held 2026 March 26:

"The following documents were distributed with respect to Report CPC2026-0221:
- Revised Cover Report;
- Revised Attachment 1;..."

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject property to allow for multi-residential development and a permanent fire station.
- The proposal allows for an appropriate building form and set of uses in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Haskayne Area Structure Plan* (ASP).
- What does this mean to Calgarians? This application would provide more housing options and provide essential protective emergency services for a developing community.
- Why does this matter? The proposed Multi-Residential – Low Profile (M-1) District would enable additional density within a Neighbourhood Activity Centre and the proposed Special Purpose – Community Service (S-CS) District would deliver essential community services.
- No development permit has been submitted at this time.
- Council has approved funding for a permanent fire station in the community of Haskayne.

Land Use Amendment in Haskayne (Ward 1) at 6600 and 6815 – 133 Street NW, LOC2025-0070

DISCUSSION

This land use amendment application in the developing northwest community of Haskayne was submitted by B&A Studios Inc. on behalf of the landowner, 1714974 Alberta Ltd. (Brookfield Residential) on 2025 March 23. No development permit has been submitted at this time, however as indicated in the Applicant Submission (Attachment 2), the land use amendment is intended to accommodate multi-residential development and a future fire station.

The subject sites are approximately 3.91 hectares (9.67 acres) in size and are located within the Neighbourhood 3 area of the ASP. The majority of development within the ASP has occurred within the Neighbourhood 1 and 2 areas and the majority of the Neighborhood 3 area is undeveloped. The proposed Multi-Residential – Low Profile (M-1) District will be located at the corner of Rowmont Boulevard NW and Royston Way NW and will make up part of a Neighborhood Activity Centre (NAC) in accordance with the ASP. The proposed Special Purpose – Community Service (S-CS) District will be located at the corner of Rowmont Boulevard NW and Haskayne Drive NW. The site is adjacent to the NAC and would be integrated with the ASP's Community Retail Centre (CRC).

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 arranged a meeting with the Homeowners Association and Community Association and distributed a community notice letter. Additionally, the applicant held a virtual information session for the public and followed-up with a consolidated information document. 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 114 letters of opposition and one letter of support from the public. The letter of support indicated support for increasing residential density, especially next to commercial areas to promote walkability and human-scale design. The letters of opposition included the following areas of concern:

Land Use Amendment in Haskayne (Ward 1) at 6600 and 6815 – 133 Street NW, LOC2025-0070

- lack of community engagement and application information available;
- reduction of previously proposed commercial land;
- increased density, including traffic, parking and infrastructure impacts, and impact on capacity of public spaces/facilities including the community's Homeowners Association;
- increased traffic congestion including concerns with impact to safety for entry and exit of community;
- impact on property values;
- impact to community character;
- height and scale potential of proposed multi-residential redesignation;
- proposal not in alignment with ASP, in accordance with requirements for commercial land use; and
- deviation from the developer's community master plan.

The Rockland Park Community Association (CA) was recently established in 2025. No comments from the CA were received.

As per the *Rocky View County/City of Calgary Intermunicipal Development Plan* (IDP), the application was circulated to Rocky View County and no objections were received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate and in alignment with applicable MDP and ASP policies. The building and site designs, number of units and on-site parking are reviewed as part of the development permit application.

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

IMPLICATIONS

Social
The proposed application enables the continuation of development in the community of Haskayne and provides a future framework for residential development and the location of a fire station. The development of these lands may enable a more efficient use of land and infrastructure and support surrounding uses and amenities while introducing the location of additional amenities for the community and greater area.

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

Land Use Amendment in Haskayne (Ward 1) at 6600 and 6815 – 133 Street NW, LOC2025-0070

Economic
This application would provide housing opportunity and emergency services within Haskayne.

Service and Financial Implications
No anticipated financial impact.

RISK
There are no known risks associated with this proposal.

