

**CITY OF CALGARY
NOTICE OF 2024 NOVEMBER 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, 2024 November 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), Tuesday, 2024 November 5**, will be included in the Agenda of Council.

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

Submissions may be hand delivered, mailed, faxed to 403-268-2362, or submitted online at Calgary.ca/PublicSubmissions.

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

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

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

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

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

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

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

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

INDEX OF ADVERTISED PLANNING ITEMS

For the meeting of City Council re: Public Hearing
on Proposed Amendments to the Land Use Bylaw
1P2007, and Other Planning Matters, to be held on
Tuesday, 2024 November 12 at 9:30 a.m.

* * * * *

CONSENT AGENDA

Item 1 Street Names in Ricardo Ranch (Ward 12), SN2024-0003, CPC2024-1186.

PLANNING MATTERS FOR PUBLIC HEARING

Item 2 Land Use Amendment in Residual Sub-Area 2C (Ward 2) at 318 Nolanridge
Crescent NW, LOC2024-0154, CPC2024-0988
Proposed Bylaw 274D2024

Item 3 Land Use Amendment in Saddle Ridge Industrial (Ward 5) at multiple
addresses, LOC2024-0116, CPC2024-0983
Proposed Bylaw 273D2024

Item 4 Land Use Amendment in Westwinds (Ward 5) at 3690 Westwinds Drive NE,
LOC2024-0092, CPC2024-1027
Proposed Bylaw 276D2024

Item 5 Land Use Amendment in Capitol Hill (Ward 7) at multiple properties,
LOC2024-0057, CPC2024-0981
Proposed Bylaw 269D2024

Item 6 Land Use Amendment in Killarney/Glengarry (Ward 8) at 2824 – 31 Street
SW, LOC2024-0118, CPC2024-0952
Proposed Bylaw 271D2024

Item 7 Policy Amendment in Richmond (Ward 8) at 2104 – 29 Avenue SW,
LOC2023-0271, CPC2024-0946
Proposed Bylaw 83P2024

Item 8 Road Closure and Land Use Amendment in Elbow Park (Ward 8) adjacent to
3816 Edison Crescent SW, LOC2023-0165, CPC2024-0902
Proposed Bylaws 12C2024 & 264D2024

Item 9 Policy and Land Use Amendment in Parkhill (Ward 8) at 43 – 34 Avenue SW,
LOC2024-0056, CPC2024-0838
Proposed Bylaws 81P2024 & 267D2024

Item 10 Land Use Amendment in Highfield (Ward 9) at 1212 – 34 Avenue SE,
LOC2023-0237, CPC2024-0874
Proposed Bylaw 268D2024

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- Item 11 Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1401 – 17 Avenue SE, LOC2022-0064, CPC2024-0963
Proposed Bylaws 79P2024 & 265D2024
- Item 12 Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1439 – 17 Avenue SE, LOC2022-0198, CPC2024-0955
Proposed Bylaws 80P2024 & 266D2024
- Item 13 Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 43 New Street SE, LOC2024-0114, CPC2024-0951
Proposed Bylaws 13C2024 & 272D2024
- Item 14 Policy Amendment in Bridgeland/Riverside (Ward 9) at 647 – 4 Avenue NE, LOC2024-0076, CPC2024-0945
Proposed Bylaw 82P2024
- Item 15 Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at 2734 Radcliffe Drive SE, LOC2024-0155, CPC2024-1063
Proposed Bylaws 84P2024 & 278D2024
- Item 16 Land Use Amendment in South Airways (Ward 10) at 2341 – 20 Avenue NE, LOC2024-0038, CPC2024-0937
Proposed Bylaw 275D2024
- Item 17 Land Use Amendment in Haysboro (Ward 11) at 727 Heritage Drive SW, LOC2023-0280, CPC2024-0867
Proposed Bylaw 270D2024
- Item 18 Land Use Amendment in East Shepard Industrial (Ward 12) at 12787 – 40 Street SE, LOC2024-0145, CPC2024-0717
Proposed Bylaw 277D2024
- Item 19 Land Use Amendment in Alpine Park (Ward 13) at 15717 – 37 Street SW, LOC2024-0142, CPC2024-0950
Proposed Bylaw 263D2024

Street Names in Ricardo Ranch (Ward 12), SN2024-0003

RECOMMENDATIONS:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1186) to the 2024 November 12 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Adopt, by resolution, the proposed street names: Argyle, Augusta, Biltmore, Bleecker, Bloomfield, Bond, Brick, Broad, Camden, Chambers, Church, Cork, Dauphin, Devon, Essex, Fitzroy, Flagler, Frith, Glebe, Hannepin, Henrietta, Little, Long, Moonlight, Nostalgia, Olvera, Orchard, Oxford, Princelet, Quincy, Roslyn, Saint Laurent, Saltmarket, Shambles, Stone, Swann, Tib, and Unionville.

HIGHLIGHTS

- This application proposes 38 new street names in the southeast community of Ricardo Ranch.
- Administration recommends approval of the proposal as it complies with the *Municipal Naming, Sponsorship and Naming Rights Policy*.
- What does this mean to Calgarians? Municipal naming of communities and streets plays an important role in simple and unambiguous identification for location and navigation within Calgary.
- Why does this matter? The proposal will assist citizens and emergency services operators with navigation to and within the developing community of Ricardo Ranch by allowing for unique street names in the community.
- The application is associated with an approved land use and outline plan application LOC2023-0207 and an approved community and street name application SN2023-0005.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This application, in the southeast community of Ricardo Ranch, was submitted by B&A Studios on behalf of Jayman Living and Telsec. The subject land is located in southeast Calgary, north of the Bow River, east of Deerfoot Trail, south of 112 Avenue SE and west of 88 Street SE. Location Maps are provided in Attachment 1.

A land use amendment and outline plan application (LOC2023-0207) for the subject area was approved by Council at the 2024 September 10 Public Hearing. The associated outline plan is provided in Attachment 2.

There are 38 street names being proposed. The developer intends to market the area as Nostalgia Townlet in the community of Ricardo Ranch. In keeping with new urbanist and traditional neighbourhood design principles, the proposed street names are to reflect traditional streets from around the world. The Applicant Submission is provided in Attachment 3.

Street Names in Ricardo Ranch (Ward 12), SN2024-0003

The proposed street names Argyle, Augusta, Biltmore, Bleecker, Bloomfield, Bond, Brick, Broad, Camden, Chambers, Church, Cork, Dauphin, Devon, Essex, Fitzroy, Flagler, Frith, Glebe, Hannepin, Henrietta, Little, Long, Moonlight, Nostalgia, Olvera, Orchard, Oxford, Princelet, Quincy, Roslyn, Saint Laurent, Saltmarket, Shambles, Stone, Swann, Tib, and Unionville are all compliant with the *Municipal Naming, Sponsorship and Naming Rights Policy*, as they are all connected to the naming theme of nostalgic and traditional streets from around the world.

Administration has considered the relevant planning issues feedback specific to the application and had determined the above proposal to be appropriate.

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 application, the applicant was encouraged to use [the Applicant Outreach Toolkit](#) to assess which level of outreach with relevant public groups was appropriate. Applicant-led outreach was not required for this application.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to relevant public/interested parties.

Comments were received from Emergency Services, Addressing, Heritage and the Municipal Naming Policy Steward. Administration provided the following restrictions, regarding street "types" to be used with some of the following street names:

- Camden: street types Drive and Lane shall not be used, as they conflict with names currently used in Rocky View County.
- Broad: street type View shall not be used, as it sounds like Broadview Road, which is a street name in West Hillhurst.

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. Following Calgary Planning Commission, this application will be scheduled for decision at a future meeting of Council.

IMPLICATIONS

Social

As per the *Municipal Naming, Sponsorship and Naming Rights Policy*, municipal naming plays an important role in simple and unambiguous identification of location and navigation in the city of Calgary.

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

ISC: UNRESTRICTED
CPC2024-1186
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Street Names in Ricardo Ranch (Ward 12), SN2024-0003

Environmental

There are no concerns associated with this application.

Economic

There are no concerns associated with this application.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no risks associated with this application.

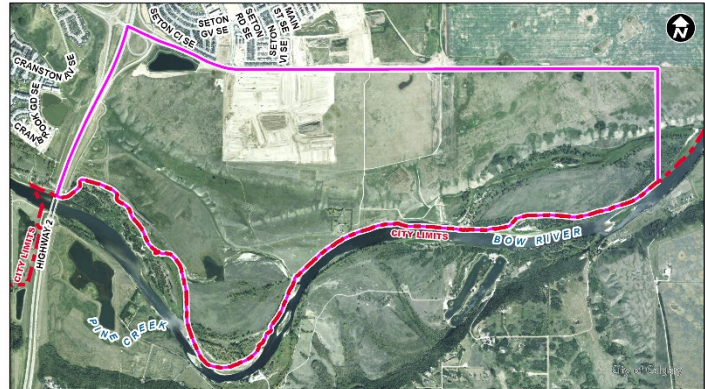
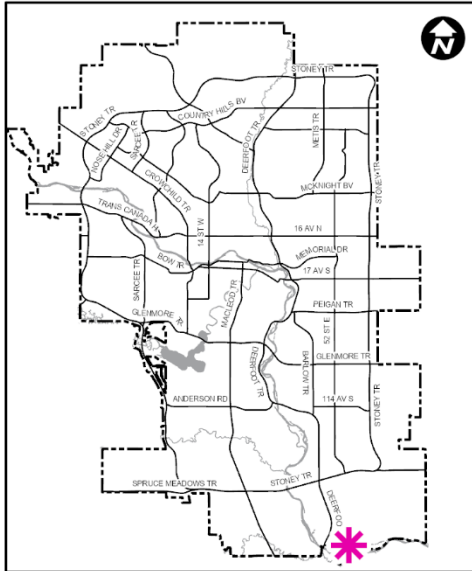
ATTACHMENTS

1. Location Maps
2. Associated Outline Plan (LOC2023-0207)
3. Applicant Submission

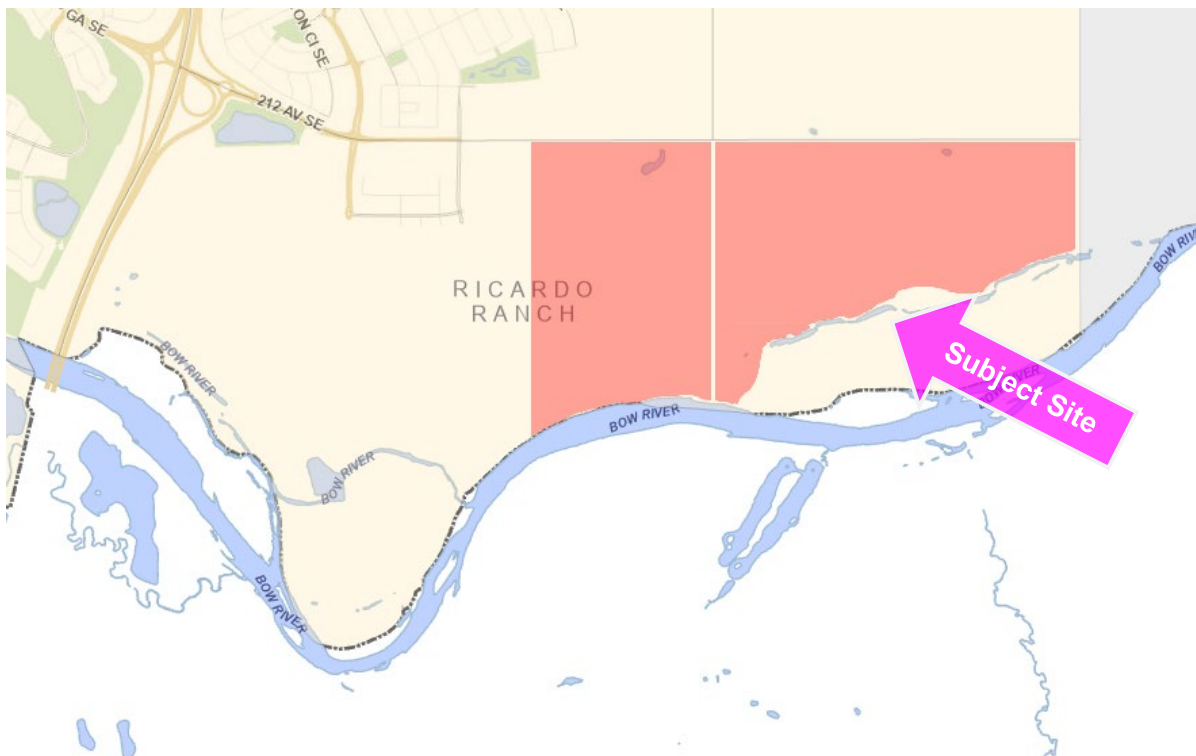
Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

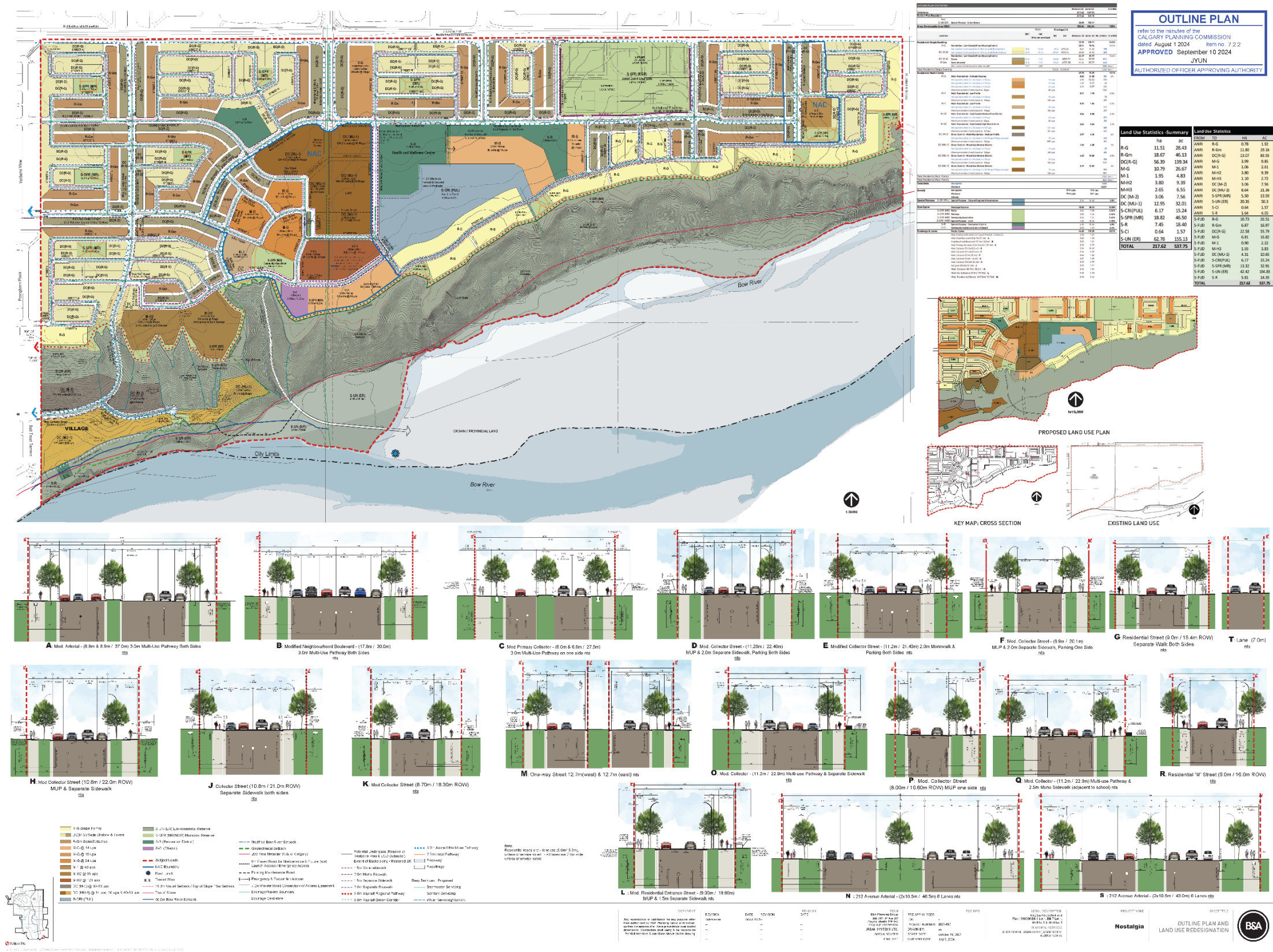
Location Maps



Street naming applies to area shown in red



Associated Outline Plan (LOC2023-0207)



Applicant Submission



Original Submission: July 29, 2024
Revised Submission: October 3, 2024

City of Calgary
Corporate Planning Applications Group
800 Macleod Trail SE
Calgary AB T2P 2M5

Re: Proposed Street Names within the Ricardo Ranch Community

On behalf of Jayman Living and Telsec, B&A submits the following street name rationale for consideration within the Ricardo Ranch community.

The vision for Nostalgia Townlet, as a neighbourhood within the Ricardo Ranch community, is rooted in New Urbanism and bolstered by innovative building and development practices, embodied by Jayman and Telsec. Nostalgia Townlet will be a sustainable node for the southeast, balancing innovation and tradition to establish a place where people want to live. A significant feature of the neighbourhood is the innovative street network that is based on new urbanist and traditional neighbourhood design principles. As such, Jayman Living proposes a set of street names that reflect traditional and high-profile streets from around the world. These streets informed the new urbanist movement and link the present to the past.

As part of the visioning process, Jayman and Telsec toured the North America to review successful master-planned communities that have implemented sustainable building practices and integrated natural features as community amenities that also honour new urbanist principles and street designs. Nostalgia Townlet incorporates design elements from successful developments including Seaside, FL; Rosemary Beach, FL; Alys Beach, FL; Glenwood Park, GA; Serenbe, GA; Trilith, GA; Woodstock, GA; Aria, GA; Daybreak, UT; Northwest Crossing, OR; and Markham, ON. All of these places include streets that have been modelled after quality designed streets around the world. The intent is to incorporate famous streets that have influenced the new urbanist movement or existing in a new urbanist setting.

Nostalgia Townlet proposes a conceptual street naming convention that aligns with the overarching guiding principles. The conceptual street names align with the neighbourhood's name Nostalgia which is "a sentimental longing or wistful affection for a place with happy personal associations," and evokes feelings of something fondly remembered, but not immediately tangible. As a neighbourhood inspired by historically successful planning principles, the sense of place future residents can look forward to is one that is both memorable and aspirational. Street names have been selected from historical and admired neighbourhoods

from around the world, with major streets referenced from Toronto, London, Los Angeles, New York, Edinburgh, Manchester, Chicago, Lisbon, and Florida.

After considerable research and development tours Jayman Living plans to market their neighbourhood as Nostalgia and they wish to provide the following rationale to support the street names that will fall under this neighbourhood name. As such the following street names are proposed. The suffix will be edited in alignment with the street naming policy, corresponding with the street network proposed in Nostalgia.

Proposed Names List	Rationale
Nostalgia	Street name referencing the name of the neighbourhood, unique to anywhere in the world.
Stone Street	Manhattan, NY - First paved street in Manhattan and NYC's first nightlife district, beginning in the 1600's with some of the cities first breweries. It is a pedestrian-only cobblestone street with many landmarks registered as National Historic Places.
Roslyn Street	Roslyn, New York - Roslyn's Main Street and one of the areas key arterial roads that runs North/South between the 495 and the 25B Highways.
Olvera Street	Chinatown, Los Angeles - Historic pedestrian street in the historic centre of LA with the oldest plaza in California. The Street is also known as "El Pueblo", as it served as a centre for Mexican city life, with some of the oldest buildings in LA. It is now one of the most popular tourist destinations in LA with a Mexican marketplace that opened in 1930.
Flagler Street	Miami, Florida - 20km main street that runs east-west. It serves as the latitudinal baseline for the Miami-Dade County grid plan
Broad Street	Philadelphia, Pennsylvania - Broad Street goes past stores, churches, synagogues, museums, funeral parlors, fast food places, gas stations, apartment houses, and rows and rows of row houses. After driving the entire length of the street, Washington-based poet Stanley Plumly once said, "What I love is the immediate juxtaposition of neighborhoods. I don't think there's a street that represents America more totally in the full spectrum and range of humanity than Broad Street in Philadelphia."
Hennepin Avenue	Minneapolis, MN - One of the oldest streets in the city and the first to cross the Mississippi River. It is a major entertainment district with many architecturally significant theatres.

Frith Street	Soho, London, England - Mixed-use street that runs from Soho Square Gardens to Shaftesbury Avenue and is where Mozart lived in 1764.
Tib Street	Manchester, England - Spans from Hilton Street to Market Street one-way from east to west with a variety of eateries and shops.
Argyle Street	Halifax, Nova Scotia - commercial main street the closes for street festivals. Known for it's innovate design as a shared street.
Bleecker	Greenwich Village, NYC - one-way street street that runs east-to-west with a cycle lane. Well-known as the nightclub district in Manhattan.
Little Green Street	London, UK - Short cobblestone street with only 8 residences off of main arterial Highgate Road. Shortened to Little Green to avoid two street types (Green and Street)
Princelet Street	Spitalfields, London, England - Street with Georgian-era houses that was once well known as the silk-weaving industry district.
Shambles Street	York, England - Street with preserved medieval buildings from the 14th century.
Chambers Street	Edinburgh, UK - Main Street in the Old Town that is composed of University of Edinburgh buildings and museums. Manhattan, NYC - Street that runs from Battery Park to NY City Hall
Saltmarket Street	Glasgow, Scotland - Also known as A8, is a continuation of the High Street and is where the Justiciary Buildings are located.
Henrietta Street	Dublin, UK - Street with the most intact mid-18th century houses in Ireland.
Cork Street	London, UK - Street with many contemporary art galleries and was once a key spot for tailoring in London.
Oxford Church Street	London, UK - Known as Europe's busiest shopping street. Toronto, ON - Also known as the Village, which is the historic home of Toronto's LGBTQ+ communities.
Orchard Street	Manhattan, NY - Centre of Lower East Side and primarily has low-rise buildings and fire escapes. Every Sunday it is closed to vehicle traffic. Singapore - Retail centre and a one-way street that is known for underground infrastructure.
Bond Street	London, UK - Luxury shopping street since the 18th Century that links the centres of Piccadilly and Oxford. Toronto, ON - Provides connection from Toronto Metropolitan University to Queen Street E.

Brick Street	London, UK - Named this in 1666 during the Great Fire of London as it was an area rich in clay for the manufacture of bricks. Now home to diverse restaurants/shops and the Brick Lane Market.
Long Street	Cape Town, South Africa - A major Main Street that spans more than 20 blocks and was once the centre of Cape Town. It is a vibrant street with diverse restaurants and shops. Traffic is one-way headed southwest.
Camden	Camden High Street, London, UK - Famous shopping road/district with eateries and entertainment. Direct connection to Camden Town Tube Station.
Devon Avenue	Chicago, IL - Main street in Chicago and "little India" cultural hub with shops, restaurants and cultural landmarks.
Augusta Road	Lisbon, Portugal - pedestrian shopping main street that links the cities two main squares, Rossio and Praça do Comércio.
Saint Laurent Street	Montreal, QC - one of the oldest streets in Montreal within the National Heritage District and serves as a key commercial artery as it crosses the entirety of Montreal.
Biltmore Avenue	Asheville, NC - Main Street that runs north/south named after George W. Vanderbilt's iconic French Renaissance château in Asheville.
Bloomfield Avenue	Montclair, NJ - Main Street that runs east/west.
Dauphin Street	Mobile, Alabama - Located in the Lower Dauphin Street Historic District and is one of the oldest pedestrian friendly commercial districts. The street is celebrated for its range of architectural styles.
Unionville Street	Markham, Ontario - Main Street in Unionville that connects Enterprise Blvd to Highway 3 north-south. Character homes along a tree-lined street with sidewalks on both sides.
Quincy Circle	Seaside, Florida - brick multi-user road (vehicles, pedestrians, active modes) that connects to Seaside local residential, hotels, and theatres off of East County Highway 30A
Moonlight Lane	Alys Beach, Florida - brick road with zero-lot line cottages, each with a front yard driveway and no pedestrian sidewalks
Swann Street	Washington, DC - Swann Street features traditional DC rowhouses and many mature trees that provide a canopy of green. Swann Street residents enjoy a short stroll to the vibrant Dupont, Logan and U Street hot spots.

Bleecker Street	New York , popular street in new York with commercial and mixed use activity. The street connects a neighborhood popular today for music venues and comedy as well as an important center of LGBT history and culture and bohemian tradition.
Essex Street	London, UK - Dead end Street across from the Royal Courts of Justice with a variety of barrister chambers.
Fitzroy Street	Melbourne, Aus. Active Mainstreet in one Melbourne's most eclectic and mixed use neighbourhoods.
Glebe Street	Sydney, Aus. Beautiful tree lined residential street in Glebe. Glebe is a central district with a laid-back, intellectual feel and atmospheric heritage buildings.

This is an innovative and fresh approach to street naming and one that creates a unique sense of place in the city. It is different than the norm, but is something that makes places stand out from the rest.

CHRIS ANDREW
RPP, MCIP
Partner, Urban Planner

Land Use Amendment in Residual Sub-Area 2C (Ward 2) at 318 Nolanridge Crescent NW, LOC2024-0154

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 1.09 hectares \pm (2.71 acres \pm) located at 318 Nolanridge Crescent NW (Condominium Plan 2211785, Units 15, 16 and 17) from Industrial – Commercial (I-C) District to Direct Control (DC) to accommodate the additional use of Kennel, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 19:**

That Council give three readings to **Proposed Bylaw 274D2024** for the redesignation of 1.09 hectares \pm (2.71 acres \pm) located at 318 Nolanridge Crescent NW (Condominium Plan 2211785, Units 15, 16 and 17) from Industrial – Commercial (I-C) District to Direct Control (DC) to accommodate the additional use of Kennel, with guidelines (Attachment 2).

HIGHLIGHTS

- This land use amendment application seeks to redesignate the site to a Direct Control (DC) District to accommodate the additional discretionary use of Kennel.
- This application maintains the industrial character of the area and allows for additional commercial uses that are compatible and are in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed DC District would allow the subject site to operate a Kennel, in addition to the uses currently allowed under the Industrial – Commercial (I-C) District.
- Why does this matter? The proposed DC District expands the allowable uses on this parcel and complements the adjacent commercial developments.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this application.

DISCUSSION

This application was submitted on 2024 June 5 by the landowner, SDP Holdings Inc., representing several numbered companies listed in Attachment 5. The parcel is currently co-owned by multiple business who have authorized the application to go forward. The subject site is approximately 1.09 hectares in size and has roughly 92 metres of frontage along Sacree Trail NW. No development permit has been submitted at this time. As noted in the Applicant Submission (Attachment 3), this application is to allow businesses on site to care for domestic animals for greater than 24 hours. This DC District follows the same rules as the I-C District with the addition of Kennel as a discretionary use.

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

**Land Use Amendment in Residual Sub-Area 2C (Ward 2) at 318 Nolanridge
Crescent NW, LOC2024-0154**

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 discussed the application with surrounding business owners and tenants. 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 did not receive comments from the public at the time of writing of this report. There is no community association for the subject area.

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

No social implications are identified.

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

This application would allow for a broader range of appropriate uses to operate on the site.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this application.

Planning and Development Services Report to
Calgary Planning Commission
2024 September 19

ISC: UNRESTRICTED
CPC2024-0988
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**Land Use Amendment in Residual Sub-Area 2C (Ward 2) at 318 Nolanridge
Crescent NW, LOC2024-0154**

ATTACHMENTS

1. Background and Planning Evaluation
- 2. Proposed Bylaw 274D2024**
3. Applicant Submission
4. Applicant Outreach Summary
5. Landowner List

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

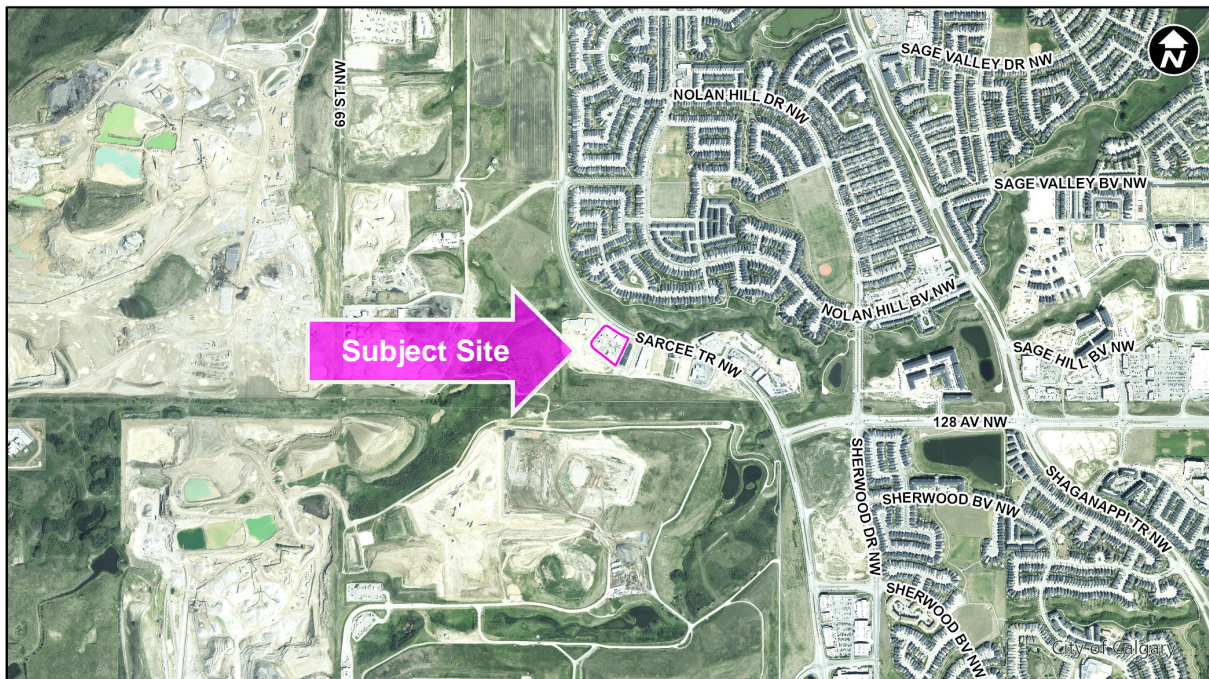
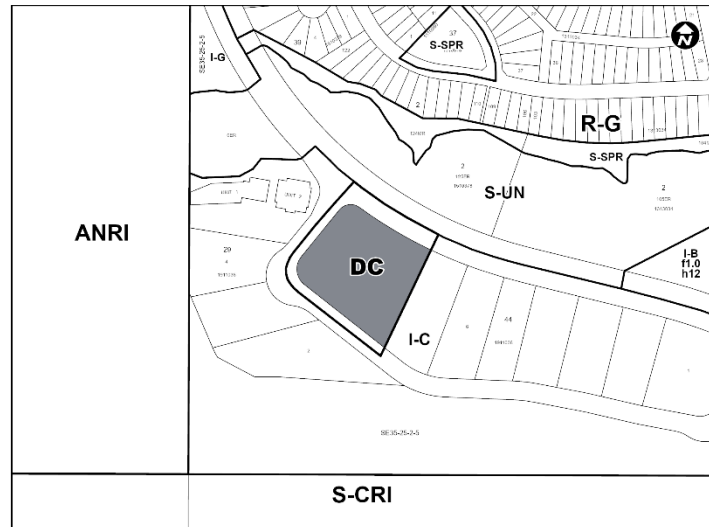
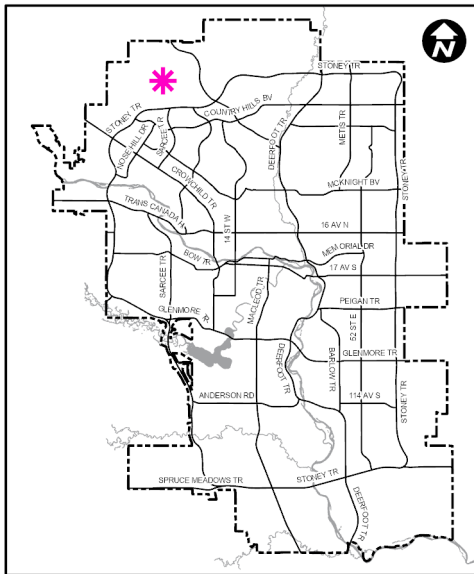
The subject site is located in the northwest community of Residual Sub-Area 2C and is a corner parcel located along Nolanridge Crescent NW. The parcel is approximately 1.09 hectares (2.71 acres) in size. The site is currently designated as Industrial – Commercial (I-C) District. The site has been developed with multiple buildings with separate bays and surface parking in the centre of the parcel. Access to the parking lot is provided from Nolanridge Crescent NW on the south side of the parcel.

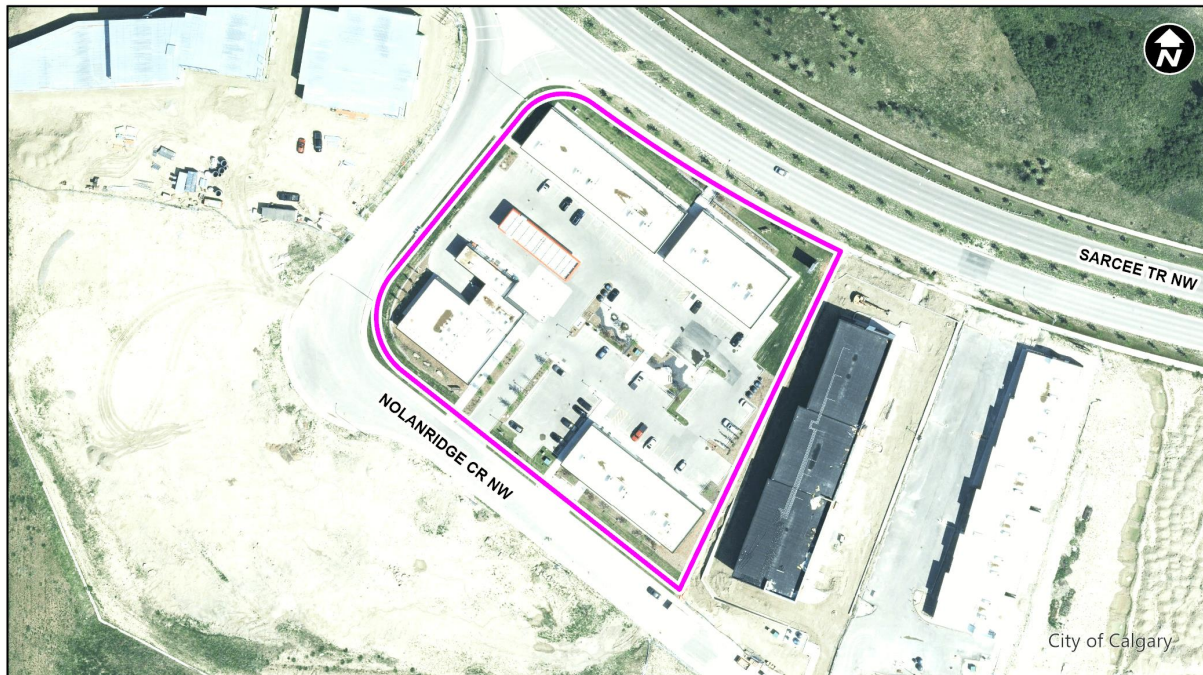
The subject site is located near the northeastern edge of an area characterized by gravel extraction and landfill operations and at the southwestern edge of areas characterized by residential and commercial communities. The Spyhill Landfill and Eco Centre is located approximately 300 metres south of the subject site. Gravel extraction and related operations are located to the west. A variety of special purpose districts, including Special Purpose – Urban Nature (S-UN) and Special Purpose – School, Park and Community Reserve (S-SPR) District are located directly north and south of the subject site. Further north and east are parcels designated as Residential – Low Density Mixed Housing (R-G) District in the community of Nolan Hill.

Community Peak Population Table

There is no population data for Residual Sub-Area 2C as this is primarily an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Industrial – Commercial (I-C) District is intended to accommodate light industrial and small-scale commercial uses with rules limiting the floor area ratio (FAR) to 1.0 and the building height to 12 metres.

The proposed District Control (DC) District is based on the I-C District and would allow for the additional use of Kennel to provide 24-hour care to domestic animals. The additional use is similar to the existing businesses, and therefore is not expected to compromise the current or future commercial business around the area.

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 accommodate the applicant's proposed development due to its innovative idea for expanding the uses on the subject site. The same result could not be achieved through the use of a standard 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 a relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007, regulating aspects of development

can also be relaxed in the same way that they would be in a standard district. This relaxation rule allows for flexibility during the development permit review process. Any relaxation granted must meet the test for relaxation as provided by Bylaw 1P2007.

Development and Site Design

Should redevelopment occur in the future, the base I-C District will provide guidance on items such as building height and massing, landscaping, and parking. No significant changes are intended to the buildings or site at this time and this application will expand the range of allowable tenancy changes.

Transportation

Vehicle access to the subject parcel is from Nolanridge Crescent NW off Sarcee Trail NW south of the subject site.

Existing public transit service is not available for this area. The nearest transit routes are available along Nolan Hill Drive NW and Nolan Hill Boulevard NW east of the subject site. The existing Always Available for All Ages and Abilities (5A) on-street bikeway is located north of the subject site along Nolan Hill Avenue NW.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer lines are available to service future development. Further details for site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any future development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Rocky View County/City of Calgary Intermunicipal Development Plan (2012)

The subject site located within the Policy Area of the [Rocky View County/City of Calgary Intermunicipal Development Plan](#). The Policy Area contain lands immediately adjacent to the shared border. The site is not located within any special policy areas or key focus areas.

The proposed land use amendment was circulated to Rocky View Country in accordance with the policy; however, no response was received.

Municipal Development Plan (Statutory – 2009)

The subject site is within the Public Utility Industrial area as identified in Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). This area is typically space that is used for large scale public utilities including landfills and water treatment facilities. This particular site has already been developed and is surrounded by other large commercial developments. This application aligns with the MDP and what is currently exists in the area.

Calgary Climate Strategy (2022)

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

North Regional Context Study (Non-Statutory – 2010)

The [North Regional Context Study](#) applied to this site. Map 3: Land Use and Transportation identifies this parcel as being within the Industrial/Employment area which is intended to accommodate a range of fully serviced industrial, research and office uses. This application aligns with the principles of the Industrial/Employment Area.

PROPOSED

CPC2024-0988
ATTACHMENT 2

BYLAW NUMBER 274D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0154/CPC2024-0988)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

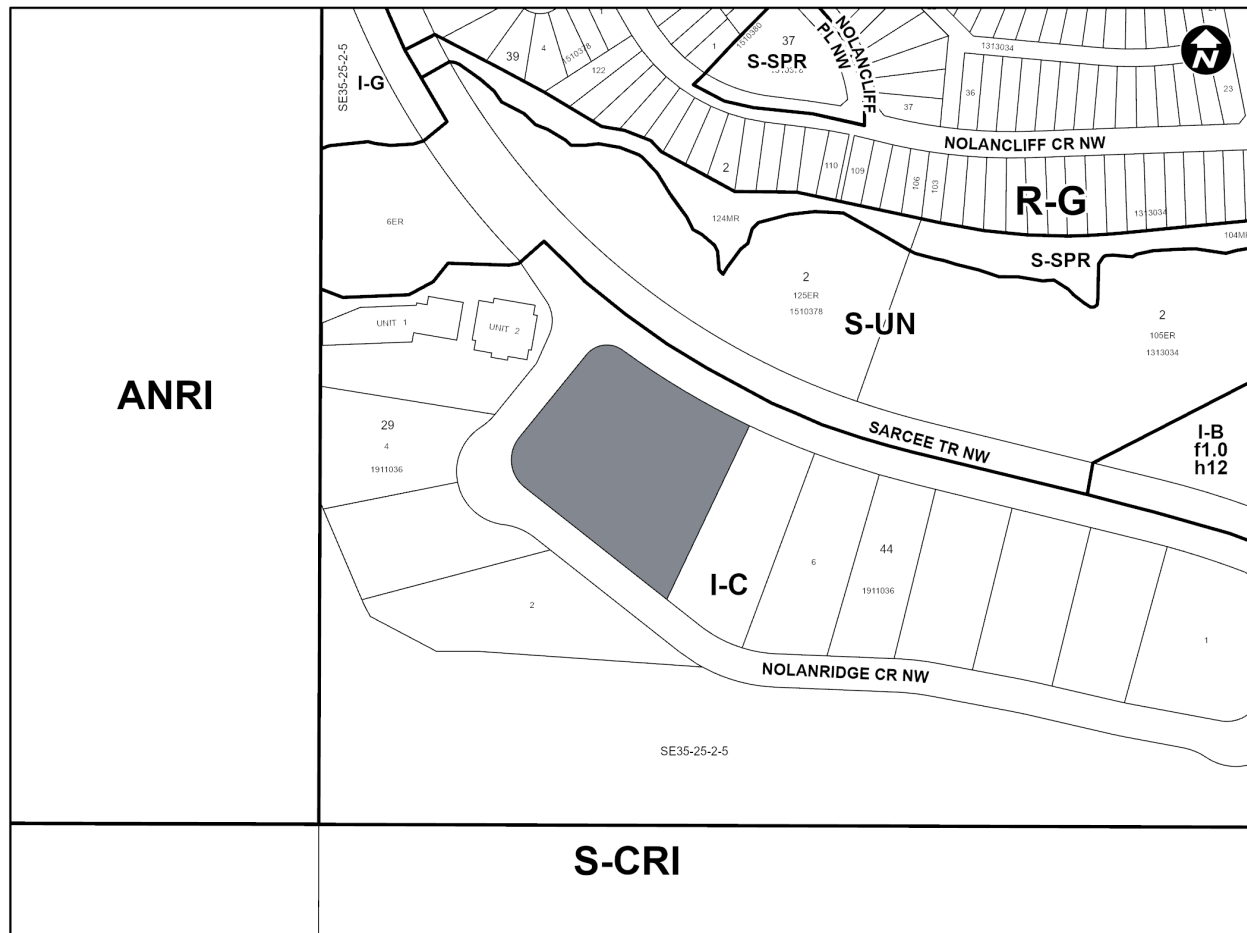
SIGNED ON _____

CITY CLERK

SIGNED ON _____

**AMENDMENT LOC2024-0154/CPC2024-0988
BYLAW NUMBER 274D2024**

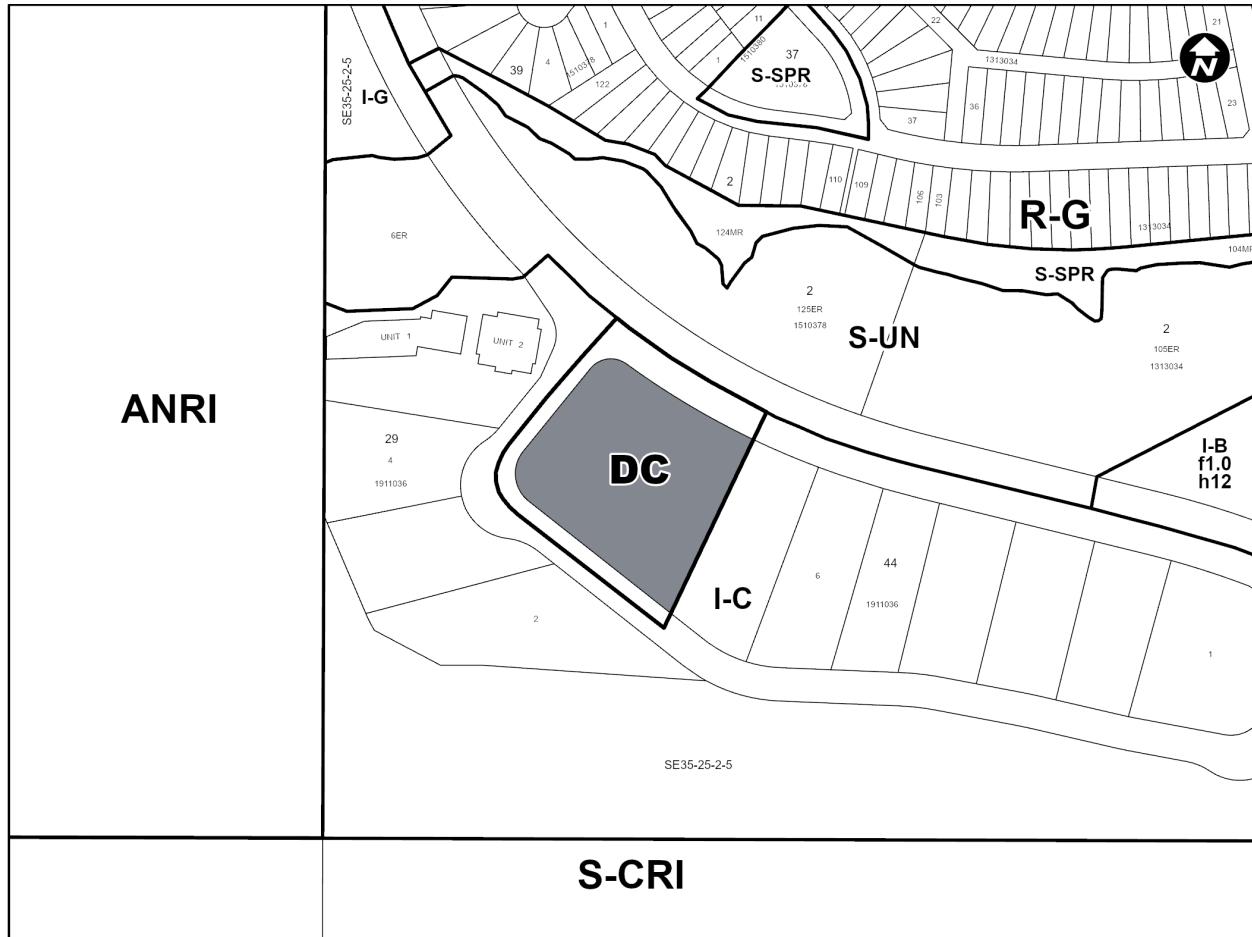
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0154/CPC2024-0988
BYLAW NUMBER 274D2024

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to allow for the additional use of kennel.

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.

PROPOSED

AMENDMENT LOC2024-0154/CPC2024-0988
BYLAW NUMBER 274D2024

Discretionary Uses

5 The ***discretionary uses*** of the of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Kennel.**

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):

SDP Holdings Inc

LOC Number (office use only):

Applicant's Name:

Bharat Vora

Date:

June 3, 2024

To,
The Planning Department
City of Calgary,

Sub:Land use rezoning (Direct Control District) to include Kenneling at unit 110/120/130 318 Nolanridge Cres NW, Calgary.

318 Nolanridge Cres NW is recently developed commercial plaza at Nolanhill area. we have been operating a retail business " Buck or Two Plus" at unit 110 & 120 since January 2023. Due to poor sale we are closing the the retail business.

We have been in consultation with neighboring business (Vet Doctor's clinic) for potential Dog Day care and Kenneling business. They provided very positive feedback as this is a much needed service in Calgary NW area. Most of boarding facilities are available in NE, Downtown and Airdrie area. Calgary NW and many dog owners put their dogs at those locations. Having such a facility near to them will greatly help them by proving ease of access and saving travel time. It will be complementary to the already allowable pet related services in this area. Kenneling is a totally inside the building service and so it will not impact to any other business, resident in the surrounding neighborhood or any other individuals

Having received very positive and encouraging feedback from community members, we have decided to go ahead with offering this service at the proposed location which is expected to generate 18 to 20 net new jobs and will result in significant revenues as property and other taxes for the city of Calgary for many years in future.

Please consider our application to allow Kenneling to the above mentioned Units at 318 Nolanridge Cres NW.

Regards
Bharatkumar Vora for SDP Holdings Inc.



Applicant Outreach Summary

2024 June 5



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Pup Paradise (Dog daycare and Kenneling) at Nolanhill, NW Calgary, AB

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)

- Conducted in-person interviews with the business owners and tenants around the proposed location (8 participants) and solicited their views and inputs during May 2024
- Conducted phone interviews with the surrounding neighborhoods (Nolanhill, Sharewood, Symon Valley) and Edgemont during May 2024 (around 11 participants), explained the proposed project and received their feedback
- Conducted in person interview with a veterinary doctor

Affected Parties

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

- Community residents having pet dogs
- Various Business owners
- Vet doctor
- Pet stores
- Banking professionals

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.

- Participants provided very positive feedback as this is a much needed service in Calgary NW area. Most of boarding facilities are available in NE, Downtown and Airdrie area. Calgary NW and many dog owners put their dogs at those locations. Having such a facility near to them will greatly help them by proving ease of access and saving travel time
- None of the participants raised any objection or concerns as this proposed zoning amendment is pretty minor, doesn't affect negatively to anyone in anyways and it will be complementary to the already allowable pet related services in this area
- Kenneling is a totally inside the building service and so it will not impact to any other business, resident in the surrounding neighborhood or any other individuals
- Overall, participants sounded enthusiastic about having such a service available in this community in future

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.

- Having received very positive and encouraging feedback, we have decided to go ahead with offering this service at the proposed location and making a significant investment, which is expected to generate 18 to 20 net new jobs and will result in significant revenues as property and other taxes for the city of Calgary for many years in future

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)

- Informed all the participates either in person or via phone calls/emails/messages, thanked for their feedback and conveyed the decision to move ahead with setting up this service to offer

calgary.ca/planningoutreach

Landowners List

Business Name: 2405582 Alberta Ltd.
Owner: MZM Properties

Business Name: Devkinandan Petroleum Services Ltd.
Owner: Perto Canada Gas Bar and Glacier Car Wash

Business Name: 2556789 Alberta Ltd.
Owner: Gagan Khattra

Business Name: 2357056 Alberta Ltd.
Owner: Kamal Ikram

Business Name: 240756 Alberta Lnc.
Owner: Allure Nails and Spa

Business Name: 24009009 Alberta Lnc.
Owner: Liquor Pro

Business Name: Danscott Studio Corporation
Owner: Gail Scott and Alex Ford

Business Name: 2384249 Alberta Ltd.
Owner: Affinity Academy

**Land Use Amendment in Saddle Ridge Industrial (Ward 5) at multiple addresses,
LOC2024-0116**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 25.45 hectares \pm (62.89 acres \pm) located at 9220 and 9220R – 36 Street NE and 8239 and 8616 – 40 Street NE (Portion of Plan 1112510, Block 1, Lot 1; Plan 5390AM, Block 6, Lots 7 and 8; Portion of Plan 1612878, Block 2, Lot 2; Plan 1612881, Block 2, Lot 8) from Special Purpose – School, Park and Community Reserve (S-SPR) District and Industrial – General (I-G) District to Industrial – General (I-G) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Commercial – Corridor 3 f1.0h18 (C-COR3 f1.0h18) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 19:**

That Council give three readings to **Proposed Bylaw 273D2024** for the redesignation of 25.45 hectares \pm (62.89 acres \pm) located at 9220 and 9220R – 36 Street NE and 8239 and 8616 – 40 Street NE (Portion of Plan 1112510, Block 1, Lot 1; Plan 5390AM, Block 6, Lots 7 and 8; Portion of Plan 1612878, Block 2, Lot 2; Plan 1612881, Block 2, Lot 8) from Special Purpose – School, Park and Community Reserve (S-SPR) District and Industrial – General (I-G) District to Industrial – General (I-G) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Commercial – Corridor 3 f1.0h18 (C COR3 f1.0h18) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2024 September 19:

“The following documents were distributed with respect to Report CPC2024-0983:

- Revised Attachment 1; and
- A presentation entitled "LOC2024-0116 / CPC2024-0983 Land Use Amendment".

HIGHLIGHTS

- This application seeks to redesignate the area to accommodate the relocation and expansion of an athletic complex (Northeast Athletic Complex) and to introduce complementary commercial uses.
- The proposal facilitates the relocation of a future community amenity (a regional athletic complex) to achieve better visibility, layout for future functions, and a larger size and introduces local commercial uses that are compatible and complement the future athletic complex. This aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *Saddle Ridge Area Structure Plan* (ASP).
- What does it mean to Calgarians? This application would provide opportunities for recreation, sports, events and business close to residential communities as well as foster social connectivity, healthy and active living.

Land Use Amendment in Saddle Ridge Industrial (Ward 5) at multiple addresses, LOC2024-0116

- Why does this matter? The proposal would address the increasing demand for recreational amenities in one of the fastest growing areas of the city.
- 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 Saddle Ridge Industrial was submitted by B&A Studios on behalf of Saddleridge GP Inc. and the City of Calgary on 2024 April 18. No development permit has been submitted at this time.

The application relates to two pieces of land that are currently designated as Special Purpose – School, Park and Community Reserve (S-SPR) District and Industrial – General (I-G) District. The north piece of land, currently designated S-SPR District, is located north of 88 Avenue NE, west of 40 Street NE and south of 92 Avenue NE and is approximately 9.19 hectares (22.7 acres) in size. The south piece of land has the I-G designation and is located east of 40 Street NE, south of 88 Avenue NE and west of Métis Trail NE and is approximately 16.26 hectares (40.18 acres) in size.

As indicated in the Applicant Submission (Attachment 2), the primary purpose of this application is to redesignate the existing S-SPR land to I-G District, and redesignate the existing I-G land to S-SPR District and Commercial – Corridor 3 f1.0h18 (C-COR3 f1.0h18) District to provide an improved layout, access, and visibility for a future athletic complex (Northeast Athletic Complex). A secondary purpose of the application is to introduce a compatible commercial site due to its size and proximity to Métis Trail NE and the future Northeast Athletic Complex. There is a subdivision application (SB2024-0112) that has been submitted and waiting for the approval of this land use amendment for endorsement.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to the businesses along 36 Street NE between 84 Avenue NE and 88 Avenue NE, and the Saddle Ridge Community Association. The Applicant Outreach Summary can be found in Attachment 3.

**Planning and Development Services Report to
Calgary Planning Commission
2024 September 19**

**ISC: UNRESTRICTED
CPC2024-0983
Page 3 of 4**

**Land Use Amendment in Saddle Ridge Industrial (Ward 5) at multiple addresses,
LOC2024-0116**

City-Led Outreach

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

No public comments were received at the time of writing of this report, and there is no community association for the subject area.

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

IMPLICATIONS

Social

The proposed application would optimize the size and location of the land to better service communities and meet the growing demands by providing opportunities for social gathering and sports fields in an appropriate location.

Environmental

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

Economic

The proposal would promote local economy and create job opportunities by providing amenities and complementary businesses within a walkable destination.

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 273D2024**

**Planning and Development Services Report to
Calgary Planning Commission
2024 September 19**

**ISC: UNRESTRICTED
CPC2024-0983
Page 4 of 4**

**Land Use Amendment in Saddle Ridge Industrial (Ward 5) at multiple addresses,
LOC2024-0116**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is comprised of two irregular shaped parcels located across 88 Avenue NE in Saddle Ridge Industrial. The land north of 88 Avenue NE is shaped like an upside-down letter “L” and includes three parcels: the northeast portion of 9220 – 36 Street NE, the east portion of 8239 – 40 Street NE, and the entire parcel of 9220R – 36 Street NE. This area covers approximately 9.19 hectares (22.71 acres) and is bounded by 92 Avenue NE to the north and 40 Street NE to the east. It is designated as Special Purpose – School, Park and Community Reserve (S-SPR) District and is surrounded by Commercial – Corridor 2 (C-COR2) District, Special Purpose – Urban Nature (S-UN) District, Industrial – Business (I-B) District and Industrial – General (I-G) District.

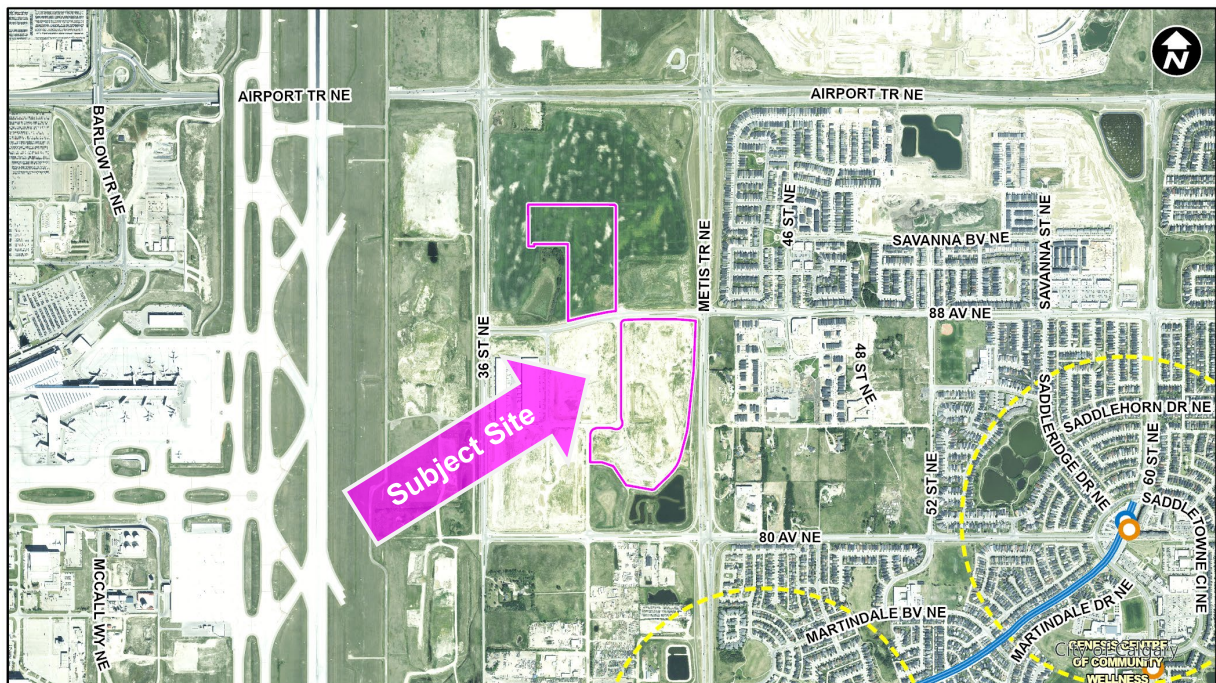
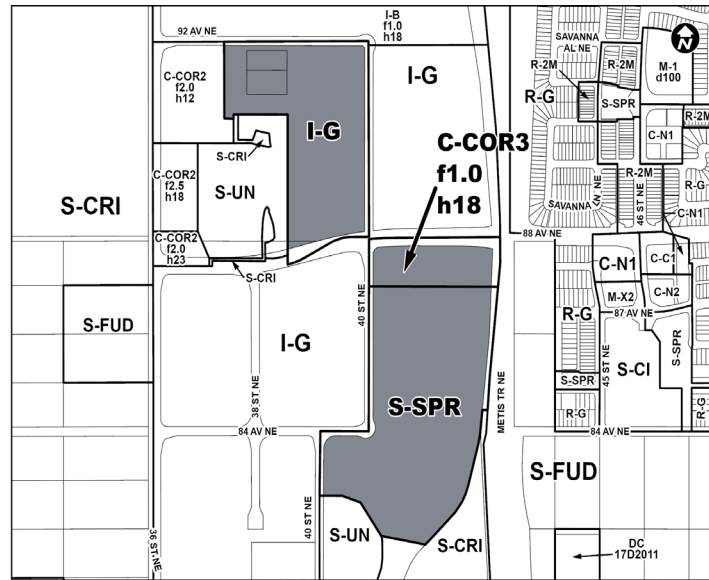
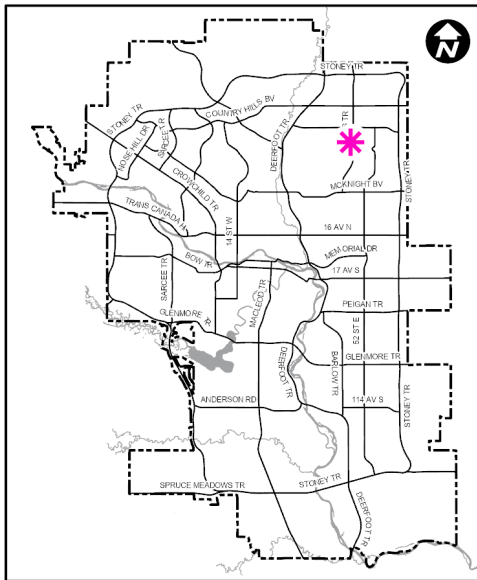
The parcel south of 88 Avenue NE is approximately 16.26 hectares (40.18 acres) in size and is bounded by 40 Street NE to the west and Métis Trail NE to the east. It is designated as I-G District and is adjacent to parcels designated as the S-UN District (containing a wetland) and Special Purpose – City and Regional Infrastructure (S-CRI) District (containing a storm pond facility) to the south. The residential community of Saddle Ridge is located across Métis Trail to the east.