ATTACHMENTS
1. **Revised** Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 54D2026**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject sites are located in the developing northwest community of Haskayne. Bearspaw Reservoir and the Canadian Pacific Railway are located to the south and west of the area. Rocky View County is also located to the north and east of the subject site. The subject lands were redesignated in 2018, as part of the initial outline plan (LOC2017-0229) for this area. Both subject sites are currently designated Commercial – Community 1 (C-C1) District, comprising 3.91 hectares (9.67 acres) of the current 6.90 hectares (17.05 acres) commercial area. The proposed Multi-Residential – Low Profile (M-1) District parcel is approximately 2.51 hectares (6.21 acres) and the proposed Special Purpose – Community Service (S-CS) District parcel is approximately 1.40 hectares (3.46 acres) in size. The proposed land use amendment would maintain 2.99 hectares (7.38 acres) as the C-C1 District.

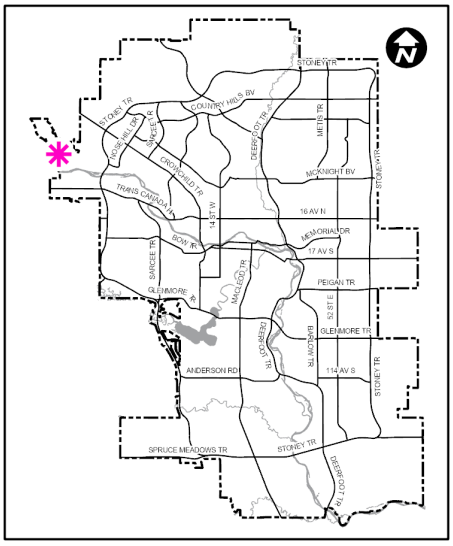
In addition to the remaining C-C1 District to the southeast, surrounding land uses are comprised of Residential – Low Density Mixed Housing (R-G and R-Gm) Districts to the northeast and northwest and the Multi-Residential – Low Profile (M-1) District to the south, as well as the Special Purpose – School, Park and Community Reserve (S-SPR) District to the west and Special Purpose – Urban Nature (S-UN) District to the north. The area is intended to operate as the community's Community Retail Centre (CRC) and one of the Neighbourhood Activity Centres (NAC).

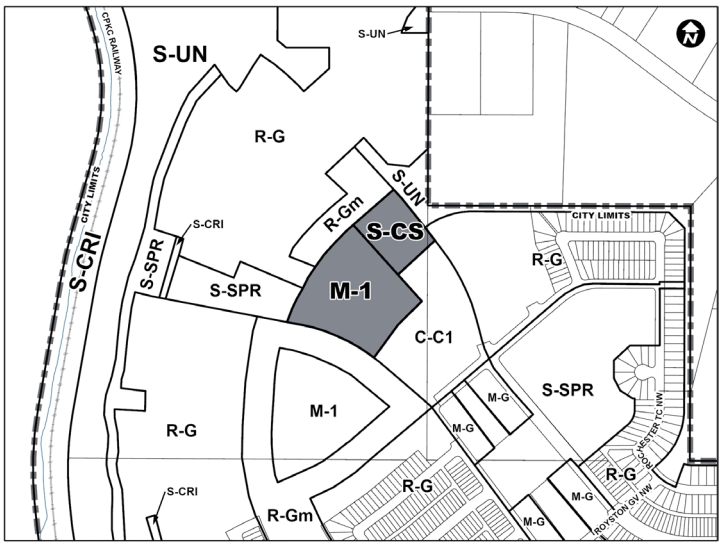
As part of this land use amendment application, the NAC components were reviewed and assessed based on the *Municipal Development Plan* (MDP) and *Haskayne Area Redevelopment Plan* (ASP) policies.