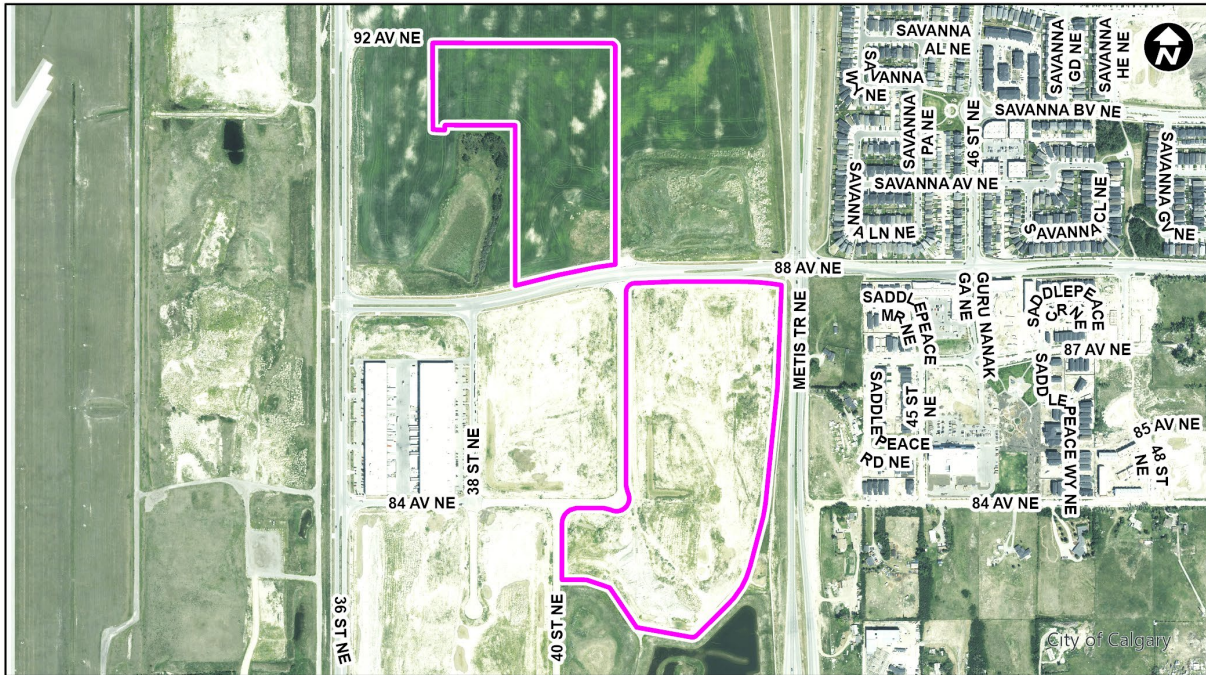
The optimal location and layout for the Northeast Athletic Complex is located along Métis Trail NE in the location proposed for the S-SPR District as part of this application. The intent of this application is to swap the designation of these two parcels to relocate the S-SPR District to a location that has larger size, better visibility, and is in closer proximity to a major road. The S-SPR District will be moved to the perimeter of the industrial area along Métis Trail NE on the existing I-G District parcel and occupy the large portion of the land on the south approximately 13.99 hectares (34.56 acres) in size. A 2.27 hectares (5.62 acres) portion of the remnant land to the north is proposed to be designated as Commercial – Corridor 3 f1.0h18 (C-COR3 f1.0h18) District to capture the retail opportunities of this site which is in proximity to the regional park. The I-G District will be moved to the inner location of the industrial area on existing S-SPR District land.

Community Peak Population Table

There is no population data available as the subject site is within industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

This existing designation was approved under LOC2006-0150 and LOC2014-0041 in 2016. The S-SPR designated land was reserved for an athletic complex to meet the growing population and increasing demand for recreation amenities in northeast communities.

The S-SPR District is intended to provide for public parks, open space, schools and recreation facilities on land designated as reserve under the *Municipal Government Act* (MGA). The I-G District accommodates a wide range of general industrial uses. The proposed C-COR3 f1.0h18 District is intended for primarily commercial uses along major roadways where residential uses are not allowed, with a maximum floor area ratio of 1.0 and building height of 18 metres.

Development and Site Design

The rules of the proposed S-SPR, I-G and C-COR3 f1.0h18 Districts will provide guidance for the future development of the site including appropriate uses, building design and site access, landscaping and parking. Given the specific context of the site, additional items that will be considered through the development permit process include but are not limited to:

- ensuring an engaging and appealing interface along Métis Trail NE;
- ensuring safe and comfortable pedestrian circulation; and
- fostering a good interface and connection between the proposed S-SPR District and C-COR3f1.0h18 District.

Transportation

These lands are well located in relation to the Always Available for All Ages and Abilities (5A) Network. To the east of these lands, there is an existing pathway on the boulevard of Métis Trail NE. A future pathway is planned along 88 Avenue NE. Similarly, to the west, 36 Street NE is intended to include a future pathway along its eastern boulevard. At the development permit stages, high quality connectivity and integration into the 5A Network facilities will be required.

Transit service is currently located at the intersection of 88 Avenue NE and 36 Street NE, a distance of approximately 400 metres (a six-minute walk) to the subject site. Route 100 (Airport East/West) is available and connects transit riders to the Saddletowne LRT Station.

A Transportation Impact Assessment was not required in support of this land use redesignation application. At the development permit stage, a transportation analysis may be required in support of the development of the proposed S-SPR District and C-COR3 f1.0h18 District.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

No water main, storm sewer, or sanitary sewer is available, however, both shallow and deep utilities are installed in the adjacent roadway of 40 Street NE. The developer will be required to enter into an agreement to install servicing at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

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 NEF areas. The uses in the proposed C-COR3 f1.0h18 District are generally allowable within the 25-30 NEF contour area. Any 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 site is identified as Standard Industrial on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP policy speaks to maintain industrial as the primary use and supports the uses that facilitate industrial function of this area and cater to the day-to-day needs of area businesses and their employees. It allows regional or city-wide recreation and sport facilities to be located in this area and notes that portions of the Standard Industrial Areas may be appropriate for redevelopment as non-industrial if they are within close proximity to an existing community and the Primary Transit Network.

The proposed C-COR3 f1.0h18 District is located at the southwest corner of Métis Trail NE and 88 Avenue NE, and approximately 800 metres to Airport Trail NE which is identified as being part of the Primary Transit Network. The residential community of Saddle Ridge is located across Métis Trail NE to the east of the subject site. Therefore, this proposal is consistent with MDP policies.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objective 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 stage.

Saddle Ridge Area Structure Plan (Statutory – 1984)

The subject parcels are located within Development Cell F as identified on Map 5: Development Cells and Map 6: Land Use Plan of the [Saddle Ridge Area Structure Plan](#) (ASP). The policy notes that the lands north of 80 Avenue NE are appropriate for fully serviced industrial uses and limited local commercial uses that provide retail goods and services on a limited scale to primarily local employees or patrons in the area.

The policy also states the local commercial uses should be located at the intersection of two roads and should not compromise a site exceeding 1.6 hectares at the corner of an intersection and should not comprise sites totaling more than 1.6 hectares of land at one or more corners of the same intersection.

The proposed 2.27 hectare of C-COR3 f1.0h18 District is located south of 88 Avenue NE between 40 Street NE and Métis Trail NE. It encompasses two intersections and provides local commercial uses that serve and complement the athletic complex. Therefore, this proposal is in alignment with the ASP.

Applicant Submission

2024 September 12



Applicant's Submission

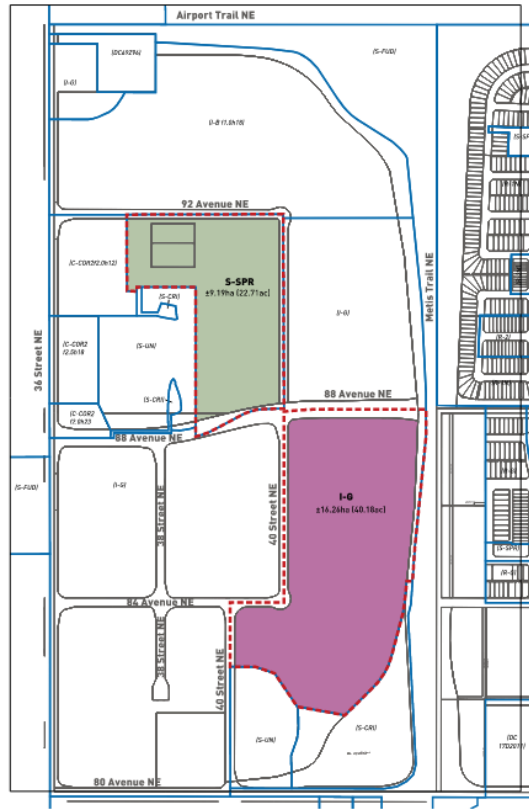
On behalf of Saddleridge GP Inc (c/o Trivest Realty Advisors Inc.) and the City of Calgary, B&A has submitted a Land Use Amendment application to redesignate four parcels (9220 & 9220R – 36 St NE, 8239 – 40 St NE, 8616 – 40 St NE) consisting of 25.45 ha (62.89 ac) of land.

The purpose of the application is to accommodate the relocation of S-SPR designated land from a central location within the business park to a location along Metis Trail NE that is preferred by City Recreation for its size, visibility and proximity to a main road. The new location would optimize the size of the recreational park for athletic grounds to service the growing needs of residents in northeast Calgary.

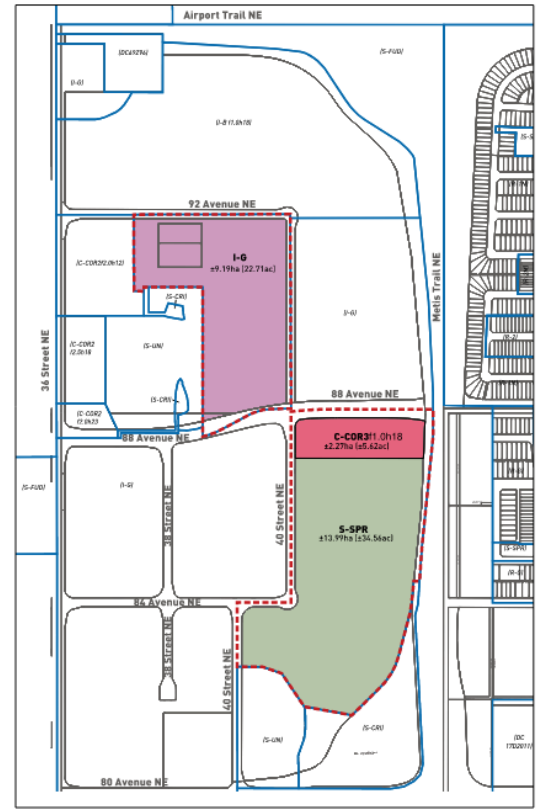
As the City of Calgary Recreation does not require the north portion of the site adjacent to 88 Avenue NE, the remaining portion will be redesignated C-COR3f1.0h18 to provide local commercial uses to service business park employees. The remnant C-COR3f1.0h18 parcel will also be utilized by the users of the athletic fields, providing convenience within walking distance and reducing the need to drive outside the area to access services. The commercial designation will provide a suitable urban interface by having the option for restaurants with patios facing the playing fields instead of the alternative of having an industrial use with product storage backing onto the park.

Lands for the recreational park will be redesignated from I-G to S-SPR District whereas the lands identified for the previous envisioned park location north of 88 Avenue NE will be redesignated from S-SPR to I-G District.

The proposed land use would enable the future recreational park to be more visible, accessible, and meet Calgary Recreation area requirements. The land uses are compatible with adjacent lands, the neighbouring community of Saddle Ridge and complies with the recently amended Saddle Ridge Area Structure Plan. As such, we respectfully request your support of the application.



EXISTING LAND USE

**PROPOSED LAND USE**

FROM	TO	AREA	
		ha (a)	ac (a)
S-SPH	I-B	9.19	22.71
I-B	S-SPH	13.99	34.54
I-B	C-COR3	2.27	5.62
Total		25.45	62.89



Key Plan: Existing Land Use

REVISION	FILED
REASON	LOCAL DEPARTMENT
DATE	PROJECT NAME
APPROVED	

Plan 112297 Sheds Lot 5, Plan 112298 Sheds Lot 6, Plan 112299 Sheds Lot 7, Plan 112300 Sheds Lot 8, & Plan 112301 Sheds Lot 9

WYOMING

SADDLE RIDGE INDUSTRIAL

LAND USE REDESIGNATION

SHEET 012



Applicant Outreach Summary

2024 July 18



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Triovest Saddle Ridge Business Park 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)

Notified Councillor Dhaliwal about the application prior to submission. Reached out by email informing neighbouring businesses along 36 Street NE of the application. Reached out to the Saddle Ridge Community Association by email requesting a virtual meeting to present the application and to answer any questions they may have.

Affected Parties

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

Councillor Dhaliwal, businesses along 36 Street between 88 and 84 Avenues NE

- Can-Cell
- Cosmoify Inc.
- Kuehne & Nagel
- Mega Sanjha Punjab Grocery Store Inc.
- Norc Windows & Doors Inc.
- Prime Foods and Spices
- Rhinorack Canada Ltd.
- Shaanay Produce Store Ltd.
- Vicostone Canada inc.
- WSP Canada Inc.
- ZL EOR Chemicals.

Saddle Ridge Community Association

calgary.ca/planningoutreach



Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear?

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

No comments received.

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 impact.

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 close the loop on.

calgary.ca/planningoutreach

PROPOSED

CPC2024-0983
ATTACHMENT 4

BYLAW NUMBER 273D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0116/CPC2024-0983)**

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 _____

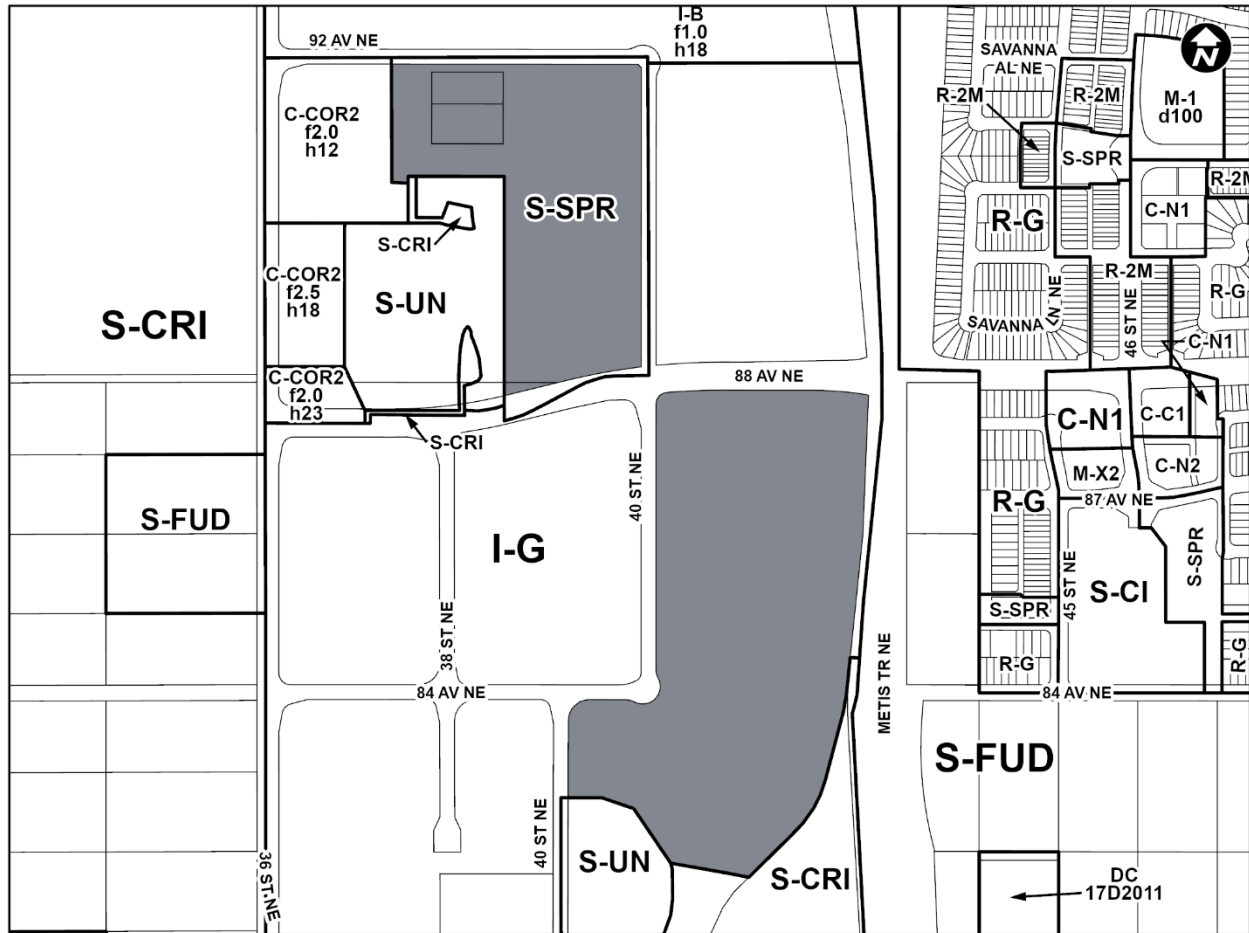
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0116/CPC2024-0983
BYLAW NUMBER 273D2024

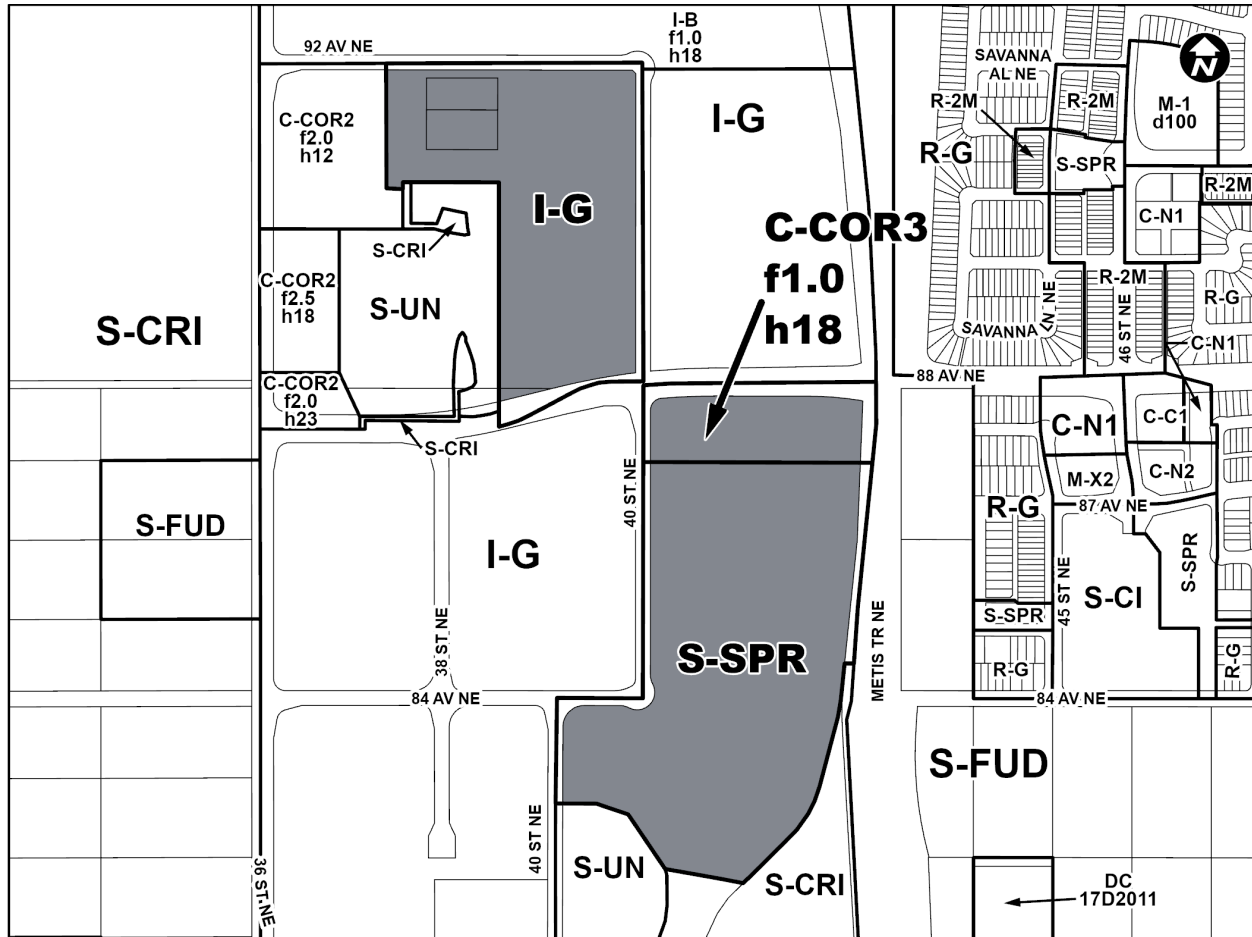
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0116/CPC2024-0983
BYLAW NUMBER 273D2024

SCHEDULE B



**Land Use Amendment in Westwinds (Ward 5) at 3690 Westwinds Drive NE,
LOC2024-0092**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 1.38 hectares \pm (3.41 acres \pm) located at 3690 Westwinds Drive NE (Plan 0410759, Block 5, Lot 2) from Direct Control (DC) District to Commercial – Community 1 (C-C1) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 19:**

That Council give three readings to **Proposed Bylaw 276D2024** for the redesignation of 1.38 hectares \pm (3.41 acres \pm) located at 3690 Westwinds Drive NE (Plan 0410759, Block 5, Lot 2) from Direct Control (DC) District to Commercial – Community 1 (C-C1) District.

HIGHLIGHTS

- This application seeks to redesignate the site to the Commercial – Community 1 (C-C1) District to allow for additional commercial uses to support the surrounding area, including Supermarket and Child Care Service.
- The proposal would allow for a range of uses that are complementary to the surrounding commercial and industrial uses of the area and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposal would enable additional commercial and employment opportunities in close proximity to low-density residential development and the Primary Transit Network.
- Why does this matter? The proposal would provide for a range of uses that are contextually appropriate for the site and may better accommodate the needs of employees and residents in the surrounding area.
- Development permits for new buildings containing Supermarket and Child Care Service uses have been submitted and are under review.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application was submitted by Rick Balbi Architect on behalf of the landowner, Westwinds Corner Ltd., on 2024 March 27. The approximately 1.38 hectare (3.41 acre) parcel is located in the community of Westwinds near the intersection of Westwinds Drive NE and Castleridge Boulevard NE and is currently developed with a variety of commercial uses.

As noted in the Applicant Submission (Attachment 2), the proposed C-C1 District is intended to accommodate a partial redevelopment of the site which would include an increase to the size of an existing grocery store and a new Child Care Service use. A development permit (DP2024-03427) for a Child Care Service was submitted on 2024 May 14 and is under review. A second development permit (DP2024-04457) for a Supermarket was submitted on 2024 June 18 and is also under review.

**Land Use Amendment in Westwinds (Ward 5) at 3690 Westwinds Drive NE,
LOC2024-0092**

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant notified the Ward 5 Councillor's office prior to submission but determined that no additional public outreach was necessary for 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.

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

There is no community association for the subject area. The application was circulated to the neighbouring Falconridge/Castleridge Community Association, but no comments were received.

Following Calgary Planning Commission, notifications for 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

The proposal would allow for a wider range of uses than is allowed in the existing Direct Control District, which may better meet the diverse needs of present and future populations in the 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 are being explored and encouraged through the development permit review.

Economic

Additional commercial uses could further support the local economy by offering a wider range of amenities and services, while providing employment opportunities in close proximity to existing residential development and the Primary Transit Network.

Planning and Development Services Report to
Calgary Planning Commission
2024 September 19

ISC: UNRESTRICTED
CPC2024-1027
Page 3 of 3

**Land Use Amendment in Westwinds (Ward 5) at 3690 Westwinds Drive NE,
LOC2024-0092**

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 276D2024**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

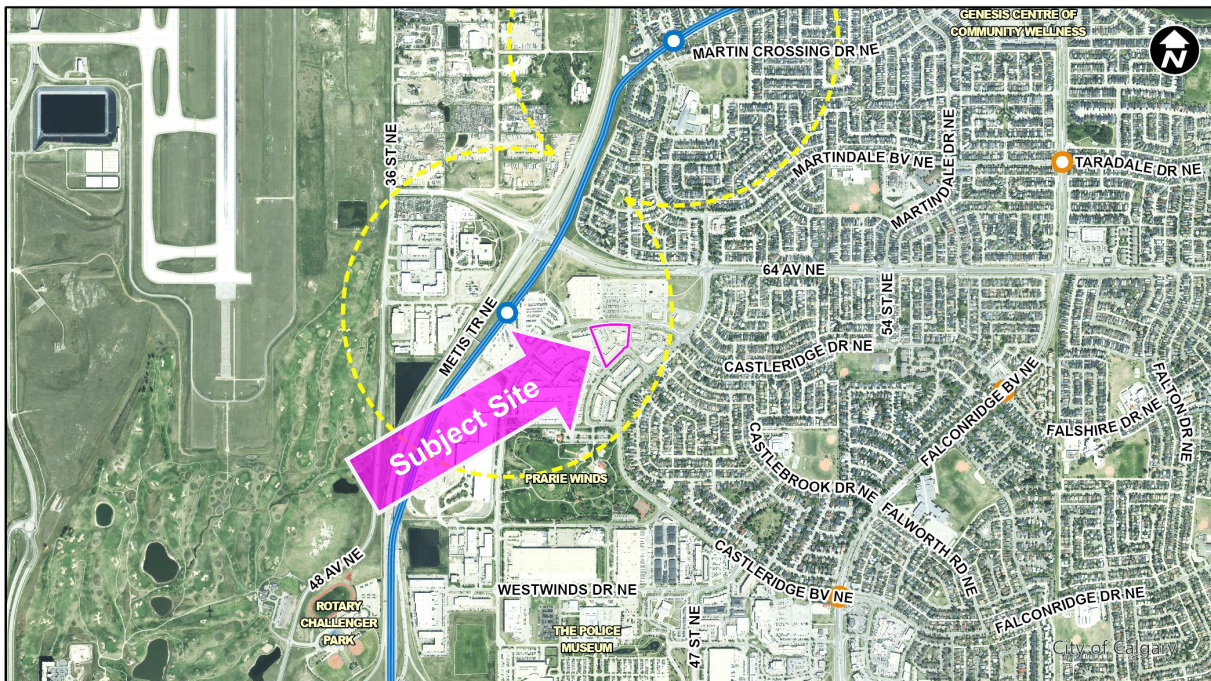
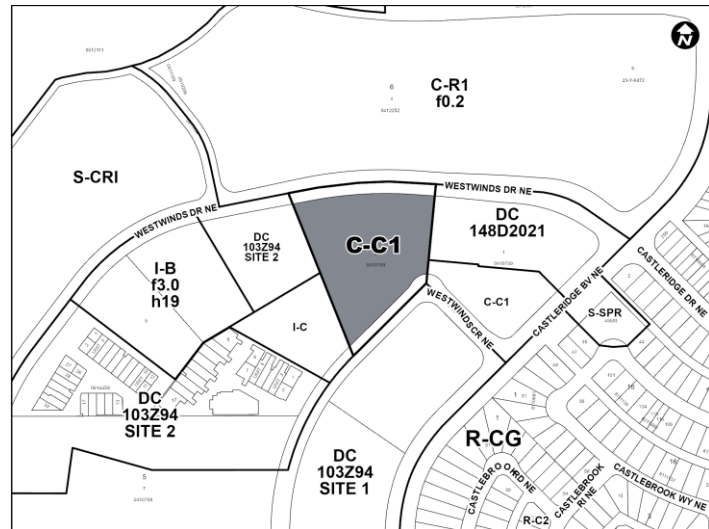
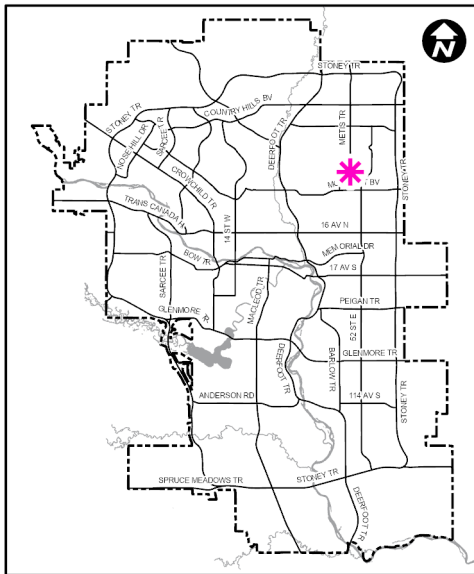
The subject site is located in the northeast community of Westwinds, just west of the residential community of Castleridge, and approximately 320 metres (a five-minute walk) east of the McKnight-Westwinds LRT Station. The irregularly shaped parcel is approximately 1.38 hectares (3.41 acres) in size and is approximately 145 metres wide and 155 metres deep. The parcel is currently developed with a variety of commercial uses including a financial institution, grocery store, food service uses, veterinary clinic and a car wash.

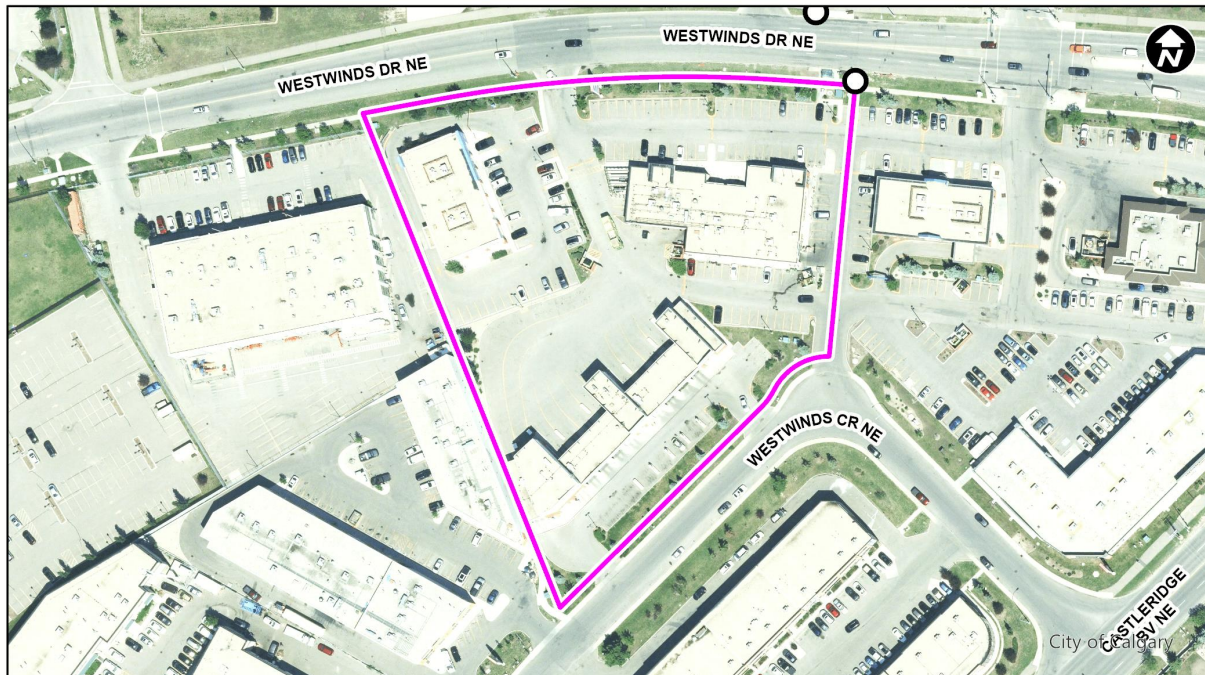
Surrounding development is characterized by a similar mix of commercial and light industrial uses. The majority of the lands bound by Métis Trail NE to the west, Westwinds Drive NE to the north, Castleridge Boulevard NE to the east and McKnight Boulevard NE to the south are designated as DC District ([Bylaw 103Z94](#)) based on the General Light Industrial (I-2) District of Land Use Bylaw 2P80, and allows for a variety of light industrial and commercial uses. The subject site also borders parcels designated Industrial – Commercial (I-C) District and Commercial – Community 1 (C-C1) District. A larger commercial parcel designated Commercial – Regional 1 f0.2 (C-R1 f0.2) District is across Westwinds Drive NE to the north.

Community Peak Population Table

Population data is not available for the community of Westwinds as it is a commercial and business industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District ([Bylaw 148D2021](#)) is based on the Industrial – Commercial (I-C) District, with additional commercial uses. The I-C District is intended to be located on the perimeter of industrial areas and allows for light industrial uses that are unlimited in size, and small-scale commercial uses that are compatible with, and complement, light industrial uses. The subject parcel was redesignated to the DC District in 2021 along with a portion of the parcel to the east to accommodate increased flexibility for commercial uses, while retaining the opportunity for light industrial uses. Despite the previous and current land use designations, an industrial tenant has not occupied the site since it was originally developed in 2008.

The proposed Commercial – Community 1 (C-C1) District allows for small to mid-scale commercial developments that serve the surrounding community and has setback and landscape requirements to limit the impact of commercial uses on nearby residential districts. The District has a maximum building height of 10 metres and a maximum floor area ratio (FAR) of 1.0, which is of a similar scale to surrounding development.

The proposed C-C1 District would allow the site to continue to serve primarily as a commercial centre for employees and residents who live in the area, while providing a greater diversity of uses considered appropriate for the site.

If this application is approved by Council, it would leave the north portion of the adjacent east parcel designated as DC District, bordered by C-C1 to the west and south. The applicant has confirmed that a future land use application may be required to address the residual DC area;

however, at the time of this application, the future needs of the other parcel were less clear, and they were not prepared to include it in this redesignation.

Development and Site Design

The rules of the proposed C-C1 District will provide guidance for the future redevelopment of the site including appropriate uses, building placement and orientation, pedestrian and vehicular access, landscaping and parking.

The proposed C-C1 District is intended to facilitate a partial redevelopment of the site which would include the demolition of an existing multi-bay car wash, and the construction of two new buildings containing Child Care Service and Supermarket uses, neither of which are available in the current DC. An existing grocery store operates on the site as a Convenience Food Store, which limits the gross floor area to 465.0 square metres. As the maximum floor area forms part of the use definition, it cannot be relaxed by the Development Authority. Therefore, the proposed relocation and expansion of the store would need to seek approval as a Supermarket.

As the site falls within 600 metres of the McKnight-Westwinds LRT Station, it is considered a Transit Oriented Development (TOD) area. As such, TOD principles would apply to the review of any development permit application, including consideration of reduced parking requirements, high-quality pedestrian connections, and limiting auto-oriented uses.

Transportation

Pedestrian access to the site is available from the existing sidewalk on Westwinds Drive NE, and vehicular access is available from Westwinds Drive NE and Westwinds Crescent NE. A regional pathway exists within the north boulevard of Westwinds Drive NE as part of the current Always Available for All Ages and Abilities (5A) Network, as well as an on-street bikeway along Castleridge Boulevard NE to the east.

The site is approximately 320 metres (a five-minute walk) to the McKnight-Westwinds LRT Station. A Calgary Transit stop is located adjacent to the site on Westwinds Drive NE with service for the following routes:

- Route 21 (Castleridge)
- Route 55 (Falconridge)
- Route 71 (Taradale)
- Route 85 (Martin Crossing)

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm services are available to the site. Details of site servicing are being considered and reviewed as part of the development permit applications.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

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 and 30–35 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 permitted and discretionary uses of the proposed C-C1 District are generally allowable within the higher noise exposure of 30-35 NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Industrial – Employee Intensive Area 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. To support the intended industrial function of the area, land use redesignations of parcels five hectares or greater from industrial to non-industrial land uses is discouraged.

Policy for the Industrial – Employee Intensive Area states that notwithstanding other policies, non-industrial uses that support the industrial function may be allowed and should be determined as part of the policy planning and land use application process. Administration has considered the impact of the proposed land use and determined the proposal to be appropriate. Given the parcel size, proximity to transit, listed uses, and built form potential under C-C1, the site would continue to be supportive of the industrial function of the area and is therefore in alignment 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 are being explored and encouraged through the development permit review.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit users alike. The proposed land use meets the key policy objectives of the Guidelines including providing for additional transit supportive land uses and high-quality pedestrian connections.

Applicant Submission

2024 July 03

This application is for a proposed land use amendment in the community of Westwinds, from Direct Control based on Industrial – Commercial (I-C) to Commercial – Community 1 (C-C1), to provide increased flexibility of use for existing operations and future site development.

The site is located at 3690 Westwinds Drive NE with a total area of approximately 3.41 acres. The site is located in an area comprised of various commercial and industrial uses and is bounded by Westwinds Drive NE to the north and Westwinds Crescent NE to the south. Metis Trail NE and the McKnight-Westwinds LRT station are located west of the site, and the residential communities of Castleridge to the east and Martindale to the north are located across Castleridge Boulevard NE and 64 Avenue NE, respectively.

The site is identified within the Municipal Development Plan as the Industrial – Employee Intensive typology. The site is in proximity of the Community Activity Centre at the intersection of McKnight Boulevard NE and 52 Street NE, an area which encompasses a variety of commercial uses.

The primary intent of this application is to provide increased flexibility of use to accommodate a future standalone Supermarket and separate multi-bay commercial building with a Child Care Service. This application also aims to achieve and maintain compliance for the existing buildings on site. In 2021, the subject site and the adjacent site to the east were redesignated to a Direct Control district based on Industrial – Commercial (I-C). Although the land use amendment was approved, an existing Supermarket use conflicted with the amended zoning regulations for site, classifying the use as existing non-conforming. The proposed Direct Control district would bring the existing Supermarket use into compliance; however, the existing Car Wash – Multi-Vehicle use would become existing non-conforming. The future site development proposes removal of the car wash facility on the basis of this development proceeding. Regulations under the Municipal Government Act (Section 643) permit the continued operation of non-conforming uses until they are removed from a site, providing a level of security for the existing car wash in the event future site development does not take place.

The proposed land use amendment will define a zoning district that is consistent with the surrounding context and uses, and as such will continue to support the goals and initiatives of the Municipal Development Plan. As such, we would respectfully request your support of this application.

Mitchell Martens

Municipal Liaison

Rick Balbi Architect Ltd.

Applicant Outreach Summary

2024 March 27



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Westwinds Corner Commercial Addition

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

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

There is no community association in Westwinds, and adjacent properties are primarily commercial developments.

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 limited to notification to Ward 5 office prior to application submission.

Affected Parties

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

Ward 5 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.

N/A. To be updated should issues/ideas arise during review and notice posting.

How did input influence decisions?

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

N/A

How did you close the loop ?

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

N/A

calgary.ca/planningoutreach

PROPOSED

CPC2024-1027
ATTACHMENT 4

BYLAW NUMBER 276D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0092/CPC2024-1027)**

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 _____

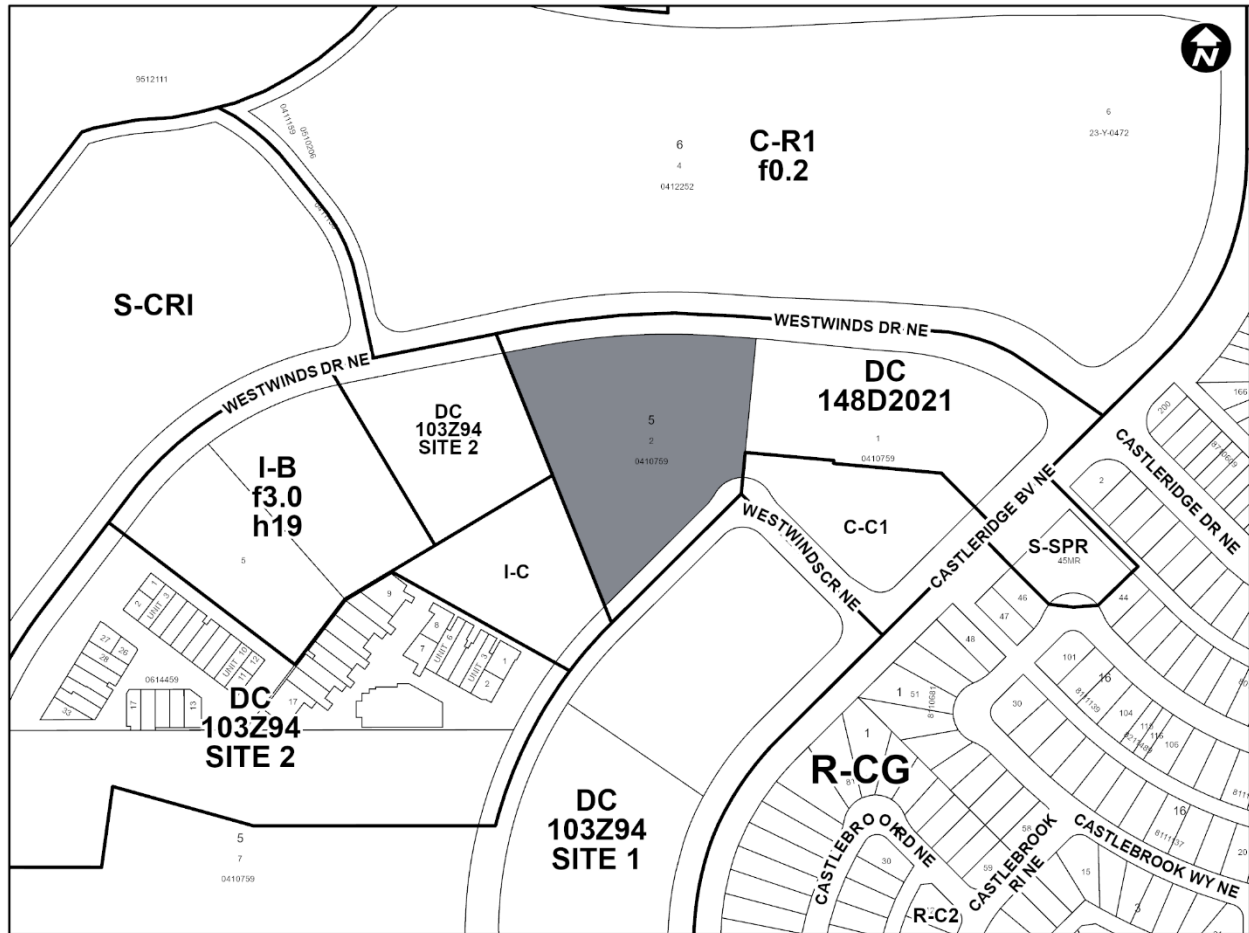
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0092/CPC2024-1027
BYLAW NUMBER 276D2024

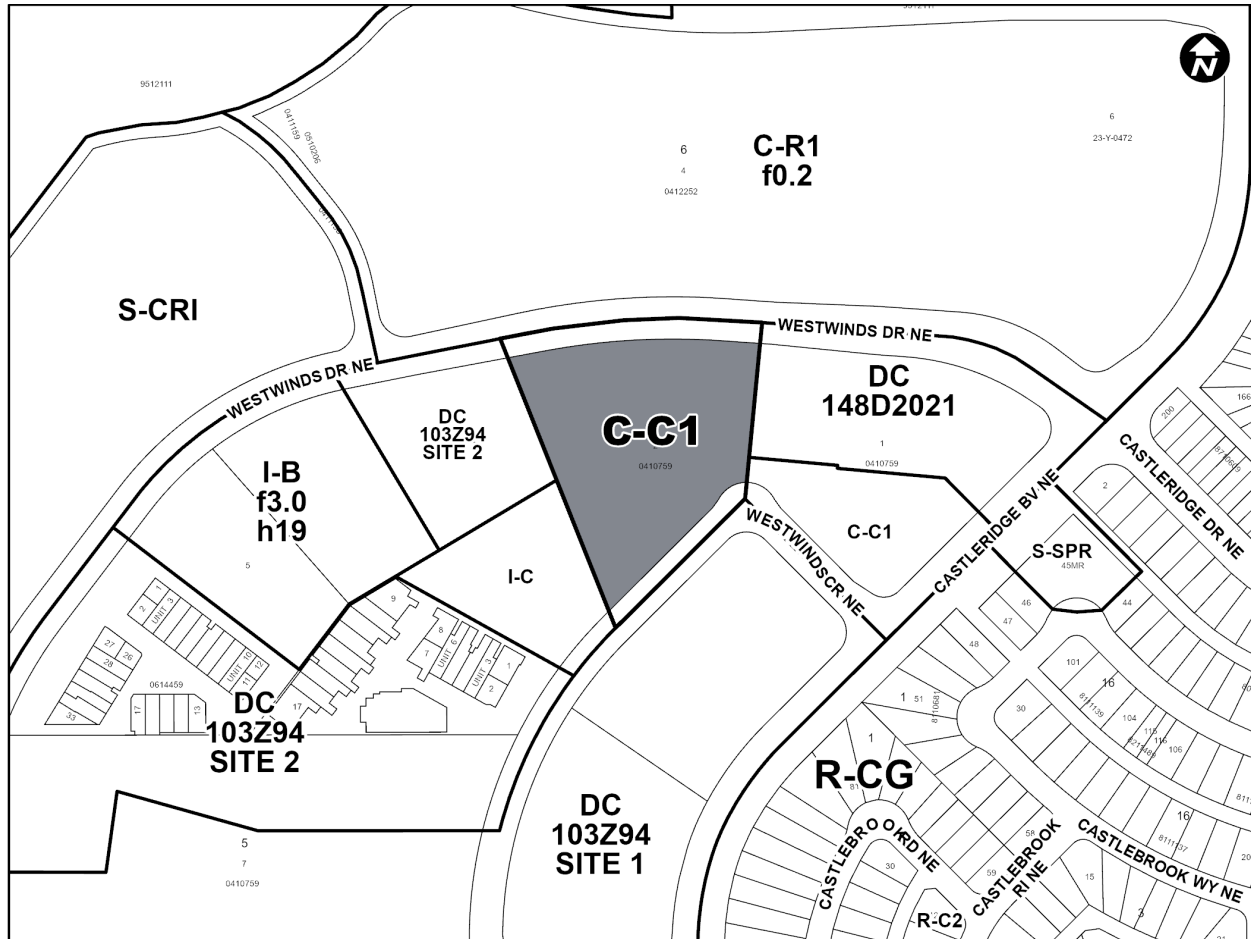
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0092/CPC2024-1027
BYLAW NUMBER 276D2024

SCHEDULE B



Land Use Amendment in Capitol Hill (Ward 7) at multiple properties, LOC2024-0057

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 0.18 hectares \pm (0.44 acres \pm) located at 1504, 1506 and 1510 – 23 Avenue NW (Plan 8394FW, Block 8, Lots 32 to 34) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
 SEPTEMBER 19:**

That Council give three readings to **Proposed Bylaw 269D2024** for the redesignation of 0.18 hectares \pm (0.44 acres \pm) located at 1504, 1506 and 1510 – 23 Avenue NW (Plan 8394FW, Block 8, Lots 32 to 34) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

HIGHLIGHTS

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

DISCUSSION

This land use amendment application in the northwest community of Capitol Hill was submitted by Sphere Architecture on behalf of the landowner, Mandeep Dhaliwal and Capitol Hill Investments Inc., on 2024 February 25. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), their intent is to accommodate a multi-residential development with 13 dwelling units and secondary suites with a maximum height of 12 metres allowed in the H-GO District.

The 0.18 hectare (0.44 acre) site consists of three parcels and are located on the northwest corner of 14 Street NW and 23 Avenue NW, approximately 70 metres (a one-minute walk) south of Confederation Park. 14 Street NW is identified as being part of the Primary Transit Network and is well serviced by public transit. The site meets the location criteria of the H-GO District established in Land Use Bylaw 1P2007.

Land Use Amendment in Capitol Hill (Ward 7) at multiple properties, LOC2024-0057

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to the Capitol Hill Community Association, distributed an information leaflet to neighbours, and also held an online community engagement session. The Applicant Outreach Summary can be found in Attachment 3.

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 eight letters of opposition from the public. The letters included the following areas of concerns:

- increased traffic and parking issues;
- increased noise;
- eroded character, appeal and overall enjoyment of the neighbourhood;
- shadowing and privacy for neighbouring lots;
- block views to Confederation Park;
- school constraints to handle this type of densification;
- laneway maintenance issue;
- loss of mature trees;
- safety concerns for units accessing from 14 Street NW;
- narrow laneway, slope towards 14 Street NW and overhead powerline may cause issue for garbage pick-up; and
- inadequate community engagement which may be due to community association declining to engage.

The Capitol Hill Community Association did not provide comments on this application. Administration has contacted the community association to follow up and no response was received.

Administration considered the relevant issues specific to the application and has determined the proposal to be appropriate. The subject site is adjacent to a primary transit network corridor where intensification and redevelopment are encouraged, and the site meets the H-GO District

**Planning and Development Services Report to
Calgary Planning Commission
2024 September 19**

**ISC: UNRESTRICTED
CPC2024-0981
Page 3 of 3**

Land Use Amendment in Capitol Hill (Ward 7) at multiple properties, LOC2024-0057

location criteria. The building and site design, number of units, height, on-site parking, landscaping and servicing will be reviewed and determined at the development permit stage.

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

IMPLICATIONS

Social

The proposed land use district would allow for a diversity of grade-oriented housing that may better accommodate the needs of different age group, lifestyles and demographics.

Environmental

The applicant has indicated that they plan to pursue specific measures, such as providing permeable and drought resistant grass, rough-in EV charging and rough-in solar panels, as part of a future development permit. This aligns with the *Calgary Climate Strategy – Pathways to 2050* (Programs F and K).

Economic

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

Service and Financial Implications

No anticipated financial impact.

RISK

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 269D2024**

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 Capitol Hill at the northwest corner of 14 Street NW and 23 Avenue NW. It is approximately 0.18 hectares (0.44 acres) in size, is approximately 40 metres wide by 44 metres deep, and slopes down from the southwest to northeast. The site consists of three parcels and each is currently developed with a single detached dwelling and a detached garage accessed from 23 Avenue NW. Future vehicular access is available via the rear lane.

Surrounding development is characterized by a mix of single and semi-detached development on parcels designated as Residential – Grade-Oriented Infill (R-CG) District. A few parcels across 14 Street NW to the east, and 23 Avenue NW to the south are designated as Multi-Residential – Contextual Grade-Oriented (M-CG) District and Housing – Grade Oriented (H-GO) District.

The site is located along 14 Street NW, which is part of the Primary Transit Network (PTN) corridor and well serviced by public transit. It is in close proximity to parks, amenities, a number of schools and commercial sites. Confederation Park is approximately 70 metres (a one-minute walk) to the east and north of the site and the Capitol Hill Community Association site is located approximately 350 metres (a six-minute walk) to the south. It is approximately 350 metres (a six-minute walk) from the subject site to the commercial area at the corner of 14 Street NW and 20 Avenue NW and about 700 metres (a 12-minute walk) to the 16 Avenue NW Main Street corridor to the south. The site is also within 800 metres (a 13-minute walk) of Capitol Hill School, approximately 600 metres (a 10-minute walk) to St. Pius X School, and approximately 950 metres (a 16-minute walk) to King George School.

Community Peak Population Table

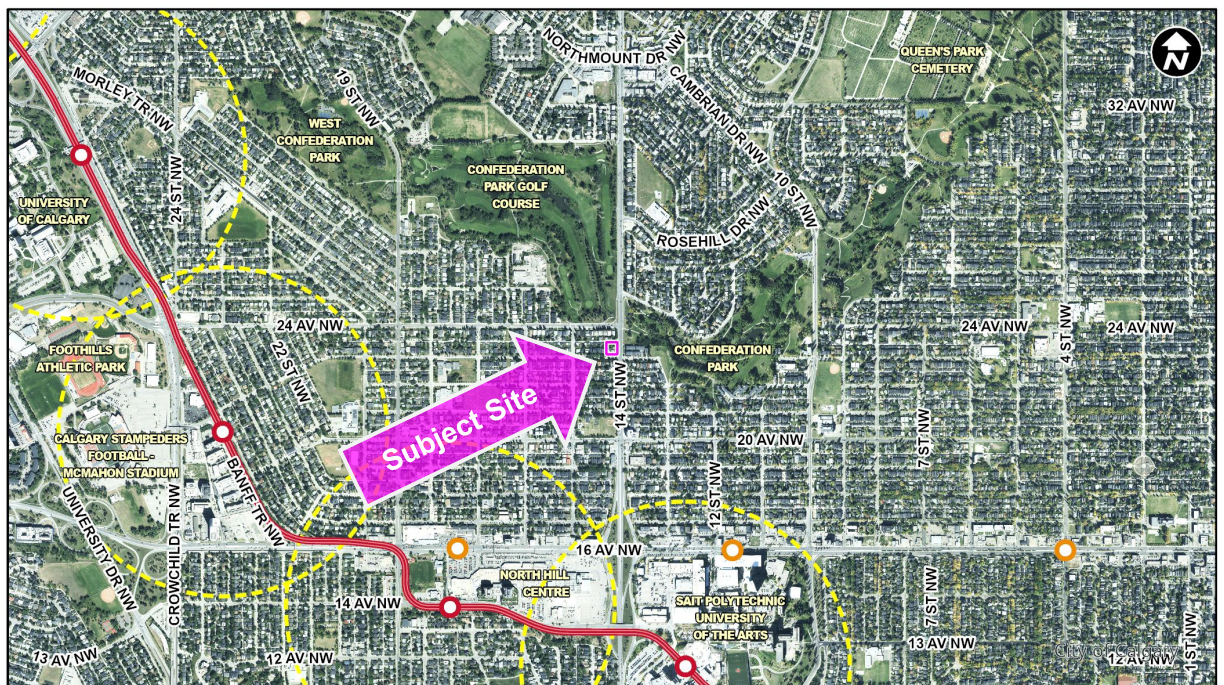
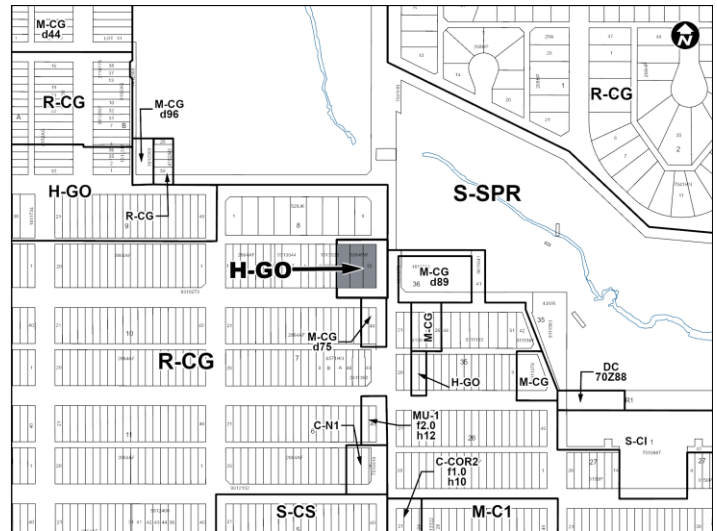
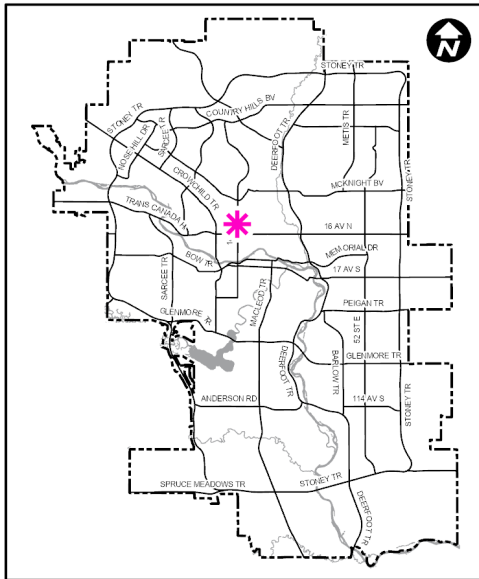
As identified below, the community of Capitol Hill reached its peak population in 2019.

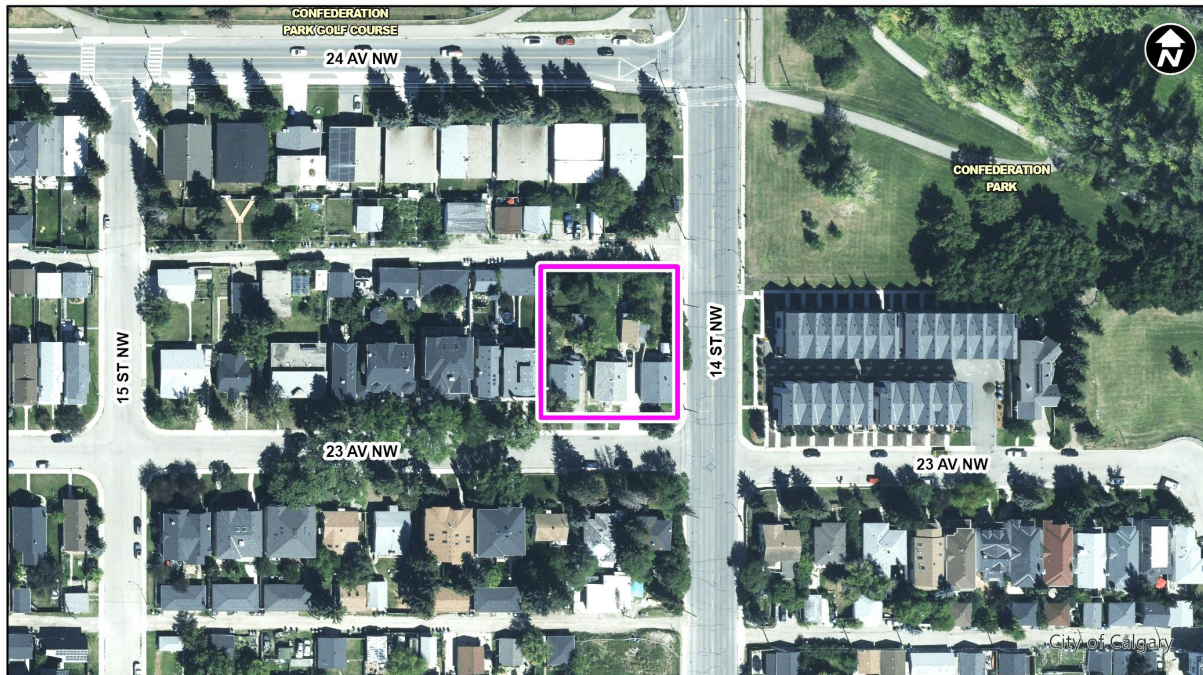
Capitol Hill	
Peak Population Year	2019
Peak Population	4,744
2019 Current Population	4,744
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The R-CG District accommodates a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to 13 dwelling units.