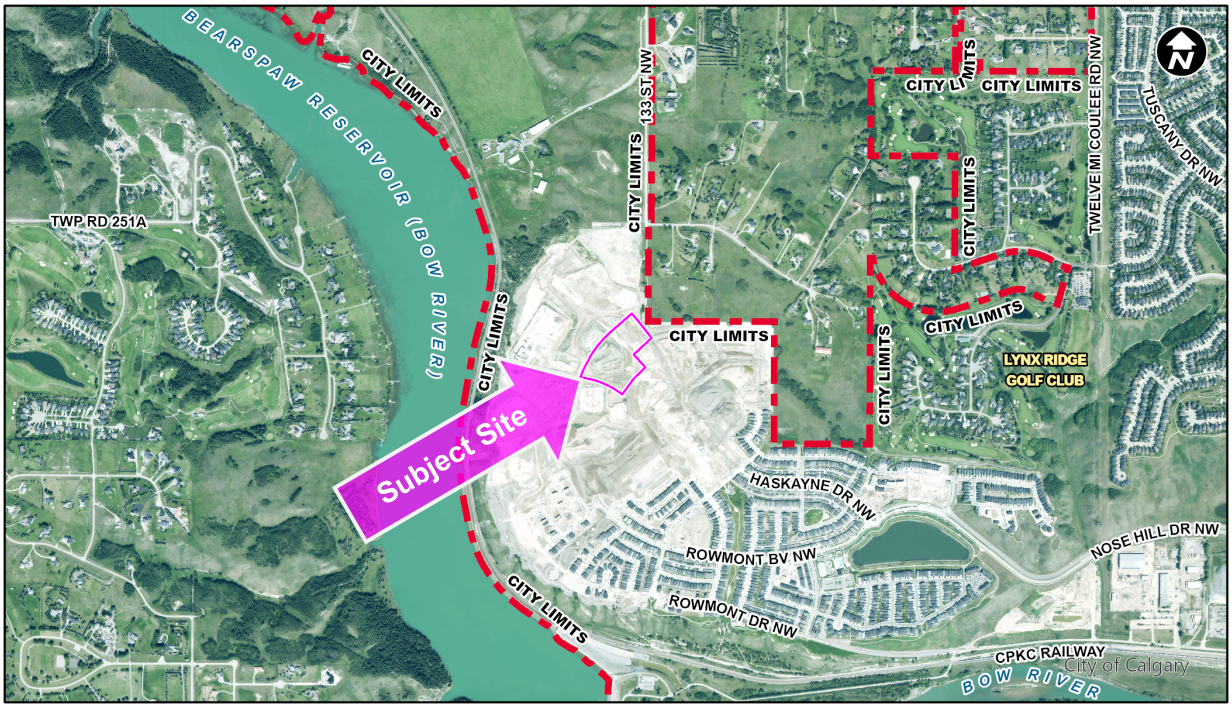
Community Peak Population Table

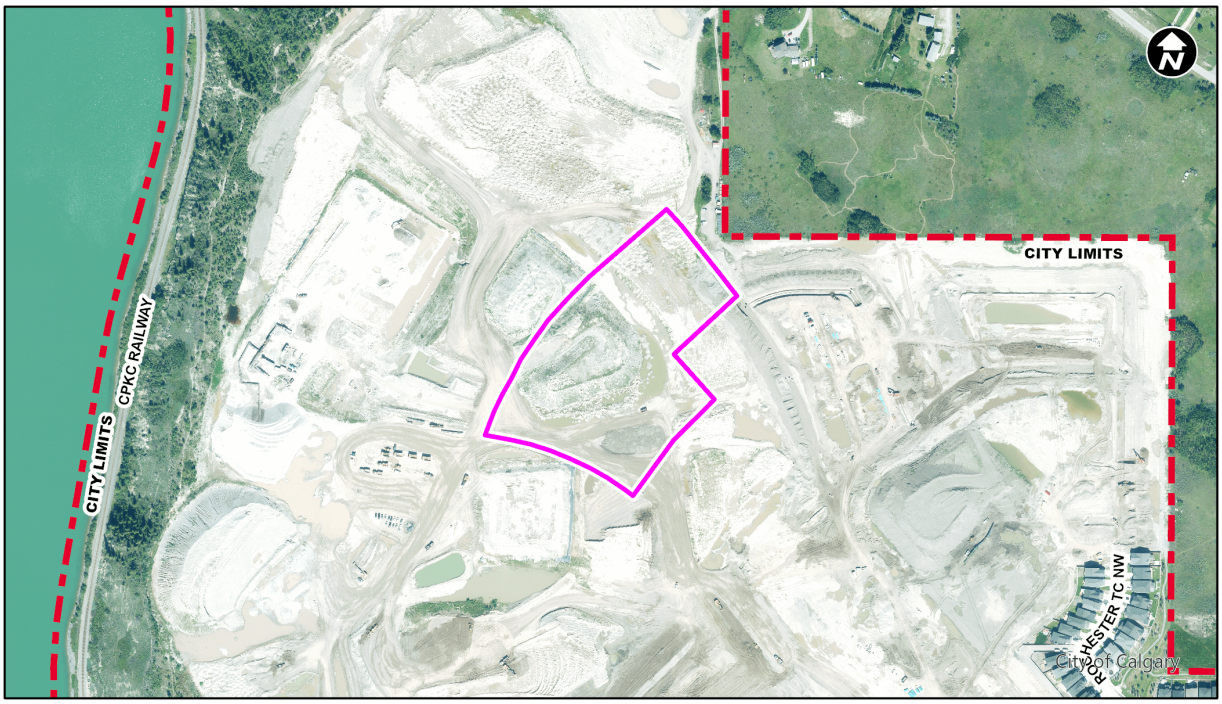
As of the 2019 City of Calgary Civic Census, there is no population data for Haskayne as this is a developing community.