The proposed H-GO District allows for a variety of grade-oriented housing in a form and at a scale that is consistent with low-density residential districts. It provides flexible parcel dimensions and building setbacks, which could accommodate a range of housing forms where dwelling units may be attached or stacked within a shared building or cluster of buildings.

Density and building scale in the H-GO District are managed through a combination of:

- a maximum floor area ratio (FAR) of 1.5, which allows for a total developable area of approximately 2,643 square metres;
- 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 a functional courtyard amenity space;
- a maximum building height of 12.0 metres; and
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and per secondary suite.

Administration considers this proposal to be appropriate as the site meets the location criteria established in Land Use Bylaw 1P2007 under Section 1386(d). The parcel is located within the approved [North Hill Communities Local Area Plan](#) area as part of the Neighbourhood Connector Urban Form Category, which supports H-GO designation.

Development and Site Design

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

- public realm enhancements within the 5.182 metre bylaw setback along 14 Street NW;
- ensuring an engaging built interface along 23 Avenue NW;
- mitigating shadowing, overlooking and privacy concerns;
- garbage and recycling bins management;
- appropriate amenity space for the residents; and
- development which appropriately considers site grading.

Transportation

The site is located approximately 70 metres (a one-minute walk) south of the Always Available for All Ages and Abilities (5A) pathway, which is on the north side of 24 Avenue NW. The pathway connects to the Confederation Park pathway system to the east. 24 Avenue includes a high-quality street bikeway to the west. Future vehicular access to the site will be from the rear lane.

The site is situated along 14 Street NW and approximately 700 metres (a 12-minute walk) to 16 Avenue NW, which are both identified as part of PTN. Existing Calgary Transit bus stops are located within 160 metres (a three-minute walk) along 14 Street for Route 414 (14 Street Crosstown). Route 14 (Bridlewood/Cranston), Route 40 (Crowfoot/North Hill), and Route 91 (Foothills Medical Centre) offer regular service along 16 Avenue NW. MAX Orange (Brentwood/Saddletown) is also available along 16 Avenue NW, with the closest stop approximately 1050 metres (an 18-minute walk).

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, storm and sanitary sewer connections are available for the site and can accommodate future development. Details of site servicing will be reviewed through the development permit process.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities, especially in the area close to Primary Transit Network to make more efficient use of existing infrastructure, public amenities and transit.

The proposed H-GO District recognizes the predominantly low-density residential nature within these communities and supports moderate intensification that respects the scale and character of the neighbourhood. This application is in keeping with relevant policies in the MDP.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objective of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing permeable and drought resistant grass, rough-in EV charging, and rough-in solar panel as part of a future development permit application. This supports the Zero Emission Vehicles, and Natural Infrastructure sections (Program F and K) of the *Climate Strategy*.

North Hill Communities Local Area Plan (Statutory – 2021)

The [North Hill Communities Local Area Plan](#) (LAP) identifies 14 Street NW as part of the Neighbourhood Connector category (Map 3: Urban Form) corridor with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. The Neighbourhood Connector policy area is characterized by a broad range and mix of housing types, unit structures and building forms along higher activity, predominantly residential streets. The LAP speaks to maintain the residential uses in this area and supports intensification and redevelopment along higher vehicle and pedestrian volumes street (14 Street NW). The site meets the H-GO District location criteria, and the proposed land use amendment is in alignment with the applicable policies of the LAP.

Applicant Submission

2024 August 26



HARPUNIT MANN ARCHITECT, AAA | MRAIC
Principal | B. ARCH. | M. L. ARCH.
825.910.8080 | hmann@spherearc.com

APPLICANT SUBMISSION-DEVELOPMENT PERMIT

Project Name: CAPITOL HILL MULTIFAMILY

Project Address: 1504, 1506 & 1510 23 AV NW CALGARY, AB

The subject parcel is situated at 1504, 1506, 1510 23 AV NW, currently falls under R-CG land use district and is bordered by R-CG to the West and North across the lane. The lots to the South and East across 23 AV NW and 14 ST NW are zoned under M-CG with density modifiers. In terms of building typology, there are single-family and multi-family developments around the subject site.

The application is seeking a redesignation of the subject site as H-GO (Housing - Grade Oriented) for redeveloping the site with 13 primary units with secondary suites. The proposal to redesignate to H-GO allows for the proposed development to be in conformity with the low-density residential district while taking advantage of the 12m building height and flexibility with parcel coverage as prescribed by the Bylaw. Given the site constraint – public realm setback on 14 ST and slope challenges, H-GO ensures viability of the project by meeting the required density with minimum setback provision.

The development intends to meet the parking requirements by providing surface parking stalls accessible from the lane, mobility storage lockers and class-1 bike parking as per bylaw. The subject parcel is also within a 1min walk from primary transit service (NB 14 St NW @ 22 Av NW). A dedicated and screened area for Waste & Recycle. Site specific measures, such as providing permeable surfaces and drought resistant grass, rough-in for EV charging and solar panels will be pursued as part of a future development permit application.

In line with the urban densification objectives outlined in the Municipal Development Plan (MDP), the multifamily development is geared towards families by maximizing three-bedroom units with open courtyard space for play while provided shielding from the busy adjoining streets. The development will activate the street with direct access to units fronting the street. Street elevations would be aptly articulated with large windows, quality façade materials and roof top terrace. The large windows will allow visual connections from units to the streets, enabling a secure environment.

The proposed development represents a stride towards addressing the growing housing needs. It stands as a positive addition to the neighborhood and immediate vicinity, elevating the residential character of the community.

Sincerely,

Harpunit Mann Architect, AAA
Principal

1220 - 717 7th Ave SW Calgary AB T2P 0Z3

Page 1 of 1

Applicant Outreach Summary

2024 August 2



Please complete this form and include with your application submission.

Project name: LOC2024-0057_23 AV NWMultifamily

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)

Applicant made initial contact with Community Association by sharing the site concept in Feb 2024 but after multiple attempts did not hear back.

Applicant also arranged with Client to distribute information leaflet to neighbors in March 2024 and City notice posted on site. Following which emails entailing the concerns related to the proposed development received in April & June.

Applicant engaged client representative and held an online community engagement session on June 12, 2024 and tried to respond to the concerns expressed by neighbors. The original site concept was revised per feedback and presented in this session.

Approx. 15 participants including neighbors, Ward councilor rep and CA rep.

Applicant had a follow-up online meeting with ward councilor and rep to explain how revised site concept comply with bylaw and address neighbor's concern.

Stakeholders

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

Councilor's office
Community Association
Client Representative
Neighbors

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.

1. Parking:

Neighbors have expressed concerns regarding the parking requirements and the absence of visitor parking proposed on site.

2. Traffic, parking, and circulation at the rear lane:

Neighbors are concerned that the proposed number of parking stalls will impact traffic flow in the rear lane, especially given the current steep slope.

3. Garbage location and size:

Neighbors have expressed concerns about the proposed number of bins and their location at the rear lane.

4. Privacy and noise to adjacent parcel to west PL:

Adjacent neighbor has a concern proposed building location facing his backyard.

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.

1. Parking: the proposed surface parking accommodate 13 parking stalls (1 stall/unit) with 13 class 1 bike stalls for secondary suites and 13 mobility storages. That meet H-GO district bylaws requirements.

2. Traffic, parking, and circulation at rear lane: a professional engineer to conduct a traffic study (attached).

3. Garbage location&size: Proposed garbage location is facing the rear lane to facilitate an pick-up process by a private service provider.

4. Privacy and noise to adjacent west parcel: Building setback is 4.5m with green buffer. All units facing the inner court. Building height is similar to adjust existing buildings. Shadow study shows no impact to adjacent neighbor's backyard.

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)

We arranged an online meeting with community association, councilor office and neighbors to present proposed development and getting notes from all participants to revise our proposal and address these comments/concerns.

Emailed updated site plan with related studies to the same group with detailed explanation on each point.

calgary.ca/planningoutreach

PROPOSED

CPC2024-0981
ATTACHMENT 4

BYLAW NUMBER 269D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0057/CPC2024-0981)**

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 _____

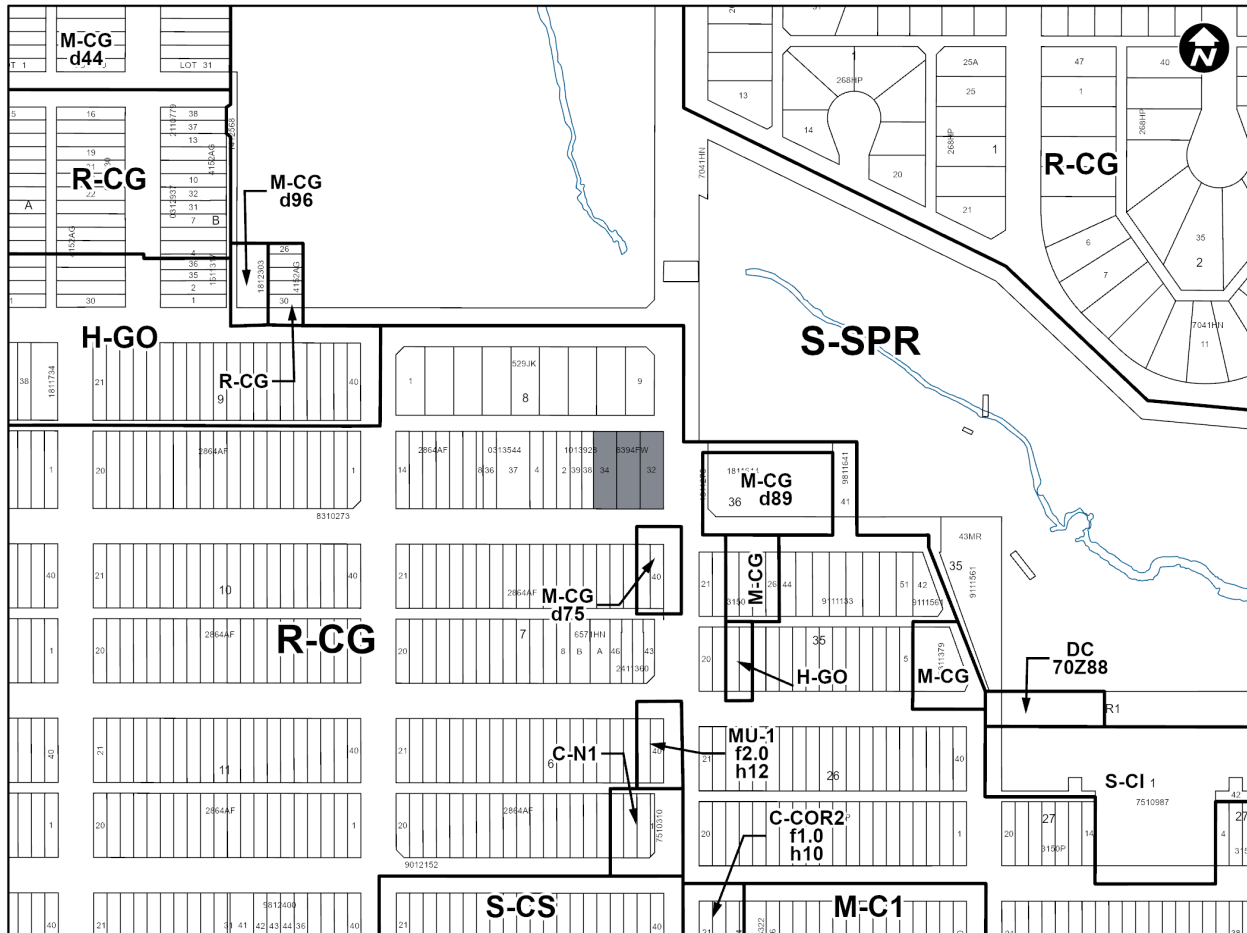
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0057/CPC2024-0981
BYLAW NUMBER 269D2024

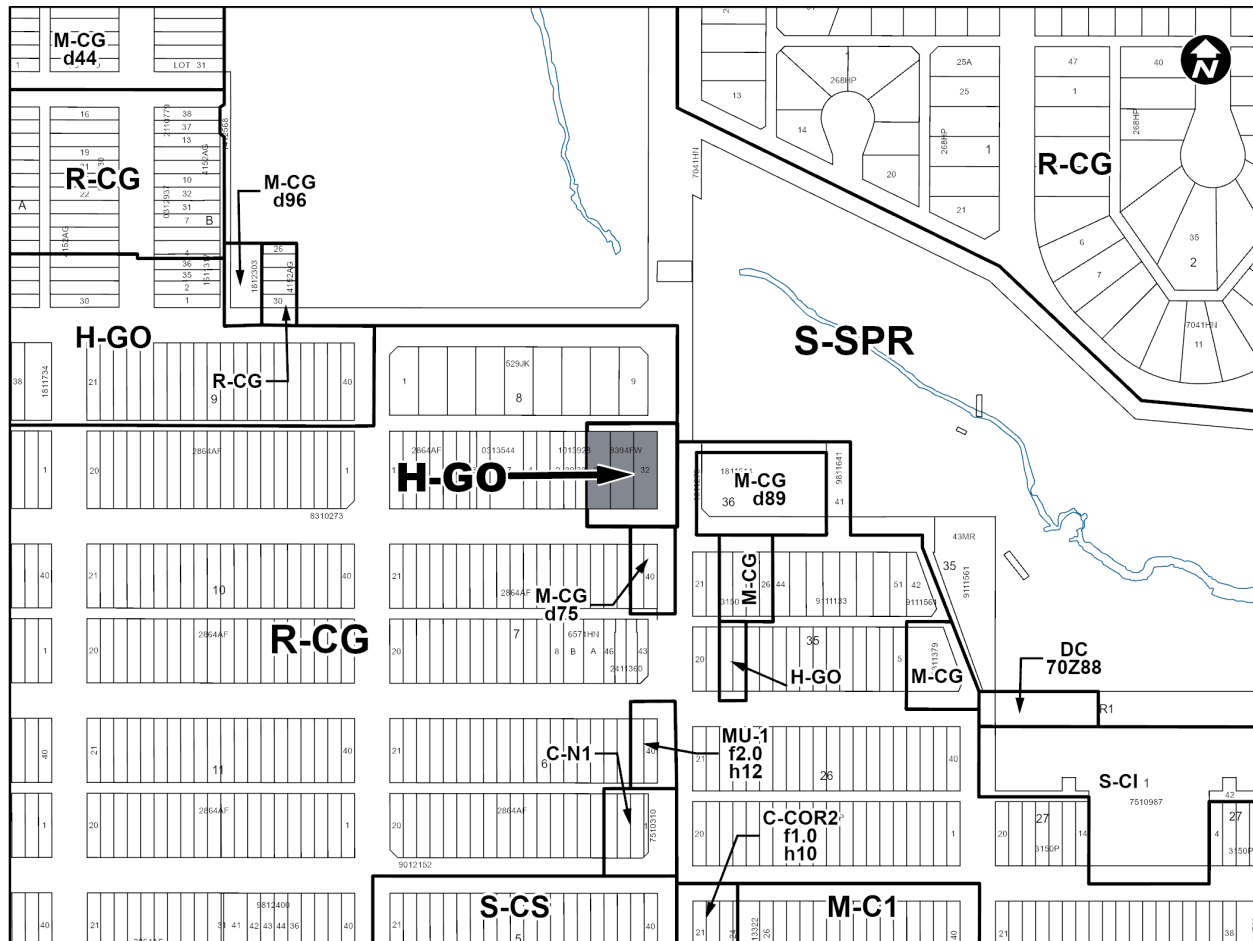
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0057/CPC2024-0981
BYLAW NUMBER 269D2024

SCHEDULE B



**Land Use Amendment in Killarney/Glengarry (Ward 8) at 2824 – 31 Street SW,
LOC2024-0118**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 0.10 hectares \pm (0.25 acres \pm) located at 2824 – 31 Street SW (Plan 732GN, Block 9, Lot 43) from Direct Control (DC) District to Residential – Grade-Oriented Infill (R-CG) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 19:**

That Council give three readings to **Proposed Bylaw 271D2024** for the redesignation of 0.10 hectares \pm (0.25 acres \pm) located at 2824 – 31 Street SW (Plan 732GN, Block 9, Lot 43) from Direct Control (DC) District to Residential – Grade-Oriented Infill (R-CG) District.

HIGHLIGHTS

- This application seeks to redesignate the site to allow for rowhouses and townhouses, in addition to the building types already listed in the existing district (e.g. single detached, semi-detached and duplex dwellings).
- The proposal represents an appropriate density increase on a residential site, allows for a development that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Westbrook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed Residential – Grade-Oriented Infill (R-CG) District would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed R-CG District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- 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 Killarney/Glengarry, was submitted by Prime Design Solutions on behalf of the landowners, Harry Sood and Shalika Sood, on 2024 April 28. The mid-block site located within a cul-de-sac, is approximately 0.10 hectares (0.25 acres) in size and contains a one-storey single detached dwelling with rear lane access. Vehicular access to the detached garage is provided via the cul-de-sac. As indicated in the Applicant Submission (Attachment 2), the intent of this application is to allow for more housing options beyond the current parameters of the applicable Direct Control (DC) District, subject to the policies of the LAP. No development permit has been submitted at this time.

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

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 2824 - 31 Street SW,
 LOC2024-0118**

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 confirmed that the landowners met with three neighbouring parcels adjacent to the subject site to share information about the proposed project and obtain 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.

Administration received 15 letters of opposition. The letters of opposition included the following areas of concern:

- ongoing street parking capacity issues and vehicular congestion within the cul-de-sac and lane;
- potential increase in building height and consequential privacy concerns impacting neighbouring lots;
- proposed increase in the allowable number of dwelling units;
- loss of mature trees on site;
- lack of fit with neighbourhood character and preference to maintain single or semi-detached dwellings; and
- ongoing construction and noise impacts from surrounding developments.

No comment was received from the Killarney-Glengarry Community Association (CA). Administration contacted the CA to follow up and no response was received.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal is appropriate. The R-CG District is intended to be located adjacent to other low-density districts and accommodates a variety of grade-oriented housing forms. The proposed land use also provides for a modest increase in density and height while being sensitive to adjacent developments. The building and site design, number of units, landscaping vegetation, parking and waste management will be reviewed and determined at the development permit stage, including reviewing policies of the LAP which provides specific guidance and direction regarding built form.

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

Planning and Development Services Report to
Calgary Planning Commission
2024 September 19

ISC: UNRESTRICTED
CPC2024-0952
Page 3 of 3

**Land Use Amendment in Killarney/Glengarry (Ward 8) at 2824 - 31 Street SW,
LOC2024-0118**

IMPLICATIONS

Social

The proposed land use would create the opportunity for additional housing options in the area that may better accommodate the housing needs of different age groups, lifestyles, and demographics and foster a more inclusive community.

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 subsequent development approval stages.

Economic

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

Service and Financial Implications

No anticipated financial impact.

RISK

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 271D2024**

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 located on the south side of 26 Avenue SW, in the middle of the cul-de-sac along 31 Street SW. The parcel is a mid-block site and is approximately 0.10 hectares (0.25 acres) in size with a limited frontage of approximately 11 metres due to the lot orientation within the cul-de-sac, with depths of 49 and 32 metres on both sides. The site is currently developed with a one-storey single detached dwelling and a detached garage accessed from the front/north end of the property. Vehicular access is also available from the rear lane.

Surrounding developments within the cul-de-sac and south across the lane consist mainly of single detached and semi-detached dwellings designated as Direct Control (DC) District ([Bylaw 28Z91](#)). There are also parcels within 50 metres (a one-minute walk) north of the site and along 26 Avenue SW that are designated Housing Grade-Oriented (H-GO) District in alignment with the *Westbrook Communities Local Area Plan* (LAP), following Council's decision on citywide rezoning on 2024 May 14 that came into effect on 2024 August 06. This parcel and similar surrounding parcels were not captured as part of this work as it was located within a DC District.

Nearby amenities include various commercial uses southwest and southeast of the intersection of 26 Avenue SW and 33 Street SW which are within 200 metres (a three-minute walk) of the site, along with the Killarney Elementary School which is 300 metres (a five-minute walk) west of the site. The parcel is also located within 400 metres (a seven-minute walk) east of the Killarney/Glengarry Community Association.

Community Peak Population Table

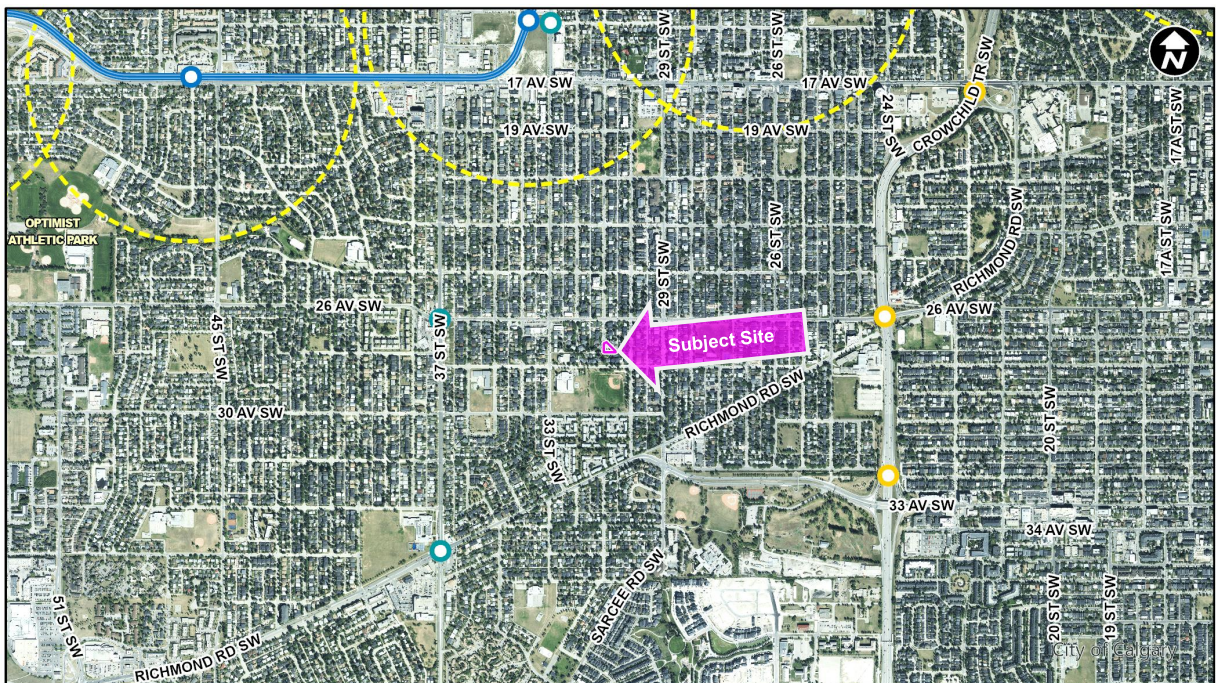
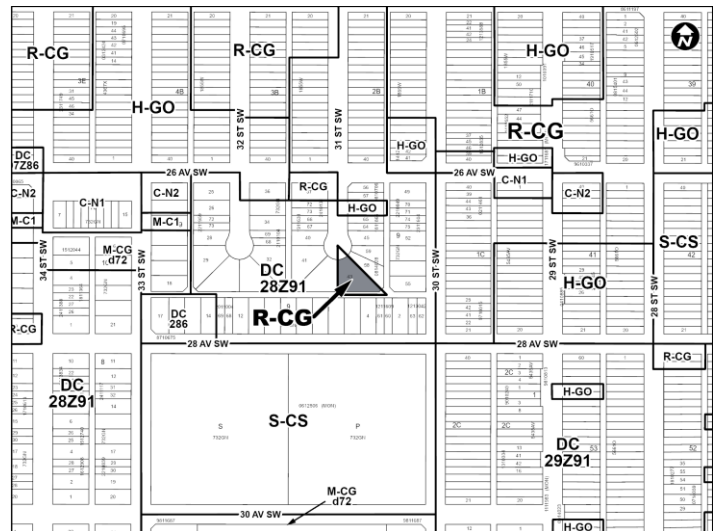
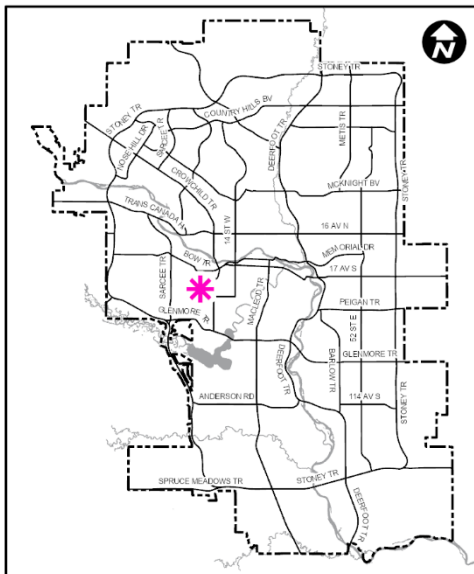
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

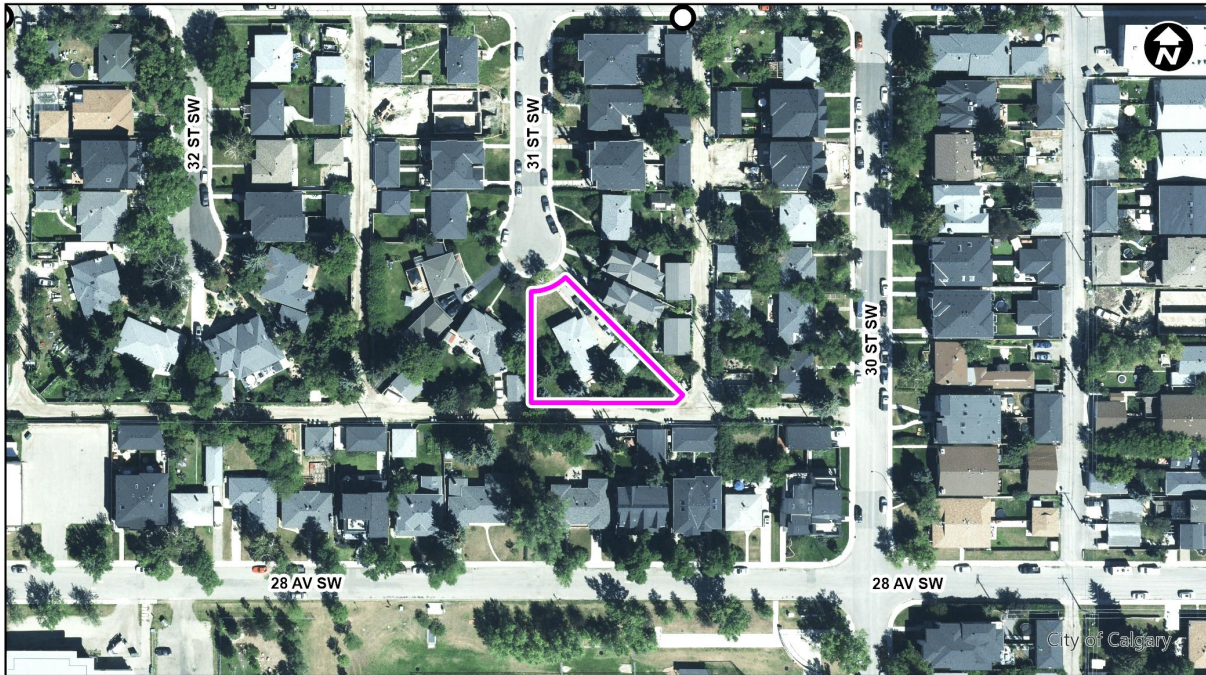
Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 DC District ([Bylaw 28Z91](#)) is based on the R-2 Residential Low Density District of Land Use Bylaw 2P80. This DC District is intended to accommodate a maximum of two dwelling units in the form of single detached, semi-detached or duplex dwellings. The DC District also includes specific minimum lot width and lot area requirements and includes a maximum building height of 10.0 metres. Secondary suites are not allowed in this DC District as secondary suite is not a use within the 2P80 Land Use Bylaw.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for a range of low density housing forms than the existing DC District, including single detached, semi-detached, duplex dwellings, townhouses and rowhouse. The R-CG District also allows for a maximum building height of 11.0 metres and a maximum density of 75 dwelling units per hectare. Based on the parcel area of the subject site, this would allow up to seven dwelling units. The site geometry would limit the number of potential units on the site and the development proposals would also be subject to the policies of the LAP, which provides further guidance and direction regarding built form.

Secondary suites (one per dwelling unit) are also allowed in the R-CG District where townhouses and rowhouses are proposed and does not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite. Where a development application does not propose a rowhouse or a townhouse, a backyard suite may

also be accommodated separately or in addition to a secondary suite on the site and is subject to the rules of Land Use Bylaw 1P2007.

Development and Site Design

If this redesignation is approved by Council, the rules of the proposed R-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Given the specific policy context of this mid-block site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring the proposed built form aligns with the LAP policies;
- the layout and configuration of dwelling units;
- ensuring an engaging built interface along 31 Street SW;
- mitigating shadowing, overlooking and privacy concerns;
- lane access and parking provisions;
- waste collection and impact mitigation; and
- appropriate location of landscaping and amenity space including the protection of existing healthy trees.