Location Maps









Previous Council Direction

None.

Planning Evaluation

Land Use
The existing Commercial – Community 1 (C-C1) District is intended to accommodate small to mid-scale commercial uses with both vehicular and pedestrian access that serve the surrounding community. The C-C1 District has a maximum building height of 10 metres and a floor area ratio (FAR) of 1.0.

M-1 District
The proposed change to the Multi-Residential – Low Profile (M-1) District would allow for multi-residential development in a variety of forms with low height and medium density, including apartment buildings, townhouses and rowhouses. The M-1 District allows a maximum building height of 14 metres (about three to four storeys). Parcels designated M-1 District have a density minimum of 50 units per hectare and a density maximum of 148 units per hectare. Based on the size of the subject site, between 125 and 371 dwelling units could be accommodated.

The proposed M-1 District introduces new housing types and higher density within the NAC and is compatible with the surrounding residential, commercial and special purpose uses.
S-CS District

The proposed Special Purpose – Community Service (S-CS) District would accommodate Protective and Emergency Service as a discretionary use, which is in alignment with the location identified in the ASP for an Emergency Response Station. The S-CS District is intended to accommodate education and community uses with a limited range of small scale, public indoor and outdoor recreation facilities, and may be applied to parcels that are not designated

as reserve. The District does not prescribe maximum building height or building size requirements.

Development and Site Design
A development permit has not been submitted for either site at this time. However, based on preliminary discussions, the Haskayne Fire Station would include a two-bay fire station. The rules of the proposed M-1 District and S-CS District would provide guidance for the future redevelopment of the sites including appropriate uses, building height and massing, landscaping and parking. Given the specific context of the site, additional items that will be considered through a development permit process include, but are not limited to:

- integration of the proposed buildings with adjacent land uses and possible co-location of land uses;
- corner interfaces with the streets, including access points;
- building heights and sizes; and
- appropriate amenity space for the residents.

Transportation
Pedestrian access to the sites will be from **Rowmont** Boulevard NW, Royston Way NW and Haskayne Drive NW. As the community continues to build-out, the Always Available for All Ages and Abilities (5A) Network will continue to develop, including an anticipated multi-use pathway along **Rowmont** Boulevard NW.

Transit service currently only extends as far west as Nose Hill Drive NW and Haskayne Drive NW on Route 134 (Rockland Park). However, the sites will be well served by transit, as future transit service and stops are anticipated to continue along **Rowmont** Boulevard NW adjacent to the subject sites.

Nose Hill Drive NW is the primary east-west regional road providing access to the Haskayne community. The north-south roadway, 133 Street NW, will also provide access to the community, once it is further built out.

A revision to the associated Transportation Impact Assessment (TIA) submitted in support of the initial outline plan (LOC2017-0229) was not required as part of the land use amendment application. The approved supporting road network will be able to accommodate the proposed land use amendment.

Environmental Site Considerations
The environmental site conditions of this development were previously reviewed and addressed at the initial outline plan stage (LOC2017-0229). This proposed land use amendment does not raise any additional environmental concerns or risks.

Utilities and Servicing
The overall utilities and servicing for this development area have been previously planned at the initial outline plan stage (LOC2017-0229). The proposed minor changes in use do not significantly impact the services for the area, which will have capacity to support the proposed land use. Detailed servicing requirements will be assessed 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.

Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 2012)
The subject property is located within the Map 1 – Policy Area of the *Rocky View/Calgary Intermunicipal Development Plan* (IDP) and was circulated to the Rocky View County for comment. No objections were received. The proposed land use application complies with the general policies regarding interface planning in the IDP.

Municipal Development Plan (Statutory – 2009)
The subject sites are in the Map 1: Urban Structure, Developing Residential – Planned Greenfield with Area Structure Plan (ASP) area of the *Municipal Development Plan* (MDP). Planned Greenfield areas comprise of residential communities that have been planned and are still developing. Typically, they are characterized as relatively low-density residential neighbourhoods containing single-family housing, smaller pockets of multi-family and locally oriented retail.

The MDP encourages communities to provide a variety of housing choices, employment opportunities, local retail and services. It identifies planning and public investment decisions should support the development of a greater variety of medium and higher density housing forms in Activity Centres. The Plan also indicates NACs should include a mix of uses and retain retail services for the local community. Community and protective services that support concentrations of jobs and population are also encouraged in Activity Centres. The proposal aligns with the relevant MDP policies.

Calgary Climate Strategy (2022)
This application does not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Haskayne Area Structure Plan (Statutory – 2015)
The *Haskayne Area Structure Plan* (ASP), Map 4: Land Use Concept indicates a NAC, CRC and Emergency Response Station should be located within this area. The CRC provides local goods and services to serve the community and provides an area for future intensification. In addition, the Emergency Response Station may be integrated with the CRC. NACs located next to CRC should be integrated within the CRC and are the focal points of Neighbourhoods which should feature higher density multi-residential housing.

The proposed land use amendment is in keeping with the ASP policies, as it helps achieve higher density multi-residential housing within the NAC and integrates the proposed Emergency Response Station within the CRC.

The remaining C-C1 District will continue to make up a portion of the CRC and NAC in accordance with the ASP. The ASP indicates the CRC should contain between 1,900 square metres and 9,300 square metres of retail uses and should have a minimum FAR of 0.3. The remaining 2.99 hectares (7.38 acres) of C-C1 District is in alignment with the ASP, as it maintains an adequate size to achieve these requirements.

Applicant Submission

Company Name (if applicable):
B&A

LOC Number (office use only):

Applicant's Name:
Jack Moddle

Date:
March 6, 2026

This Land Use Amendment (LUA) application is to redesignate portions of the 6.90 ha (17.05 ac) C-C1 parcel in the Haskayne Rowan Park Outline Plan. A 2.51 ha (6.21 ac) portion is proposed as M-1 for multi-family residential, and a 1.40 ha (3.46 ac) portion as S-CS for a Fire Hall.

The primary reason for this proposed LUA is to support the development of a Calgary Fire Department Fire Hall that will service the broader community. In addition, the M-1 designation for a portion of the site will provide the multi-residential component that was always envisioned within the village centre, but was not permissible under the existing land use which required commercial at grade in all buildings.

The multi-family site is intended to provide between 125 and 371 units at up to 14 metres (4 storeys) in height. The remaining commercial site will offer neighbourhood-wide retail and services such as a daycare and grocery store. The Fire Hall is intended to support two bays and is located at the north end of the site.

The site will be well served by transit and ties into the local linear park and pathway system for comfortable and safe connectivity for pedestrians and active transportation users.

Applicant Outreach Summary

2025 December 23

1.0 INTRODUCTION

B&A Studios (B&A) has submitted a land use redesignation on behalf of Brookfield Residential (Brookfield). The proposed redesignation seeks to rezone a portion of the undeveloped mixed-use commercial village in the community of Rockland Park. The redesignation is necessary to adjust the concept plan to better accommodate dedicated land uses which include multi-residential, commercial and emergency services (i.e. a Fire Hall).

A land use redesignation application was submitted in the Spring of 2025. Following the application, many community members raised concerns to the Homeowners Association (HOA) and Community Association (CA) related to the proposed amendment. It was understood that community members interpreted the site's notice posting as a proposal to amend the entire Village Centre and would remove commercial amenities for multi-residential.

After the City's circulation of the application and conversations with the City's Emergency Services, a resubmission was required to adjust the size of the proposed fire hall site within the subject area. B&A resubmitted the land use redesignation in November of 2025.

The following summarizes the community outreach conducted to-date and main themes heard by community members.