Transportation

Pedestrian access to the site is available from the existing sidewalk along 31 Street SW. The site is serviced by Route 6 (Killarney/26 Av SW) with respective bus stops located within 150 metres (a two-minute walk) of the site. Route 6 provides service through Killarney/Glengarry running east and westbound along 26 Avenue SW.

Vehicular access to the site is currently provided off a driveway from the street. Any future redevelopment of the site would likely require this access be closed and relocated exclusively off the rear lane. The subject site is not located within a residential street parking permit zone and on-street parking is unrestricted along 31 Street SW within the cul-de-sac.

There are dedicated bicycle lanes along the north and south sides of 26 Avenue SW which forms part of the existing on street bikeway path within the Always Available for All Ages and Abilities (5A) Network.

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

Environmental Site Considerations

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

Utilities and Servicing

Water, sanitary and storm sewer main connections are available from 31 Street SW. 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the 'Developed Residential – Inner City' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

The proposal is in keeping with relevant MDP policies, as the application complies with relevant land use policies that recognize the predominantly low-density residential nature within these communities and supports retention of housing stock or moderate intensification in a form that respects the scale and character of the neighbourhood.

Calgary Climate Strategy (2022)

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

Westbrook Communities Local Area Plan (Statutory – 2023)

The site is subject to the [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Local category (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale), which allows for up to three storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types. The Limited building scale is typically characterized by buildings of three storeys or less, where building mass may be limited above the second storey in Neighbourhood Local areas. Policies also provides further guidance and direction within the Limited Scale area to be considered during the development permit process, including secondary suites, which may be accommodated and are not considered a unit. The LAP contains policies on where building forms of three or more units are appropriate.

The proposed R-CG District aligns with the policies of the LAP.

Applicant Submission

Company Name (if applicable):

Prime Design Solutions Ltd.

Applicant's Name:

Irfan Khan

Date:

2024.06.04

LOC Number (office use only):

The subject site located on the end of 31 Street SW is approximately 0.25 acres (1,002.98 SQ.M) in size - 11.11 meters wide by 48.64 meters deep. The parcel is currently developed with a single detached dwelling and a detached garage with front access from 31 Street SW and has rear lane access which will provide future vehicle access.

Located just a 10 minute drive from Calgary's downtown core, the property is surrounded by multiple desirable amenities. The property is surrounded by multiple beautiful green spaces within walking distance and the Westbrook mall is a 3 minute drive for easy access to a variety of shopping necessities. The community of Killarney is a prime and desirable location for many. The community contains a range of appealing services to meet the day-to-day needs of the residents.

The immediate area surrounding the subject site consists of mostly low density residential uses with an increase in semi-detached developments being proposed. Located to the south of the property on 28 Avenue is Killarney School and a large green space within walking distance.

The current land use district (DC based off the R-2/R-C2 districts) does not meet the needs of our proposal as it is fairly restrictive. The subject property is fairly large and only a portion of it is currently developed leaving the property severely under-developed. The proposed redesignation to RCG District allows for a range of low-density developments such as single detached, semi-detached / duplexes, townhomes and rowhomes along with the possibility of Secondary Suites. This will allow us to take advantage of the size of the property and utilize the subject parcel to its true potential.

This is an ideal location for a RCG District containing 4-6 units as this would increase the housing opportunities within this highly sought-after community. It would further add to the character and attractiveness of this part of the Killarney neighborhood. This type of development would achieve a balance between community growth and responsibility alongside assisting in optimizing the existing and future infrastructure. The increased density is minimal and low-impact to the adjacent neighbors and we strongly believe that a well thought out design can be implemented in this location which will benefit the entire community as a whole.

Applicant Outreach Summary

2024 August 16



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Killarney Multi-Family Development

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)

The new property owners spoke with about 3 of the immediate neighbors regarding the proposed development. This was conducted during the initial LOC application (April - May 2024).

Affected Parties

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

Immediate neighbors of the subject site

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.

Overall encouragement received - some concerns about parking were raised which we explained would not be an issue since the new dwelling units would have their own garages - this seemed to help.

How did input influence decisions?

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

We are determined to provide the best possible design in terms of mitigating parking / traffic concerns as well as resident privacy.

How did you close the loop ?

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

The schematic site plan uploaded with our application was shown as a reference to everyone contacted which helped provide a clearer understanding of the proposed development.

calgary.ca/planningoutreach

Arfan Khan

PROPOSED

CPC2024-0952
ATTACHMENT 4

BYLAW NUMBER 271D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0118/CPC2024-0952)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

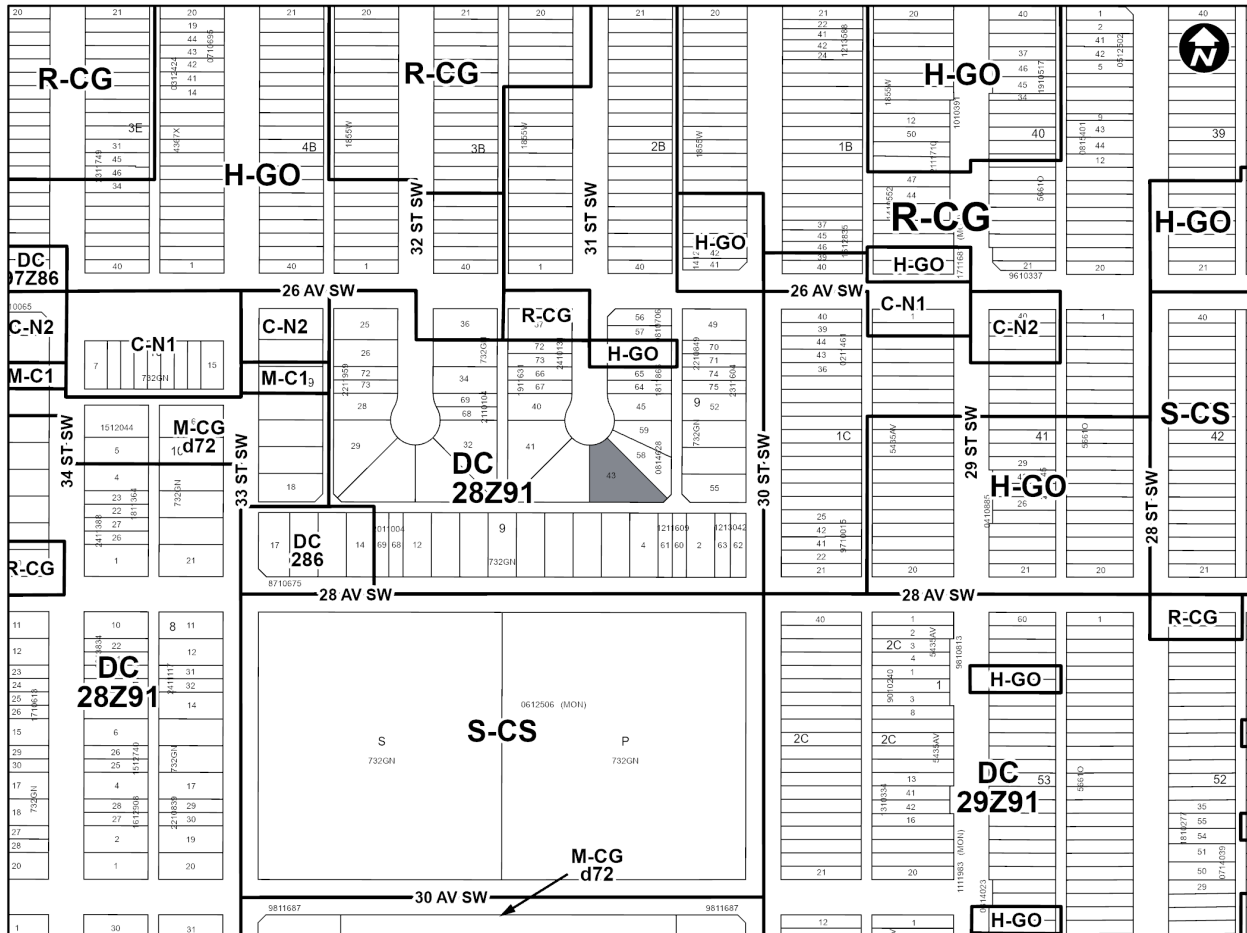
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0118/CPC2024-0952
BYLAW NUMBER 271D2024

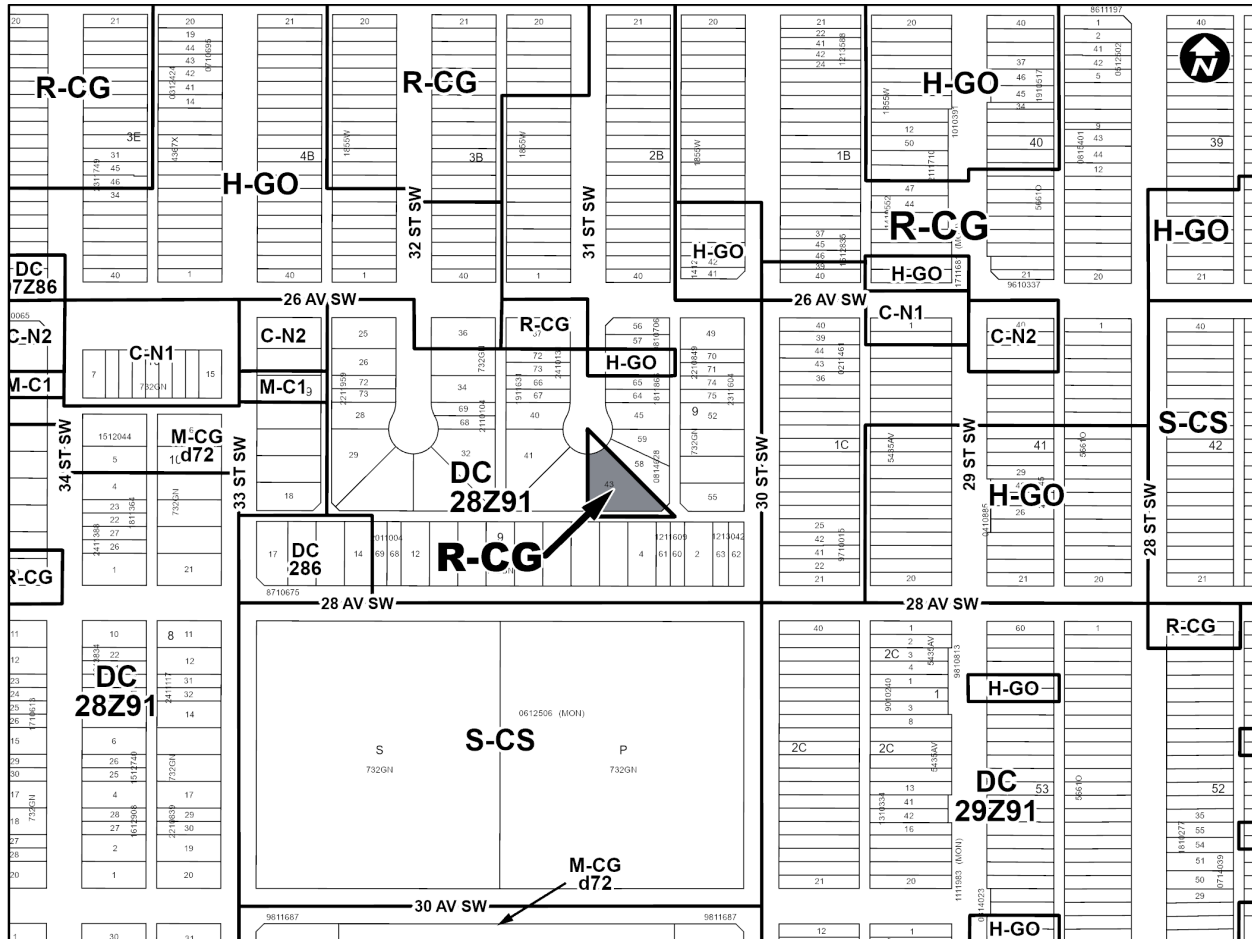
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0118/CPC2024-0952
BYLAW NUMBER 271D2024

SCHEDULE B



Policy Amendment in Richmond (Ward 8) at 2104 – 29 Avenue SW, LOC2023-0271

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the amendment to the Richmond Area Redevelopment Plan (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 19:**

That Council give three readings to **Proposed Bylaw 83P2024** for the amendment to the Richmond Area Redevelopment Plan (Attachment 2).

HIGHLIGHTS

- This application seeks a policy amendment to the *Richmond Area Redevelopment Plan* (ARP) to allow for rowhouses and townhouses, in addition to the building types already allowed under the ARP (e.g. single and semi-detached dwellings and secondary suites).
- 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 and garage has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, located in the southwest community of Richmond, was submitted by the landowner, Ken Homes Ltd., on 2023 September 14. The approximately 0.06 hectare (0.14 acre) parcel is located at the northwest corner of 29 Avenue SW and 20 Street SW. The site is currently developed with a single detached dwelling and detached garage with rear lane access. On 2024 May 14, City Council approved bylaw 21P2024 redesignating this and multiple parcels city-wide, to the Residential – Grade-oriented Infill (R-CG) District. Bylaw 21P2024 came into force on 2024 August 6. The proposed policy amendment aligns ARP policy for the site to accommodate a rowhouse (up to four units on this site) that would be compatible with the surrounding developments as indicated in the Applicant Submission (Attachment 3).

A development permit (DP2023-06469) has been submitted for a four-unit rowhouse building and is currently being reviewed by Administration.

Policy Amendment in Richmond (Ward 8) at 2104 - 29 Avenue SW, LOC2023-0271

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 has chosen not to conduct outreach, as The City conducted outreach within the city-wide rezoning process, which was subsequently approved by Council in 2024 May. 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 no letters in opposition or support from the public regarding the proposal. No comments from the Richmond Community Association (CA) were received. Administration contacted the CA on 2024 August 08 to follow-up and did not receive a response.

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

IMPLICATIONS

Social

The proposed application would allow for a wider range of housing types than the existing 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*. Opportunities to align this site with applicable climate strategies are being explored and encouraged within the development permit review.

Economic

The proposed policy amendment would allow for a more efficient use of land, existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

Planning and Development Services Report to
Calgary Planning Commission
2024 September 19

ISC: UNRESTRICTED
CPC2024-0946
Page 3 of 3

Policy Amendment in Richmond (Ward 8) at 2104 - 29 Avenue SW, LOC2023-0271

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
- 2. Proposed Bylaw 83P2024**
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 on the northwest corner of 29 Avenue SW and 20 Street SW. The site is approximately 0.06 hectares (0.14 acres) in size and is approximately 15 metres wide and 37 metres deep. The site is currently developed with a single detached dwelling and a detached garage with rear lane access.

Surrounding development to the north, south, east, and west is primarily single and semi-detached dwellings designated as Residential – Grade-Oriented Infill (R-CG) District.

On 2024 May 14, City Council approved Bylaw 21P2024 to redesignate multiple parcels citywide and this came into effect on 2024 August 6. The subject site was included in the bylaw and was redesignated to the Residential – Grade-Oriented Infill (R-CG) District.

Community Peak Population

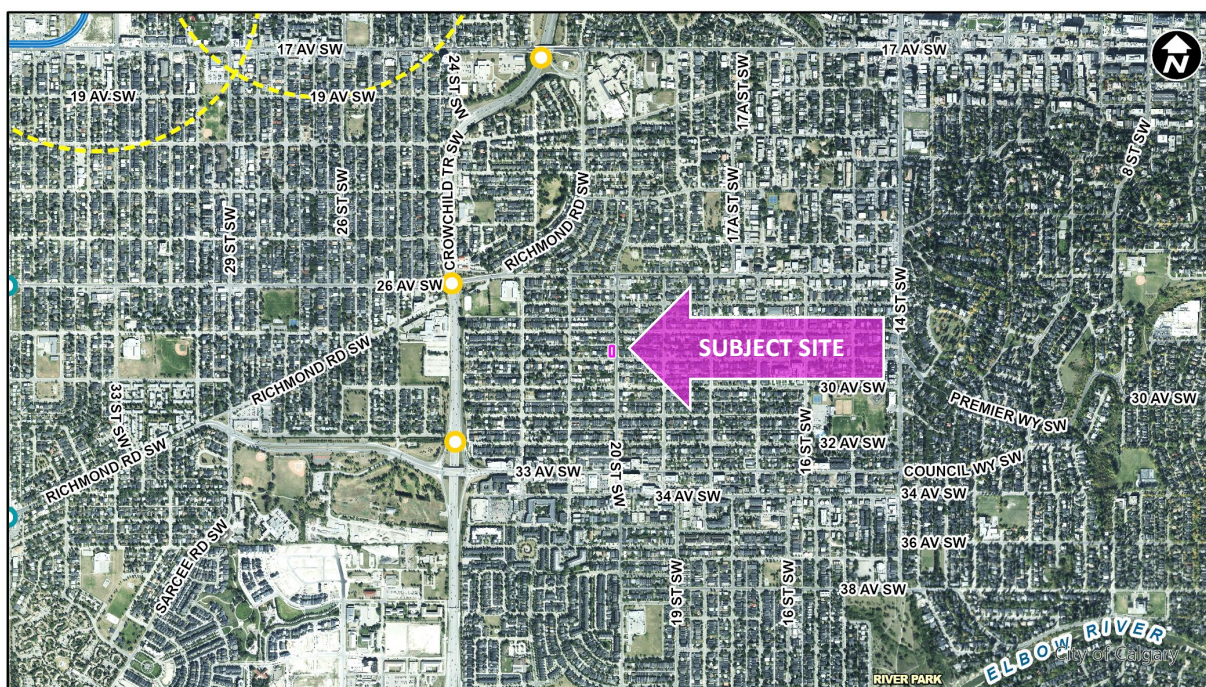
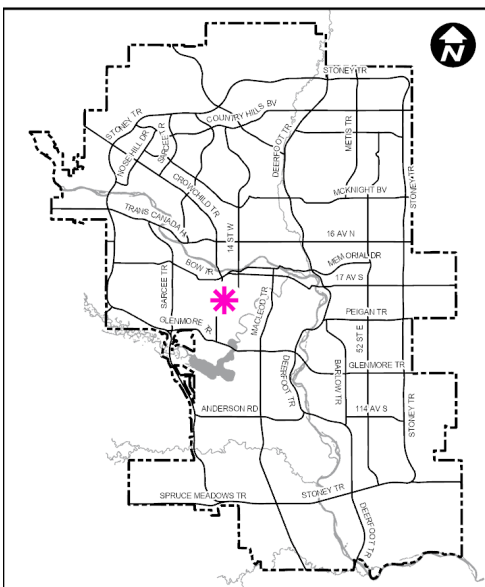
As identified below, the community of Richmond reached its peak population in 1968.

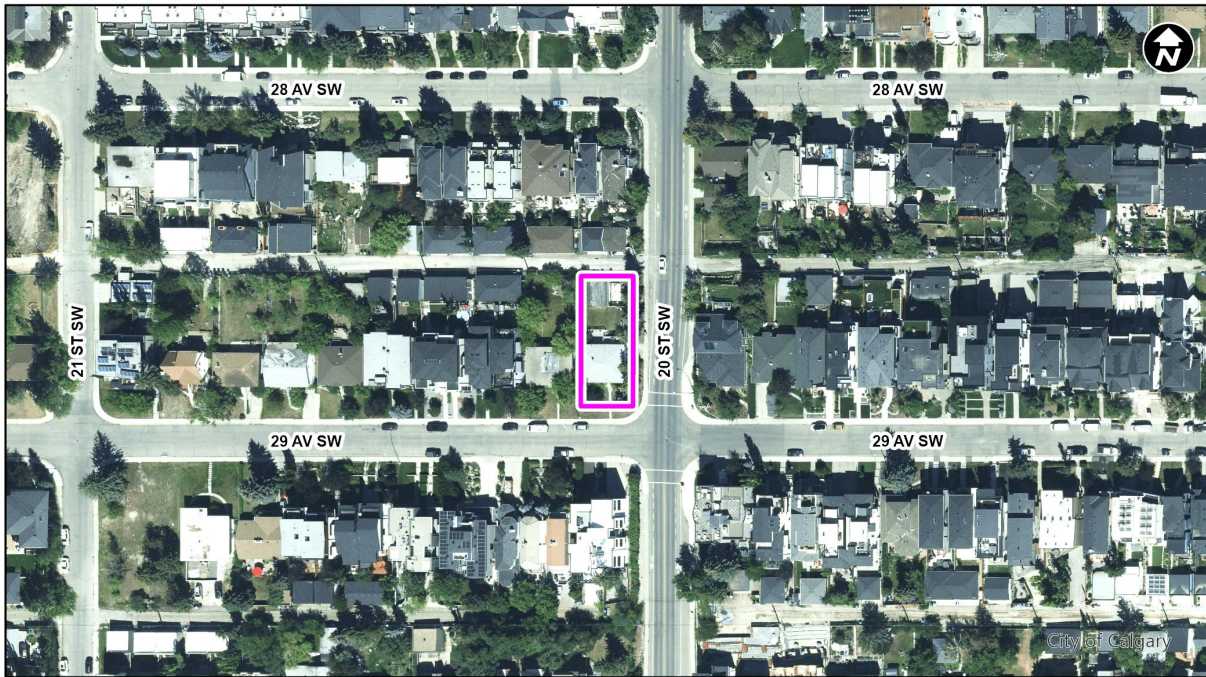
Richmond	
Peak Population Year	1968
Peak Population	5,080
2019 Current Population	4,962
Difference in Population (Number)	-118
Difference in Population (Percent)	-2.32 %

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

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

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

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The proposed application complies with relevant land use policies that encourage redevelopment and modest intensification of Inner City Areas to support the transit network, make more efficient use of existing infrastructure, public amenities and delivers incremental benefits to climate resilience.

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 within the development permit review.

Richmond Area Redevelopment Plan (Statutory – 1986)

In order to accommodate the proposed land use redesignation, an amendment to the [Richmond Area Redevelopment Plan](#) (ARP) is required. Map 2 of the ARP identifies the land use category of the subject site as 'Conservation/ Infill' area. The intent of the 'Conservation/ Infill' area is intended to support infill development in the form of single and semi-detached dwellings.

The policy amendment proposes to amend Map 2: Land Use Policy from 'Conservation/ Infill' to 'Low Density Residential' for the subject site. The intent within the 'Low Density Residential' area is to allow for a variety of housing types ranging from single detached homes to multi-residential building forms with a maximum density of 75 units per hectare (four dwelling units based on the size of the subject site).

West Elbow Communities Local Area Planning Project (Area 2/3)

This site is located in Area 2/3 (West Elbow Communities), which includes Richmond and surrounding communities. Administration is currently developing the [West Elbow Communities Local Area Plan Project](#). Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only, including the existing the *Richmond Area Redevelopment Plan* (ARP).

PROPOSED

CPC2024-0946
ATTACHMENT 2

BYLAW NUMBER 83P2024

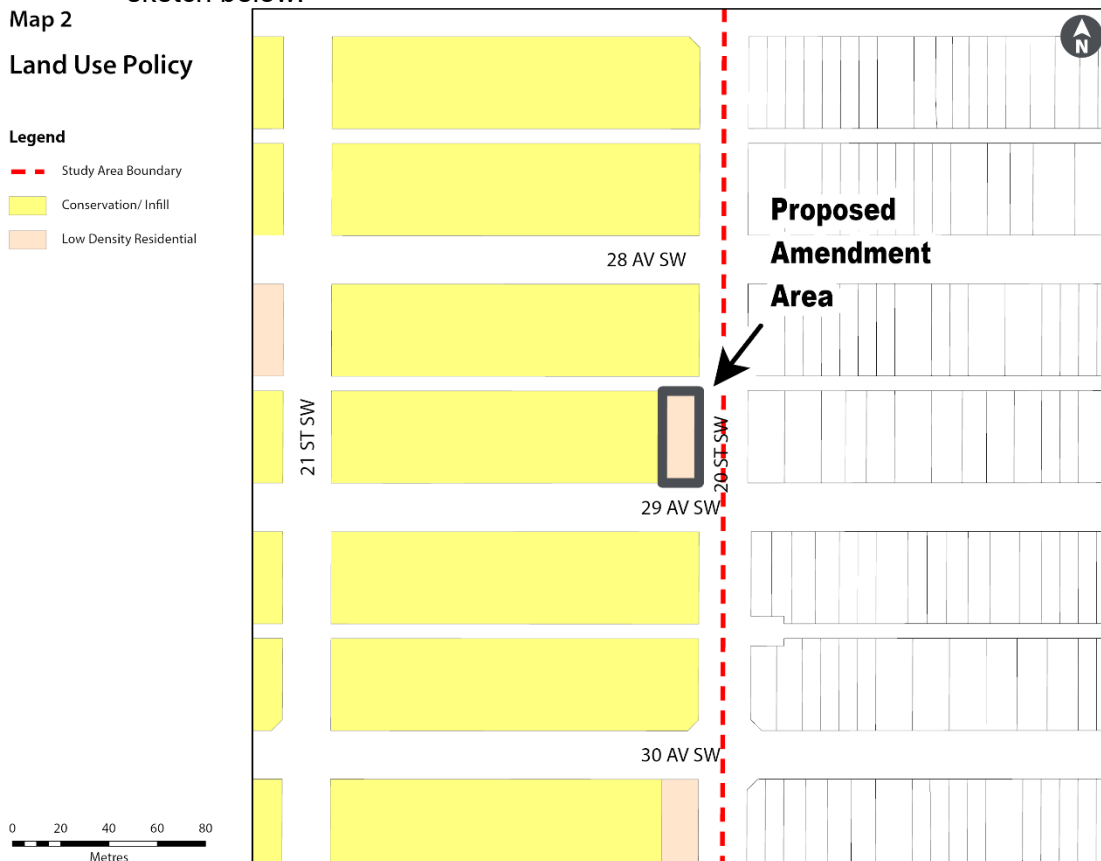
BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE RICHMOND AREA REDEVELOPMENT PLAN BYLAW 17P85 (LOC2023-0271/CPC2024-0946)

WHEREAS it is desirable to amend the Richmond Area Redevelopment Plan Bylaw 17P85, 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 Richmond Area Redevelopment Plan attached to and forming part of Bylaw 17P85, as amended, is hereby further amended as follows:
 - (a) Amend Map 2 entitled 'Land Use Policy' by changing 0.06 hectares \pm (0.14 acres \pm) located at 2104 – 29 Avenue SW (Plan 4479P, Block 21, Lots 1 and 2) from 'Conservation/ Infill' to 'Low Density Residential' as generally illustrated in the sketch below:



PROPOSED

BYLAW NUMBER 83P2024

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):

Ken Homes Ltd.

LOC Number (office use only):

Applicant's Name:

Kenan Kalemli

Date:

Sep 06 2023

The proposed policy amendment for a lot which has recently been redesignated by the City as R-CG, which allows for the development of up to four dwelling units on the site. We have been advised by the City that a minor policy amendment is still required to Map 2: Land Use Policy of the Richmond Area Redevelopment Plan which would change the subject property from 'Conservation/infill' to 'Low Density Residential' to allow for rowhouse buildings.

The lot is located close to multi-residential district and will be in compliance with the City's intent of higher density in the area.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name:

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

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

-I did not do a community outreach because the city of calgary had rezoned most inner core properties.

Outreach Strategy

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

N/A

Affected Parties

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

N/A

calgary.ca/planningoutreach



Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear?

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

N/A

How did input influence decisions?

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

City of Calgary is changing the zoning of inner core properties to increase density

How did you close the loop ?

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

N/A

calgary.ca/planningoutreach

Road Closure and Land Use Amendment in Elbow Park (Ward 8) adjacent to 3816 Edison Crescent SW, LOC2023-0165

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.02 hectares \pm (0.04 acres \pm) of road (Plan 2410985, Area 'A'), adjacent to 3816 Edison Crescent SW, with conditions (Attachment 3); and
2. Give three readings to the proposed bylaw for the redesignation of 0.02 hectares \pm (0.04 acres \pm) of closed road (Plan 2410985, Area 'A') from Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024 SEPTEMBER 5:

That Council:

1. Give three readings to **Proposed Bylaw 12C2024 for the** closure of 0.02 hectares \pm (0.04 acres \pm) of road (Plan 2410985, Area 'A'), adjacent to 3816 Edison Crescent SW, with conditions (Attachment 3); and
2. Give three readings to **Proposed Bylaw 264D2024** for the redesignation of 0.02 hectares \pm (0.04 acres \pm) of closed road (Plan 2410985, Area 'A') from Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District.

HIGHLIGHTS

- This application seeks to close a portion of road and redesignate road closure area to Residential – Grade-Oriented Infill (R-CG) District to allow for consolidation with subject site at 3816 Edison Crescent SW.
- The proposal is consistent with the designation of the adjacent site, which would allow 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? This application would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed road closure and land use redesignation would allow the landowner to acquire the road closure land, discourage encampment and continue to maintain the landscaping.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This road closure and land use amendment application in the southwest community of Elbow Park was submitted by Suburbia Designs Co. Ltd. on behalf of the landowner, The City of Calgary and the adjacent landowners, Scott White and Jill White, on 2023 June 27. No development permit has been submitted at this time; however, as noted in the Applicant

Road Closure and Land Use Amendment in Elbow Park (Ward 8) adjacent to 3816 Edison Crescent SW, LOC2023-0165

Submission (Attachment 4), their intent is to acquire the road closure land, discourage encampment and continue to maintain the landscaping.

The 0.02 hectare \pm (0.04 acre \pm) site is on the north side of Edison Crescent SW and shared west and east boundaries with the adjacent parcels where two single-detached dwellings are located. The site is well served by public transit, and is close to a number of bus stops, local parks and schools.

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 held a meeting with the Elbow Park Community Association to discuss the application. The applicant further consulted with the adjacent neighbours and neighbours across the street from the subject site to collect their input. The Applicant Outreach Summary can be found in Attachment 5.

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 that was neither in support nor opposition with a request that no permanent structures will be erected on the subject site.

The Elbow Park Community Association (CA) also provided a letter (Attachment 6) that was neither in support nor opposition with the following recommendations:

- no permanent structures will be erected on the subject site;
- preserve and maintain the current landscaping;
- only a four-foot wrought iron fence to be constructed to not obstruct the view of the river; and
- maintain the access to the utility right-of-way.

Based on the communications during the review process, the applicant has acknowledged the CA recommendations above. Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate.

**Planning and Development Services Report to
Calgary Planning Commission
2024 September 05**

**ISC: UNRESTRICTED
CPC2024-0902
Page 3 of 3**

Road Closure and Land Use Amendment in Elbow Park (Ward 8) adjacent to 3816 Edison Crescent SW, LOC2023-0165

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

IMPLICATIONS

Social

The proposed road closure and land use redesignation would allow for more dwelling units than what can be developed under the current subdivision pattern. The proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

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

Economic

The proposal land use and road closure would allow for more efficient use of land, existing infrastructure and services, and provide more housing choices in the community.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Registered Road Closure Plan
3. Proposed Road Closure Conditions
4. Applicant Submission
5. Applicant Outreach Summary
6. Community Association Response
7. **Proposed Bylaw 12C2024**
8. **Proposed Bylaw 264D2024**

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 Elbow Park. The site is an undeveloped road right-of-way that is about 0.02 hectares (0.04 acres) in size between 3816 Edison Crescent SW and 3904 Edison Crescent SW. This road closure area is currently owned by the City of Calgary. The applicant, who is the owner of the adjacent property at 3816 Edison Crescent SW, has been maintaining the road closure land in the past few years and seeks to acquire the road closure land, discourage encampment and continue to maintain the landscaping.

Surrounding development is characterized primarily by single detached dwellings on parcels designated as Residential – Grade-Oriented Infill (R-CG) District. The site is well served by public transit, and is closed to a number of bus stops, local parks, and schools. Edison Park is approximately 350 metres (a six-minute walk) to the south, while Elbow Park is approximately 350 metres (a six-minute walk) to the southwest. Elbow Park School is located approximately 800 metres (a 13-minute walk) to the west with Route 3 (Sandstone/Elbow Drive SW) located approximately 600 metres (a ten-minute walk) to the west along Elbow Drive SW.

Community Peak Population Table

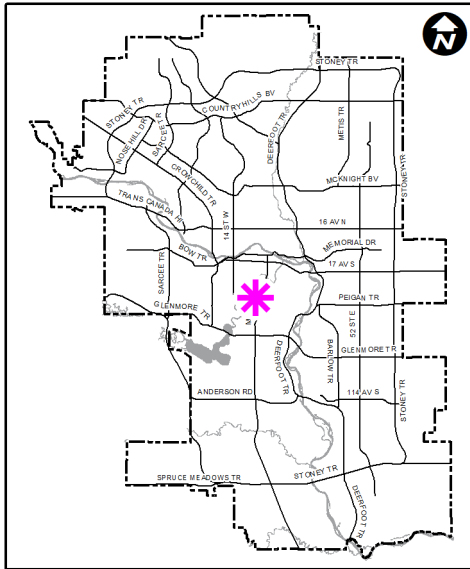
As identified below, the community of Elbow Park reached its peak population in 1968.

Elbow Park	
Peak Population Year	1968
Peak Population	4,160
2019 Current Population	3,342
Difference in Population (Number)	- 818
Difference in Population (Percent)	- 19.66%

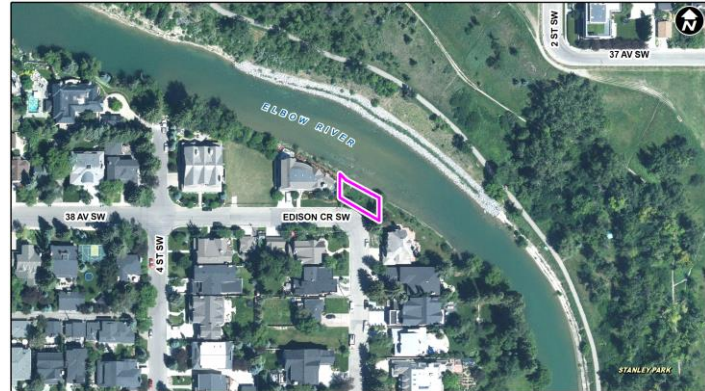
Source: *The City of Calgary 2019 Civic Census*

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

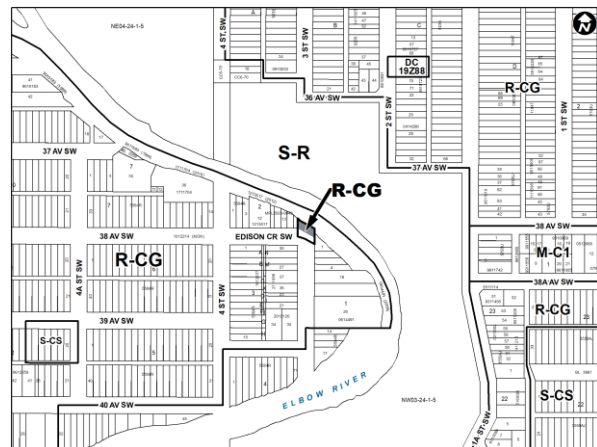
Location Maps

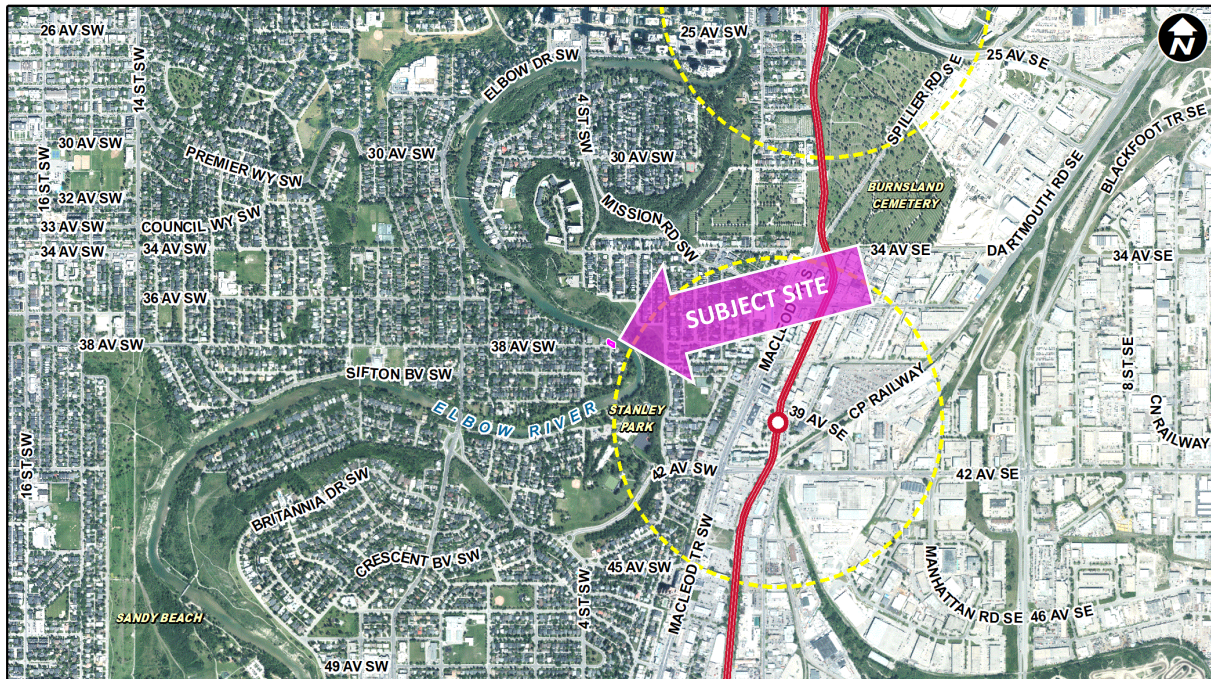


Road Closure Map



Proposed Land Use Map





Previous Council Direction

None.

Planning Evaluation

Road Closure

The application proposes the closure of the approximately 0.02 hectares (0.04 acres) portion of right-of-way between 3816 Edison Crescent SW and 3904 Edison Crescent SW. This road closure area is currently being used as a landscaped green space located within the 6.0 metres floodways setback. There is a storm main and outfall within the area and therefore, no development can occur within it, and it is only suitable for landscaping. The closed portion of the road would be consolidated with the adjacent site at 3816 Edison Crescent SW, subject to the Proposed Road Closure Conditions.

Land Use

The proposed R-CG District allows for a range of low-density housing forms such as single-detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectares. Based on the consolidated area of the subject site and the adjacent parcel, this would allow up to six total dwelling units.

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

Development and Site Design

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

The subject site fronts onto Edison Crescent SW which is classified as a local residential road. Pedestrian connectivity in the neighborhood is provided through sidewalks on 38 Avenue SW to the surrounding area.

The subject site is adjacent to the future Always Available for All Ages and Abilities (5A) Network with a recommended on-street bikeway along 38 Avenue SW extending through to Edison Crescent SW.

The proposed development is served by Calgary Transit Route 3 (Sandstone/Elbow Drive SW) located 600 metres (a ten-minute walk) away on Elbow Drive SW.

Vehicle access to the subject site is currently from Edison Crescent SW with the parcel directly adjacent to the Elbow River to the north.

On-street parking is available on Edison Crescent SW, with no restrictions. The parcel is not presently located within an active Residential Parking Permit (RPP) Zone.

Environmental Site Considerations

No environmental concerns were noted for this site.

Utilities and Servicing

The entire parcel is within 6.0 metres floodway setback and no development can occur within it. A storm main and outfall are located within the property. The proposed land use amendment is supported by Utility Engineering however the parcel is only suitable for landscaping.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

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 applicable MDP policies encourage redevelopment and modest intensification of established communities that is similar in built form and scale.

This application proposes the closure of a road right-of-way and amend the land use to consolidate with the adjacent site. The proposal is in keeping with relevant MDP policies as the proposal recognize the predominantly low-density residential nature within these communities and provides greater housing choice in a form that respects the scale and character of the 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.

West Elbow Communities Local Area Planning Project

This site is located in Area 2/3 (West Elbow Communities), which includes Elbow Park and surrounding communities. Administration is currently developing the [West Elbow Communities Local Area Plan project](#) to update local policy for this area. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only.



Proposed Road Closure Conditions

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The property owner and/or developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. Once MPL2023-0043 is registered at Alberta Land Titles and the sale of the land from the City to the adjacent property owner is completed, please consolidate the subject parcels and register the required Access Right-of-Way and Utility Right-of-Way.

Submit copies of the registered plans and certificate of title, confirming the consolidation of subject parcels onto a single titled parcel, to the Development Engineering Generalist and to monique.pahud@calgary.ca.

Applicant Submission

We would like to purchase the city-owned property that is adjacent to our home located at 3816 Edison Crescent SW.

We have owned our home on Edison Crescent since September 30th, 2020. Since then, the maintenance of that property has been done by us, not the city. We have cleaned up excessive weeds, dead, diseased, and overgrown shrubs and trees (there was a vast amount of black knot in the foliage), and an ongoing amount of garbage including, but not limited to rebar, paper, plastic, beverage containers, broken glass, old clothing, dog feces, food containers, a 5 gallon plastic bucket, and a syringe. Some of this appeared to have been remnants from the 2013 flood. We have also repaired the fence and done all mowing, weeding, and general maintenance. At one point last summer, this lot was apparently being used by someone unknown to the area to store stolen items including bicycles.

Our plan for this lot is to continue the maintenance and preservation of this space, and plant more trees, shrubs, and flower beds. We realize that no permanent structures will be allowed, and we will, of course, abide by that. We also recognize that the city may need to access the river from this lot, which we are also good with. We are open to working with the city in planning and selecting what we plant.

Applicant Outreach Summary

Please complete this form and include with your application submission.

Project name: White Residence - Purchase of adjacent City owned land

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

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

Outreach Strategy

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

A site meeting was held with the Elbow Park Community Association. The association understood the proposal to acquire the parcel and their position remains neutral (they are not opposing the application).

I also asked my neighbors who live adjacent to the parcel and across the street from the parcel.

Stakeholders

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

- Elbow Park Community Association
- neighbors who live adjacent to the parcel and across the street from the parcel

What did you hear?

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

I spoke to the owners of 3904 Edison Crescent SW, Eric and Susan Olsen. They have no objection towards my purchase of the parcel.

I also spoke to the owners of 3901 Edison Crescent SW, Peter and Romy Condic. They also have no objection towards my purchase of the parcel.

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.

As discussed with the surrounding neighbours and the community association, it has been clarified that:

- No Permanent or Temporary Structures will be constructed.
- A decorative unobstructed Wrought Iron or Aluminum fence will be constructed with access gates to the Right of Way. The purpose of the fence is to discourage camping, consumption of alcohol/drugs on the parcel.
- The homeowners will NOT harm and public trees on the parcel. The landscaping will be maintained, and additional shrubs/landscaping may be added to enhance the parcel.

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

Community Association Response



Development Review Committee

LOC2023-0165 3816 Edison Crescent SW

Date: August 30, 2023

Jay Gu
File Manager, Planning and Development
City of Calgary
P.O. Box 2100 Station M
Calgary AB T2P 2M5

Submitted via: Email to the File Manager

Re: Application Notice LOC2023-0165

Application Details

Address: 3816 Edison Cr SW
Legal: 5584R;2;7,8-11
File Number: LOC2023-0165
File Manager: Jay Gu Jay.Gu@calgary.ca
Application Description: Road Closure and Land Use Redesignation

General Comment:

The Elbow Park Residents Association, as the representative of the community, is **neither in support nor in opposition of this application.**

Meeting with the applicants

The extension that the City of Calgary provided, allowed us to meet on Wednesday, August 16th, 2023, with the applicant, Suburbia Designs and the owner, Scott White of 3816 Edison Crescent, to discuss the application for Land Use Redesignation. The meeting occurred at the property and was attended by Margo Coppus and Martina Walsh as representatives of the Elbow Park Development Committee. During the meeting, we clarified the boundary of the property and the

purposes that the property will be used for. It is the intention of the owner to use the property as an extension of his current side/back yard.

RECOMMENDATIONS:**Future Development**

We request that **no** development of a structure of **any type** occurs on "Area A"

Fencing

The applicant, upon purchase shall be allowed to erect a 4-foot fence constructed of wrought iron, that does not obstruct the view of the river.

Tree Canopy

The lot currently is well treed, with four spruce trees, two poplars and many shrubs. Mature trees are very much part of Elbow Park's character, and we encourage preservation whenever possible. In our consultation with Mr. White, he assures us that it is his intention to preserve the trees.

Right of Ways

We would like assurances the electrical and storm sewer right of ways are maintained, with an easement created for utility protection where necessary.

Advertisement of Application Notice

The notice board regarding this application was placed on the west side of 3816 Edison Crescent and was misleading as to what parcel was being affected by the application. We would like the notice board to be placed for a second time on "Area A" to reflect which property is being proposed for redesignation and sale by the City.

CONCLUSION:

The EPRA Development committee co-chairs have met with the owner and applicant to clarify their intentions and have canvassed the neighbours regarding their opinions on the application. We have concluded our review and we take no position on the application for Land Use redesignation, the proposed Road closure and sale of the city land to the owners of 3816 Edison Crescent.

Regards,
Martina Walsh and Margo Coppus
Co-chairs, EPRA Development Committee

PROPOSED

CPC2024-0902
ATTACHMENT 7

BYLAW NUMBER 12C2024

**BEING A BYLAW OF THE CITY OF CALGARY
FOR A CLOSURE OF A ROAD
(PLAN 2410985, AREA 'A')
(CLOSURE LOC2023-0165/CPC2024-0902)**

WHEREAS The City of Calgary has decided to close from public use as a road and to sell or to hold those portions of road described below;

AND WHEREAS the provisions of Sections 22 and 606 of the Municipal Government Act, R.S.A. 2000, c.M-26 as amended, with respect to notice of intention of Council to pass such a Bylaw have been complied with;

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

1. Immediately upon passage of this Bylaw, the following described road shall be closed from use as a road:

PLAN 2410985
AREA 'A'
EXCEPTING THEREOUT ALL MINES AND MINERALS

2. The proper officers of The City of Calgary are hereby authorized to execute such instruments as may be necessary to effect the purpose of the Bylaw.
3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

PROPOSED

CPC2024-0902
ATTACHMENT 8

BYLAW NUMBER 264D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2023-0165/CPC2024-0902)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

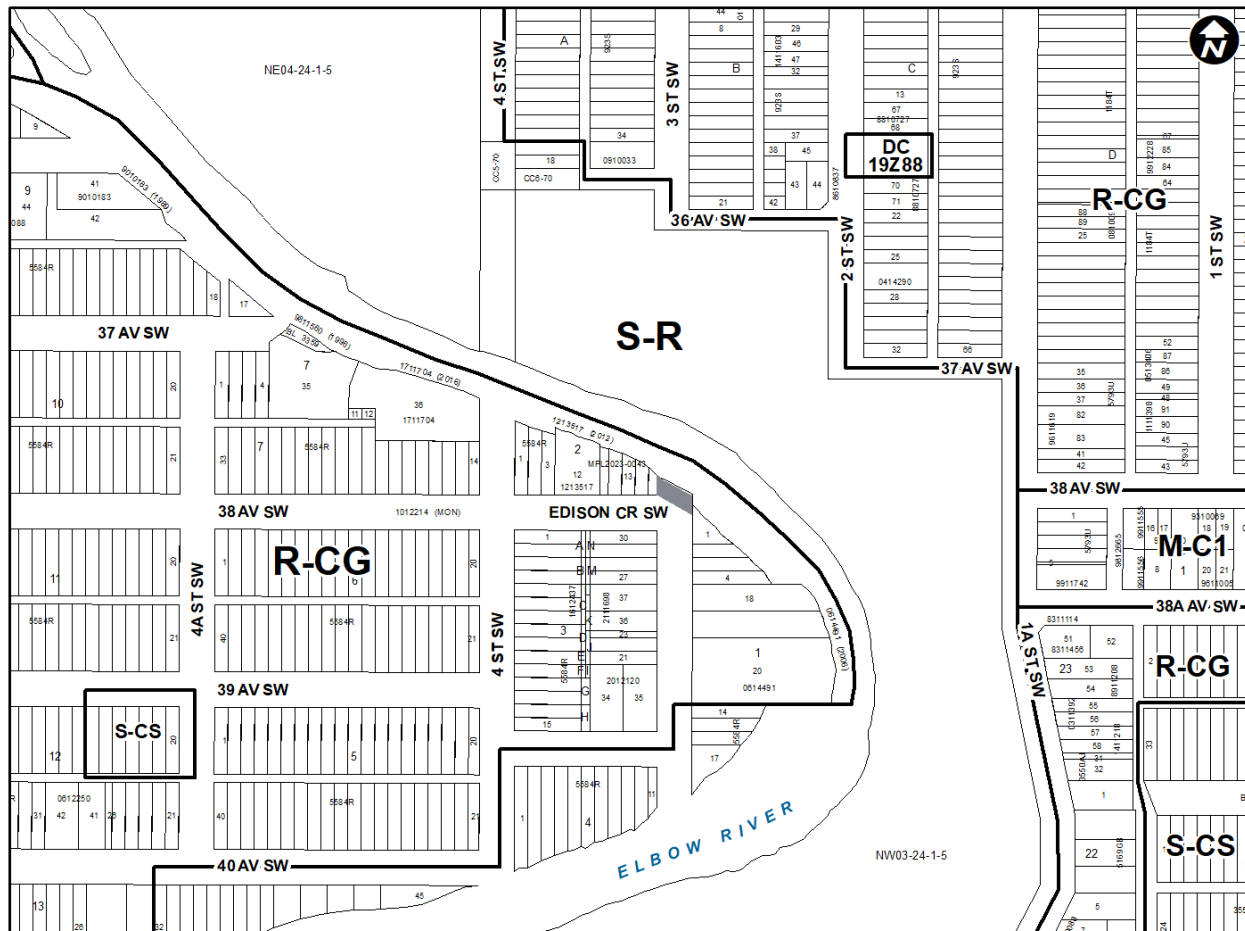
SIGNED ON _____

CITY CLERK

SIGNED ON _____

**AMENDMENT LOC2023-0165/CPC2024-0902
BYLAW NUMBER 264D2024**

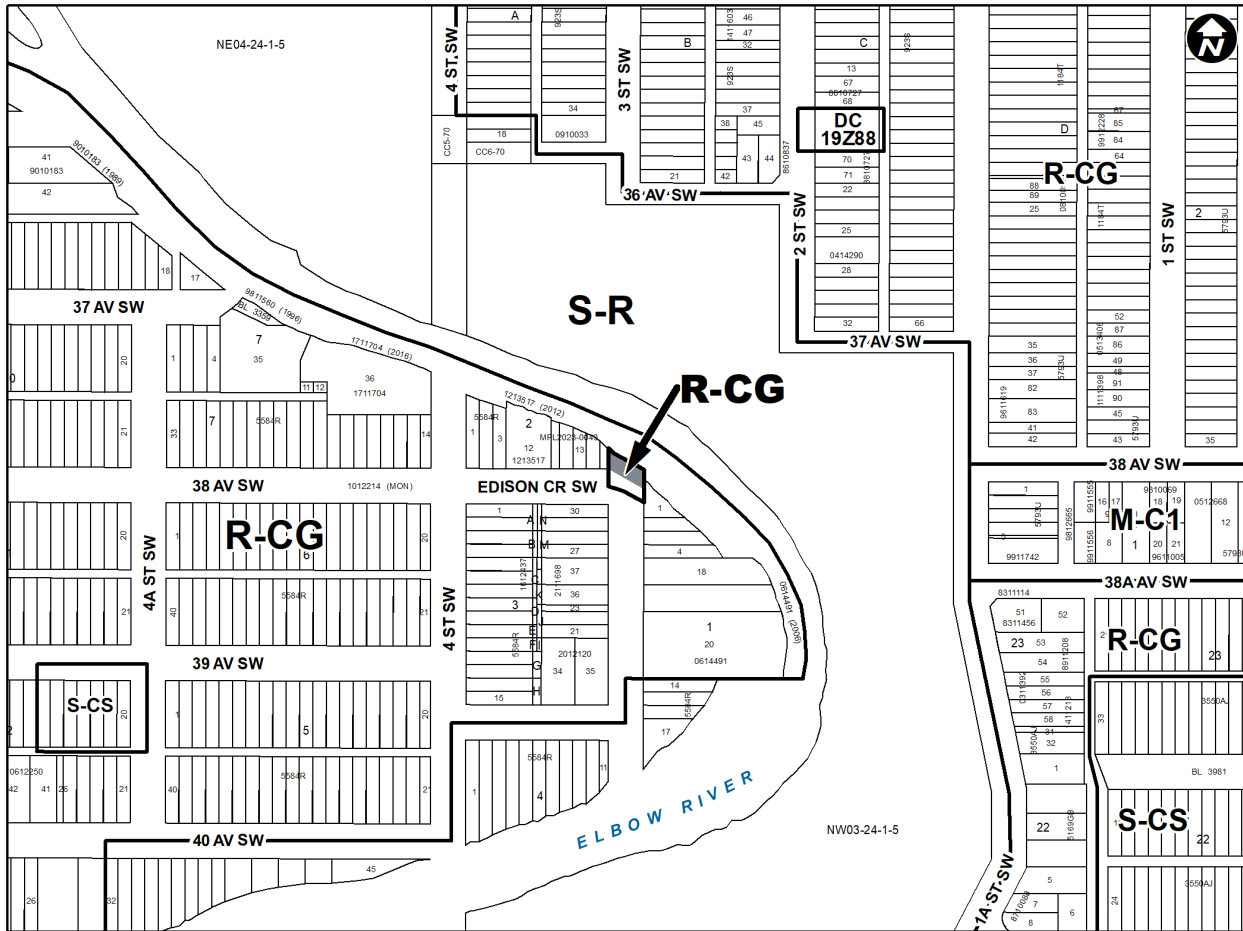
SCHEDULE A



PROPOSED

AMENDMENT LOC2023-0165/CPC2024-0902
BYLAW NUMBER 264D2024

SCHEDULE B



**Policy and Land Use Amendment in Parkhill (Ward 8) at 43 – 34 Avenue SW,
LOC2024-0056**

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Parkhill/Stanley Park Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.06 hectares \pm (0.15 acres \pm) located at 43 – 34 Avenue SW (Plan 5793U, Block 7, Lot 35 and a portion of Lot 36) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 5:**

That Council:

1. Give three readings to **Proposed Bylaw 81P2024** for the amendment to the Parkhill/Stanley Park Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 267D2024** for the redesignation of 0.06 hectares \pm (0.15 acres \pm) located at 43 – 34 Avenue SW (Plan 5793U, Block 7, Lot 35 and a portion of Lot 36) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a range of grade oriented building types including rowhouses, townhouses and stacked townhouses
- The proposal represents an appropriate density increase of a residential site in proximity to an Urban Main Street and Primary Transit Network, 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 Housing – Grade Oriented (H-GO) District will allow for greater housing choices in the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed H-GO District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- An amendment to the *Parkhill/Stanley Park Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

**Policy and Land Use Amendment in Parkhill (Ward 8) at 43 – 34 Avenue SW,
LOC2024-0056**

DISCUSSION

This application, in the southwest community of Parkhill, was submitted by the landowner, Gerald McNulty, on 2024 February 25. No development permit application has been submitted at this time.

The approximately 0.06 hectare (0.15 acre) midblock site is located on the south side of 34 Avenue SW 30 metres to the east of the junction with Erlton Street SW. The site is currently developed with a single detached dwelling. It is well served by public transit, and is close to a number of bus stops, local parks, and commercial and retail amenities along Macleod Trail S. As indicated in the Applicant Submission (Attachment 3), the proposed land use district allows for similar built forms as allowed under the current R-CG District.

The subject site is located within 600 metres of an existing LRT platform and therefore meets the location criteria of the H-GO District established in Land Use Bylaw 1P2007.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to the immediate neighbours to discuss the application. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

Administration received four letters of objection from the public, which included the following areas of concern:

- increased parking demand due to increased density;
- increased traffic impacts on 34 Avenue SW and the adjacent roads;
- decreased safety due to more traffic; and
- public infrastructure such as water and sewer lines may not be able to accommodate an increase in users.

Administration also received two letters of support from the public, which indicate support for the following reasons:

**Policy and Land Use Amendment in Parkhill (Ward 8) at 43 – 34 Avenue SW,
LOC2024-0056**

- the proposal contributes to a mixture of multi-family, residential and commercial uses; and
- the proposed land use aligns with the surrounding developments and neighbourhood.

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

Administration also contacted the Erlton Community Association as the subject site is located at the shared boundary between Parkhill and Erlton. The Erlton Community Association provided a letter of objection on 2024 August 22 (Attachment 5) identifying the inappropriate density increase at this location.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building, site design and servicing will be reviewed and determined at the development permit stage.

Following Calgary Planning Commission, notifications for Public Hearing of Council for the land use amendment and 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 social implications include housing affordability considerations as the H-GO District allows for the development of a variety of grade-oriented development which can increase the diversity of housing options in the area. The H-GO District encourages development that is oriented towards pedestrians and public transportation, which can promote walkability, reduce traffic congestion, and increase access to amenities. This can benefit social well-being by providing residents with more opportunities for social interaction and physical activity.

Environmental

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

Economic

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

Service and Financial Implications

No anticipated financial impact.

Planning and Development Services Report to
Calgary Planning Commission
2024 September 05

ISC: UNRESTRICTED
CPC2024-0838
Page 4 of 4

**Policy and Land Use Amendment in Parkhill (Ward 8) at 43 – 34 Avenue SW,
LOC2024-0056**

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 81P2024**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
6. **Proposed Bylaw 267D2024**

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 Parkhill, midblock on the south side of 34 Avenue SW and 30 metres to the east of the junction with Erlton Street SW. The site is 0.06 hectares \pm (0.15 acres \pm) in size and is approximately 12 metres wide by 53 metres deep. The site is currently developed with a single-detached dwelling accessed from 34 Avenue SW. Lane access to the site is available.

Surrounding development is characterized primarily by single-detached dwellings on parcels designated as Residential – Grade-Oriented Infill (R-CG) District. The immediately adjacent parcel to the west has recently been redesignated to Housing – Grade Oriented (H-GO) District. The parcels to the north are designated as Multi-Residential – Contextual Grade-Oriented (M-CGd72) District. The parcels to the south are designated Direct Control (DC) District ([Bylaw 6D2012](#)). The purpose of this DC District is to provide for multi-residential development with limited commercial uses.

The subject site is well served by public transit, and is close to a number of bus stops, local parks, and retail and commercial amenities. The site is approximately 230 metres (a four-minute walk) from the Roxboro off-leash dog park to the north and approximately 680 metres (an 11 minute walk) from a regional pathway in the Elbow River natural area which further connects to other parks and amenities. St. Mary's Cemetery is one block north of the site.

The subject site is within 200 metres (a three-minute walk) from bus stops on Mission Road SW and 360 metres (a six-minute walk) to a variety of retail and commercial amenities along Macleod Trail S. Macleod Trail S forms part of the Primary Transit Network (PTN) and is also an Urban Main Street as per the Urban Structure Map of the *Municipal Development Plan* (MDP).