2.0 ENGAGEMENT SUMMARY

Community Outreach Letter

In response to the community's concerns that were raised following the initial application and the site's notice posting, Brookfield wrote and distributed a community notice letter on June 17, 2025, to provide clarity on the proposed land use redesignation. The applicant's direct contact was included in the letter inviting residents to engage in two-way dialogue by reaching out with additional questions or concerns.

Interest Holder Meeting

Additionally, to address concerns expressed by community members, Brookfield and B&A arranged a virtual meeting with the HOA and CA on July 16, 2025. There were approximately 20 people who attended the meeting. Brookfield and B&A addressed concerns and responded to questions.

Information Sharing

The questions received during the interest-holder meeting were consolidated for record keeping and to share with the community. As a result, an FAQ was developed to help provide clarity and further alleviate concerns. The FAQ was shared with the HOA and CA as a tool to reference when receiving questions from residents.

Community Information Session

Brookfield and B&A hosted a virtual information session on December 2, 2025, from 6-7:30 p.m. The goal for the information session was to share information regarding the resubmission of LOC#2025-0070 and allow community members the opportunity to raise concerns or ask questions directly to the project team. A presentation was shared during the session providing context and rationale for the application.

Event Promotion, Outreach and Metrics

November 18, 2025: To promote the virtual information session, B&A conducted direct outreach to the HOA and CA – a combined 14 recipients received an email notifying them of the updated land use redesignation application, an invitation to the upcoming community information session and an offer to meet collectively prior to the public meeting. A digital postcard was also included in the email, providing the HOA and CA with a promotional asset to use at their disposal (e.g. to share on their social channels or community newsletter, if applicable).

November 20, 2025: An invitational postcard was distributed to residents in Rockland Park. A QR code was included on the postcard to register to the event and to drive people to the webinar page to learn more about the session.

- Over 500 views on the webinar event page
- 112 registered to the event
- 75 attendees

Figure 1: Invitational Postcard - Front



Figure 2: Invitational Postcard – Back



2.1 What We Heard

The virtual information session was well attended by engaged residents. The dialogue during the Q&A accounted for most of the scheduled session. Participants were able to raise questions or concerns either verbally or through the Q&A function on the webinar platform.

Overall, the tone was respectful, and key themes included: redesignation rationale, policy understanding, traffic, infrastructure, parking, and density.

Some participants expressed frustration with the proposal and shared that they felt that what was presented to them at the time of sale regarding the size of the commercial amenity did not align with the current land use redesignation.

Participants were primarily interested in understanding what type of commercial anchor is planned for the Village Centre and when development is expected to occur. Most participants who provided comments or questions expressed a desire for a grocery store.

Some participants asked planning-related questions, including whether amendments to the Area Structure Plan or Outline Plan would be required. Question regarding density and the proposed amendment for multi-residential development were raised for clarity. Concerns related to traffic, infrastructure planning, and parking were also shared, and participants requested further clarification on how these issues relate to density.

Some residents were interested in understanding development timelines for the Village Centre, commercial areas, and full community build-out. This was followed by questions about the community's projected population size. One attendee also requested clarity on the future development plans for the Community Association and its relationship with the Homeowners Association.

2.1.1 Response to Input

Brookfield acknowledged that previously shared community marketing materials were unclear in their representation of the site as being entirely commercial, when in fact the site had always been intended to include a mix of uses. Brookfield took ownership of this misstep and shared their commitment to providing the residents with an anchor tenant that will provide key conveniences for the community member and expressed its dedication to building complete communities in Calgary by sharing tangible examples.

Brookfield was open to hearing from community members regarding park space and programming. An invitation to provide feedback for future programming was shared.

2.1.2 Closing the loop

Following the information session, registrants and attendees received a “thank you” email which included contact information and a recording of the session. The email also included a link to the City’s Development Map website with the file number.

B&A has consolidated the most frequent questions received during the information session and will send the FAQ to the registrants, attendees, HOA and CA to further share information. B&A has also committed to providing interest holders with an update as the application progresses.

PROPOSED

CPC2026-0221
ATTACHMENT 4

BYLAW NUMBER 54D2026

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2025-0070/CPC2026-0221)

* *

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

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

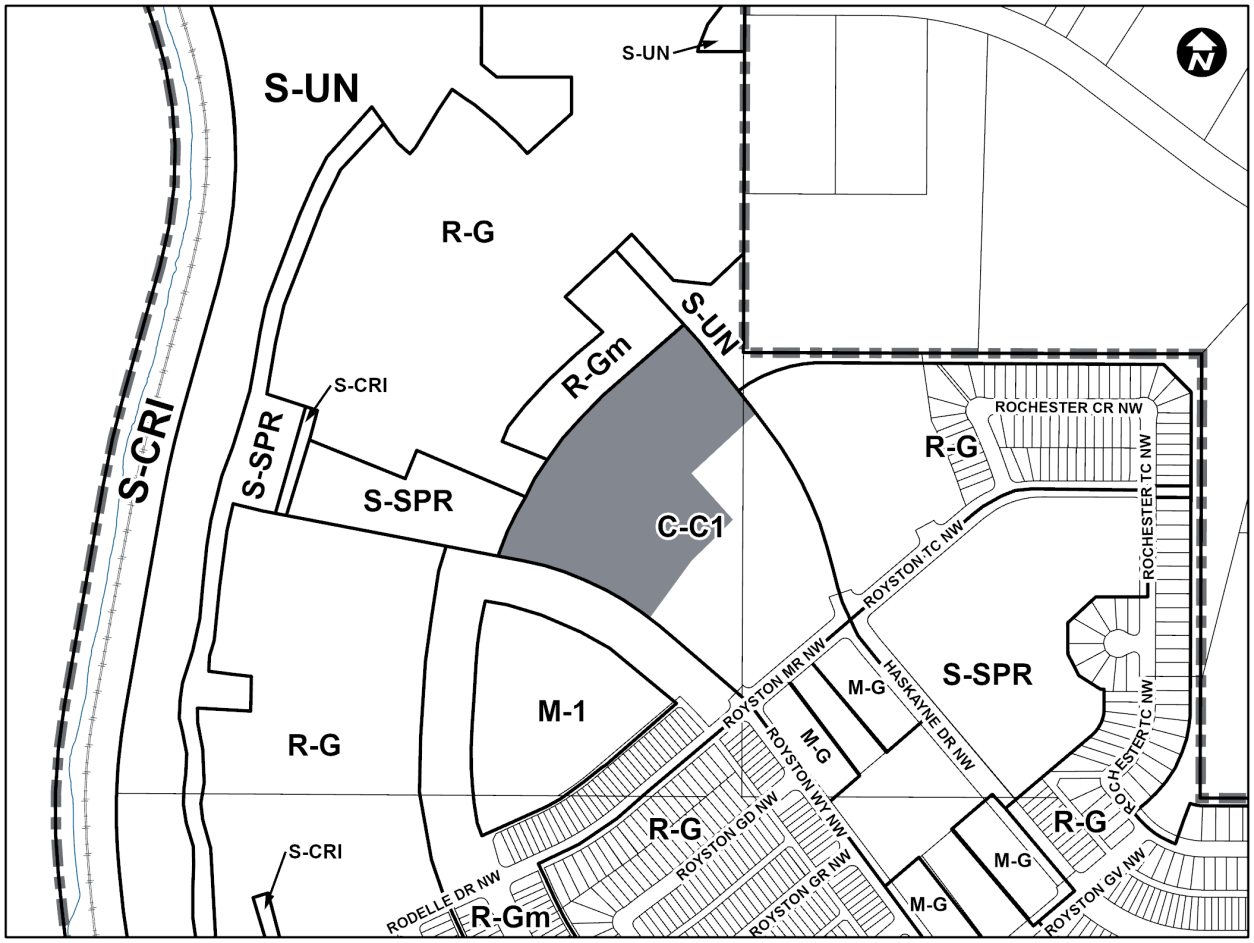
_____
MAYOR
SIGNED ON _____

_____
CITY CLERK
SIGNED ON _____

PROPOSED

AMENDMENT LOC2025-0070/CPC2026-0221
BYLAW NUMBER 54D2026

SCHEDULE A



PROPOSED

AMENDMENT LOC2025-0070/CPC2026-0221
BYLAW NUMBER 54D2026

SCHEDULE B