Community Peak Population Table

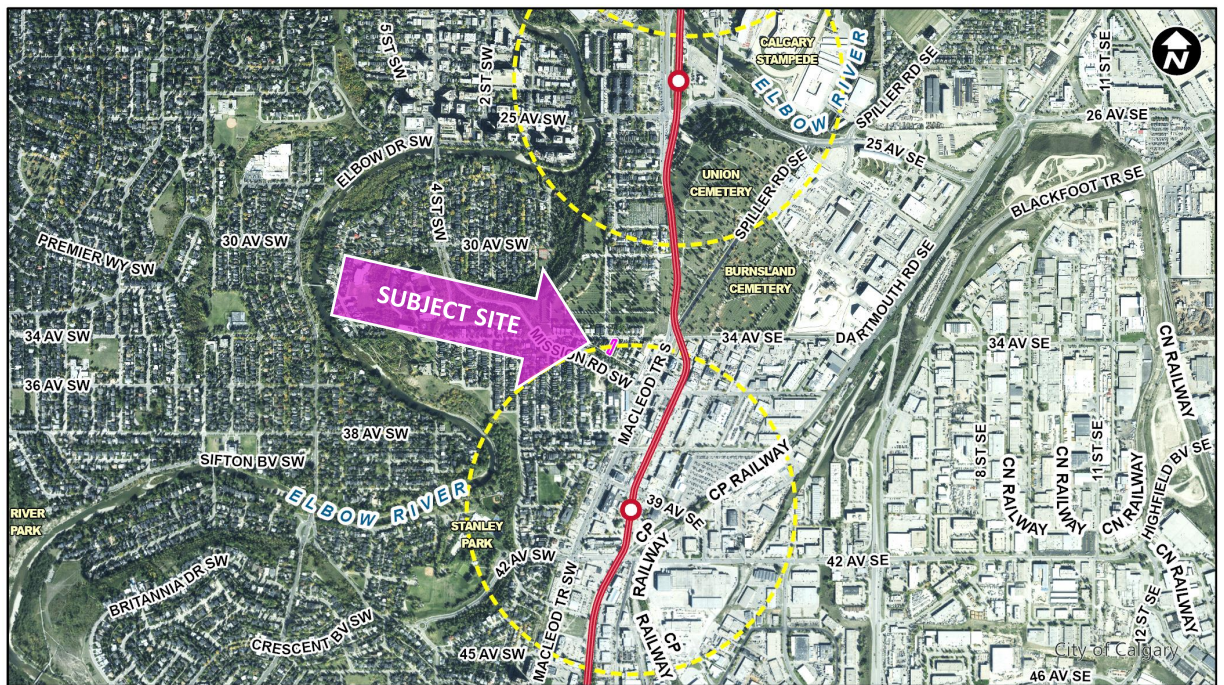
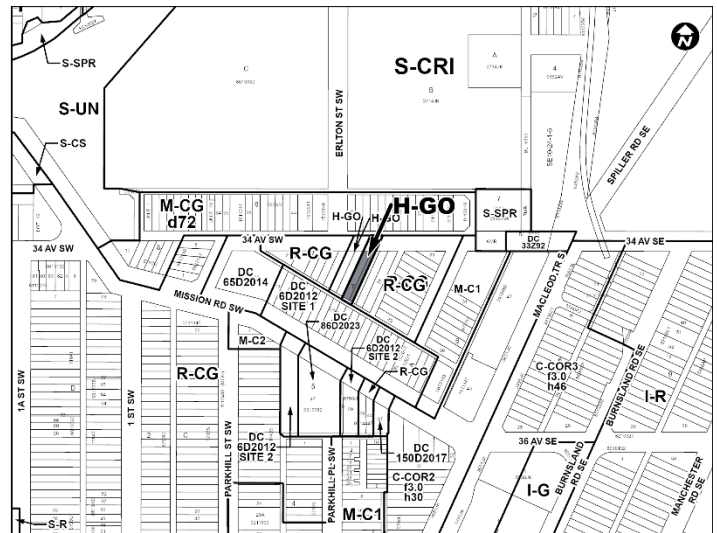
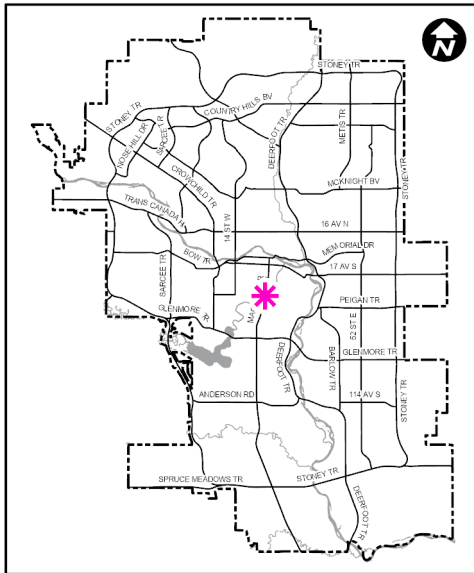
As identified below, the community of Parkhill reached its peak population in 1968.

Parkhill	
Peak Population Year	1968
Peak Population	1,739
2019 Current Population	1,691
Difference in Population (Number)	- 48
Difference in Population (Percent)	-2.76%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

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

The proposed Housing – Grade-Oriented (H-GO) District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for overall height, parcel coverage, height chamfers and amenity space that are intended to minimize massing and shadowing impacts on neighbouring parcels. The proposed H-GO District accommodates grade-oriented development where dwelling units may be attached or stacked within a building or cluster of buildings in a form and scale consistent with low density residential districts. The H-GO District also provides rules for:

- a maximum floor area to parcel ratio (FAR) of 1.5;
- a maximum building height of 12 metres; and
- a minimum of 0.5 parking stalls per unit and suite.

The proposed H-GO District would allow up to a maximum building floor area of 920 square metres, based on an FAR of 1.5.

Section 1386(d) of Land Use Bylaw 1P2007 provides location criteria for where the H-GO District may be considered appropriate. Sites that do not have an approved Local Area Plan (LAP) must be within the Centre City or Inner City and meet at least one of the following criteria to qualify for the H-GO District:

- within 200 metres of a Main Street or Activity Centre as identified on the Urban Structure Map of the MDP;
- within 600 metres of an existing or capital-funded LRT platform;
- within 400 metres of an existing or capital-funded BRT station; and
- within 200 metres of primary transit service.

The site is within 200 metres of Macleod Trail S which is identified as an Urban Main Street in the MDP. It is also within 200 metres of primary transit service and within 600 metres of an existing LRT platform. As such, the site meets the location criteria and is therefore considered appropriate for the proposed H-GO District.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that will be considered at the development permit stage include, but are not limited to:

- the layout and configuration of dwelling units;
- slope adaptive design;
- ensuring an engaging built interface along 34 Avenue SW;
- mitigating shadowing, overlooking and privacy concerns;
- accommodating appropriate waste and recycling storage and pickup; and
- ensuring appropriate provision and design of vehicle access, motor vehicle stalls, and mobility storage areas.

Transportation

The subject site is well connected to transit with Route 449 (Eau Claire/Parkhill) on Mission Road SW and Route 10 on Macleod Trail S. Route 449 is approximately 300 metres (a five minute walk) from the site and Route 10 (City Hall/Southcentre) is approximately 450 metres (a seven minute walk) from the site. The 39 Avenue LRT Station is approximately 600 metres from the site to the southeast.

Pedestrian access to the site is available via 34 Avenue SW. There are no existing cycling facilities immediately adjacent to the site, but the Always Available for All Ages and Abilities (5A) Network map recommends one slightly to the west of this site which would eventually connect to the existing network.

Parking is unrestricted on 34 Avenue SW. Vehicular access to the site is available via the lane upon redevelopment. A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

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

Utilities and Servicing

Sanitary and water are available for connection from 34 Avenue SW. 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential – Inner City Area and within 200 metres of an Urban Main Street as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner city communities to make more efficient use of existing infrastructure, public amenities, and transit and delivers small and incremental benefits to climate resilience. The proposal is in keeping with relevant MDP policies as the proposed H-GO District provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale, and massing.

Calgary Climate Strategy (2022)

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

Parkhill/Stanley Park Area Redevelopment Plan (Statutory – 1994)

The subject site is identified on Map 3: Land Use Policy Areas as 'Low Density Residential Conservation and Infill' in the [Parkhill/Stanley Area Redevelopment Plan](#) (ARP). The 'Low Density Residential Conservation and Infill' area is characterized by primarily single-detached and semi-detached dwellings where the ARP contains guidelines which encourage compatible and sensitive infill development to ensure the continued renewal and vitality of the community. A minor map amendment to the ARP is required to enable the proposed land use amendment. The proposed policy amendment would identify the site as appropriate for 'Low/Medium Density Multi-family' development. This amendment is considered appropriate based on the policy guidance provided by the MDP and ARP.

Chinook Communities Local Area Planning Project

This site is located in Area 8 (Chinook Communities), which includes Parkhill and surrounding communities. Administration is currently developing the [Chinook Communities Local Area Plan project](#). Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only, including the existing Parkhill/Stanley Park Area Redevelopment Plan (ARP). The proposal is in

alignment with the applicable urban form category and building scale modifier for the subject site in the draft Chinook Communities Local Area Plan (LAP).

PROPOSED

CPC2024-0838
ATTACHMENT 2

BYLAW NUMBER 81P2024

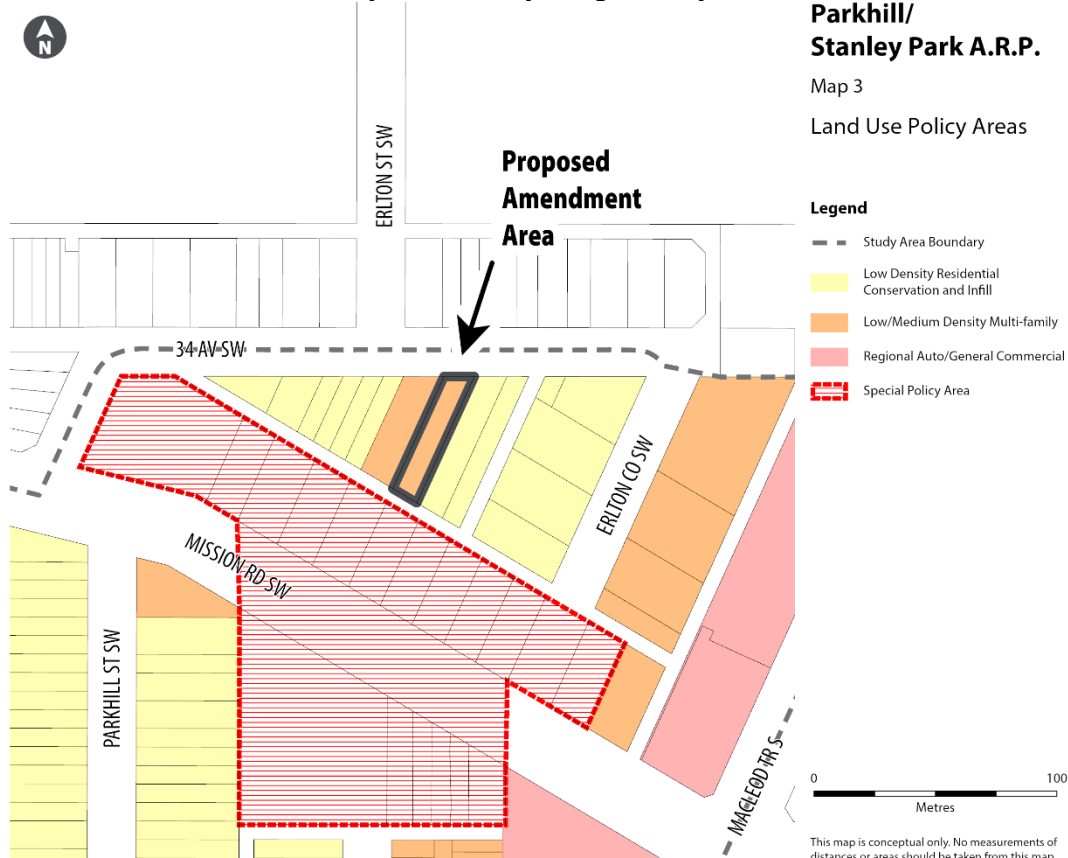
BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE PARKHILL/STANLEY PARK AREA REDEVELOPMENT PLAN BYLAW 20P94 (LOC2024-0056/CPC2024-0838) *****

WHEREAS it is desirable to amend the Parkhill/Stanley Park Area Redevelopment Plan Bylaw 20P94, 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 Parkhill/Stanley Park Area Redevelopment Plan attached to and forming part of Bylaw 20P94, as amended, is hereby further amended as follows:
 - (a) Amend Map 3 entitled 'Land Use Policy Areas' by changing 0.06 hectares \pm (0.15 acres \pm) located at 43 – 34 Avenue SW (Plan 5793U, Block 7, Lot 35 and a portion of Lot 36) from 'Low Density Residential Conservation and Infill' to 'Low/Medium Density Multi-family' as generally illustrated in the sketch below:



PROPOSED

BYLAW NUMBER 81P2024

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

43 – 34 Avenue SW – R-CG to H-GO

Please accept this as my application for a land redesignation to the subject lands listed above from R-CG to H-GO to allow for a variety of new housing forms under H-GO.

The current area is experiencing redevelopment and shares a mixture of Multi-Family, commercial, retail, and residential along surrounding roads. The combination of these parcels will allow for a Multi-Family development that align with the surrounding developments and must meet the requirements of H-GO.

This redesignation is a suitable uptake in density from the current R-CG and will allow for similar built forms as allowed under R-CG but with the FAR requirement under H-GO to allow the density to increase slightly. This will be a good fit for the area.

Applicant Outreach Summary

Please complete this form and include with your application submission.

Project name: 43 34 Ave SW

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

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

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)

Outreach Dates

January 28th - February 3rd

Participants

5

Summary

Discussion with closest neighbours of proposed rezoning to H-GO. As the city is likely rezoning to RC-G this year, my side neighbours are supportive of my rezone,

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 both my neighbours either side, to confirm they're okay with my lot rezoning to hopefully H-GO. Both are in agreement with a switch to H-GO, given the length of our 165ft lots.

My neighbour at 47 34 Ave SW, submitted for H-GO rezoning late last year. Having both of our lots H-GO, will hopefully help this transition.

What did you hear?

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

No issues

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.

My lot is 165ft long, downtown and within 600m of the LRT. There were no push-backs.

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)

My neighbours will be providing me with letters of support, to hopefully help with the approvals.

Community Association Response

Thank you for the opportunity to comment. The Erlton Community Association's position on all of the redesignation applications on the south side of 34th Avenue is that this level of density is inappropriate on this narrow dead end road. The ECA would support M-CGd72 as exists on the north side of 34th Avenue.

Regards,

Heesung Kim, Chair

Erlton Community Association Planning Committee

2024-08-22

PROPOSED

CPC2024-0838
ATTACHMENT 6

BYLAW NUMBER 267D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0056/CPC2024-0838)**

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 _____

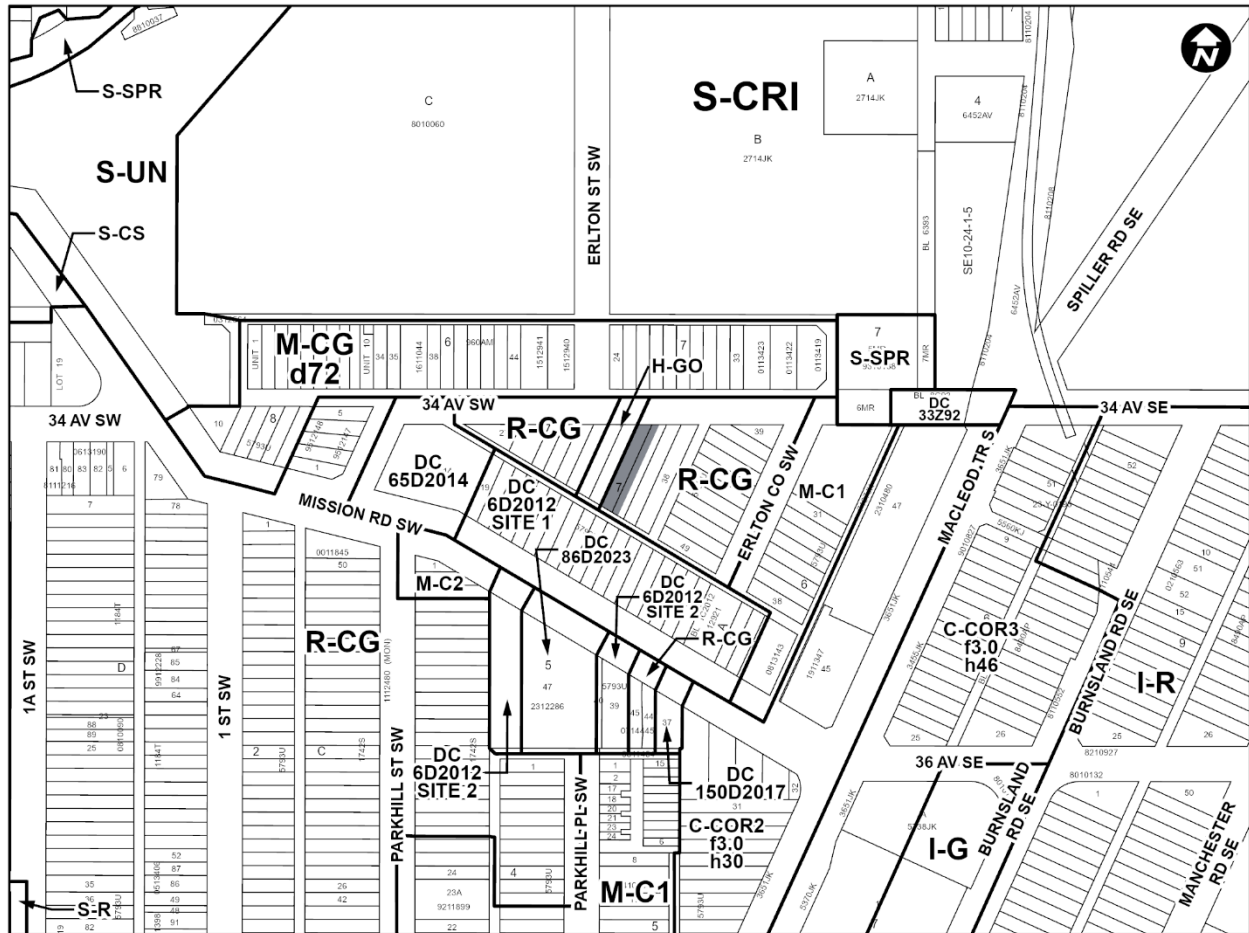
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0056/CPC2024-0838
BYLAW NUMBER 267D2024

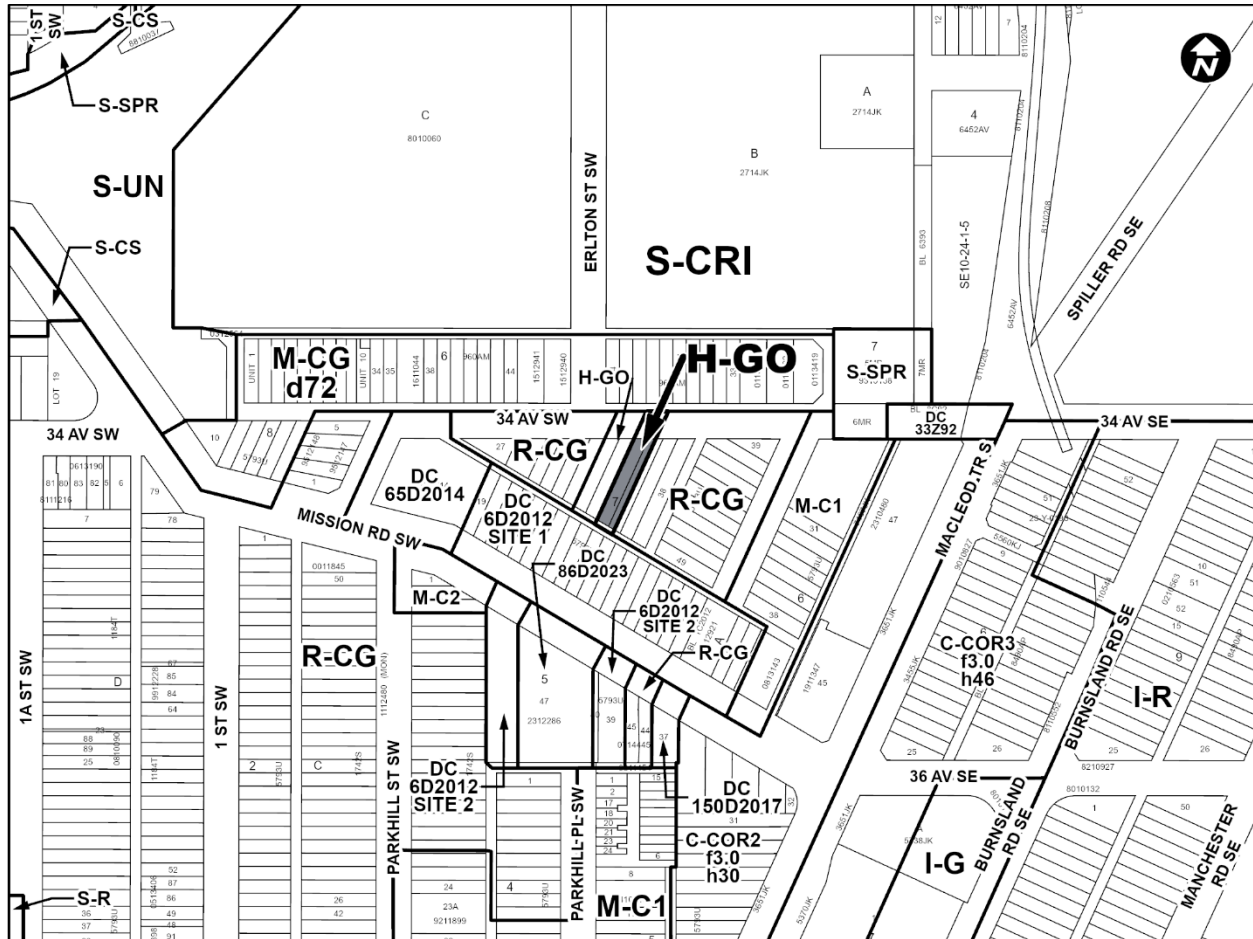
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0056/CPC2024-0838
BYLAW NUMBER 267D2024

SCHEDULE B



Land Use Amendment in Highfield (Ward 9) at 1212 – 34 Avenue SE, LOC2023-0237

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 3.27 hectares \pm (8.08 acres \pm) located at 1212 – 34 Avenue SE (Plan 9610253, Block 20) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate the additional use of retail sales, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
 SEPTEMBER 5:**

That Council give three readings to **Proposed Bylaw 268D2024** for the redesignation of 3.27 hectares \pm (8.08 acres \pm) located at 1212 – 34 Avenue SE (Plan 9610253, Block 20) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate the additional use of retail sales, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject parcel to allow for limited scale commercial uses in addition to the uses listed in the existing district.
- The proposed Direct Control (DC) District allows for limited-scale retail uses in a primarily industrial area and aligns with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The application would allow an existing business to continue to thrive and support employment opportunities.
- Why does this matter? The proposal will enable business opportunities while continuing to align with Calgary's role in supporting industrial employment sites.
- 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 Highfield, was submitted by Wherehouse Ventures LP (Shedpoint Ventures) on behalf of the landowner, Durum Industrial Real Estate GP Inc. on 2023 August 16. As noted in the Applicant Submission (Attachment 3), the existing building on the subject site currently accommodates a co-functional workspace comprising of over 40 local businesses, ranging from e-commerce to not-for-profits. The intent of the application is to allow some of the existing businesses that have a commercial/retail use component tied to their operation to continue to function. Retail uses are not allowed under the Industrial – General (I-G) District.

The approximately 3.27 hectare site is a corner parcel located on the north side of 34 Avenue SE, between 10 Street SE and 11 Street SE. The proposed DC District is based on the I-G District and would allow for limited-scale retail activities to occur on the subject site 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).

Land Use Amendment in Highfield (Ward 9) at 1212 – 34 Avenue SE, LOC2023-0237

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 consulted with the businesses onsite and five other surrounding businesses adjacent to the subject site to share the project information. 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.

One letter of support was received from the public at the time of writing this report. The support comments indicate that the proposed application will enhance the overall business ecosystem in one of Calgary's oldest industrial areas and provide on-demand warehouse and office solutions to scaling entrepreneurs.

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 DC District will enable commercial uses that will be sensitive to the surrounding industrial character to occur on the subject site. The site design and layout, landscaping, including onsite parking and waste management will be reviewed at the future development permit application stage.

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

IMPLICATIONS

Social

This application would enable an additional option of retail-related uses within the industrial business sector and provide for a range of job opportunities.

Environmental

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

**Planning and Development Services Report to
Calgary Planning Commission
2024 September 05**

**ISC: UNRESTRICTED
CPC2024-0874
Page 3 of 3**

Land Use Amendment in Highfield (Ward 9) at 1212 – 34 Avenue SE, LOC2023-0237

Economic

This application would enable industrial business and a limited number of support commercial uses to thrive on the subject parcel that was previously restricted to light and medium general industrial uses. The proposal will add to the employment use options in the area and make more efficient use of infrastructure services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. **Proposed Bylaw 268D2024**
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 Highfield, on the north side of 34 Avenue SE, between 10 Street SE and 11 Street SE. The site has an irregular rectangle shape with an approximate size of 3.27 hectares (8.08 acres) and is approximately 295 metres deep and 111 metres wide. Vehicular driveway access to the subject site is provided from 34 Avenue SE and 10 Street SE.

The site is currently developed with a single storey building which is located adjacent to 34 Avenue SE on the south boundary of the parcel. Several onsite vehicle parking stalls are located adjacent to this building while the middle and northern portions of the subject site are currently being used for a salvage yard, storage yard and vehicle storage.

The existing uses on the subject site previously did not have permits and led The City to undertake bylaw enforcement action. A two-year temporary development permit (DP2023-06861) was approved on 2024 January 15, to allow the existing Industrial – General (I-G) District uses (Office, General Industrial – Light, Salvage Yard, Storage Yard and Vehicle Storage) to operate in the interim while the retail-related uses (Retail Sales and Artist's Studio) are formally provided for through a land use amendment application. While the expiry of the temporary development permit is on 2026 January 15, a new development permit will be required to allow the retail-related uses proposed through this DC District to operate on the subject site.

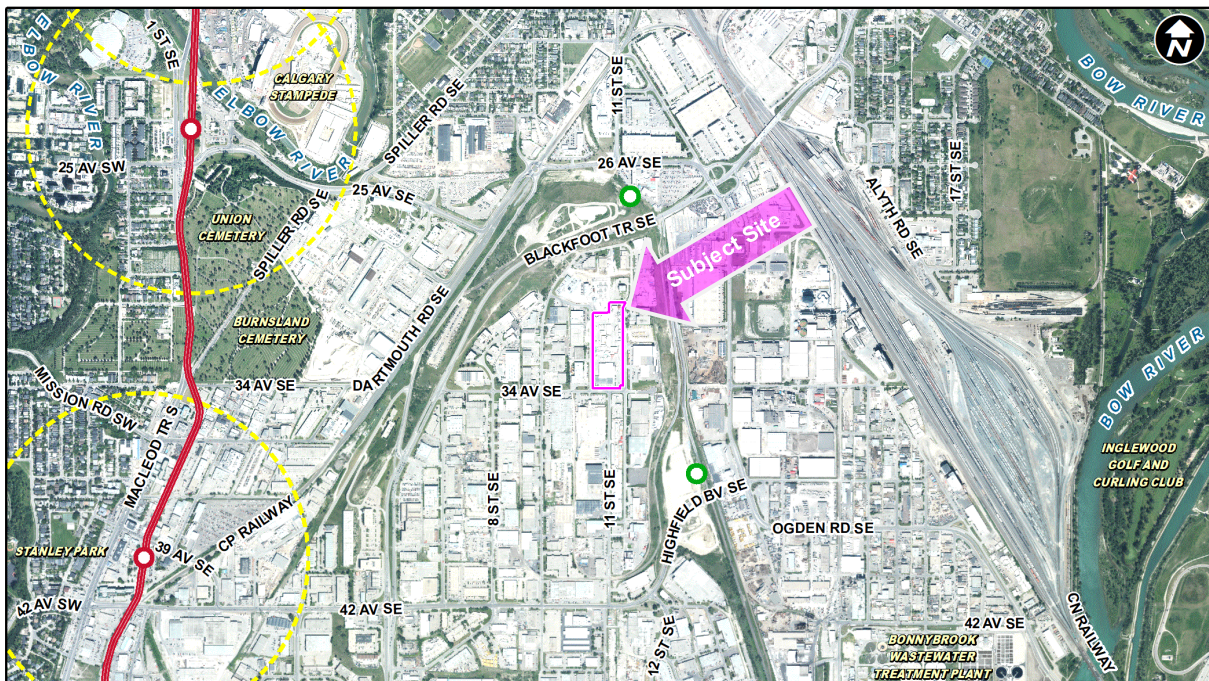
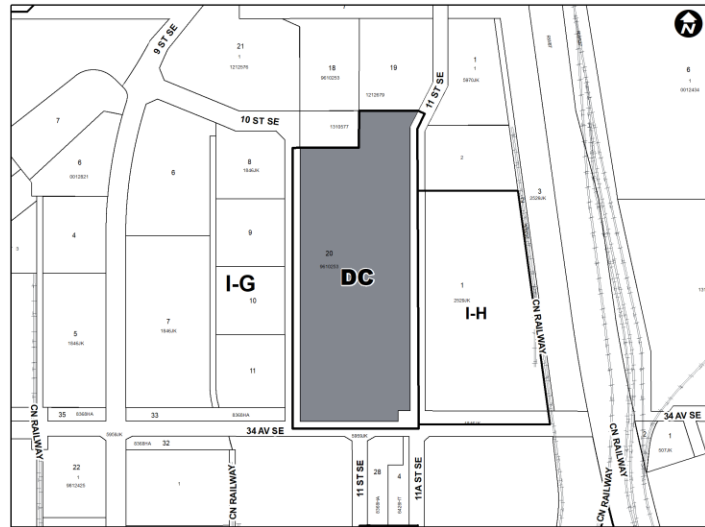
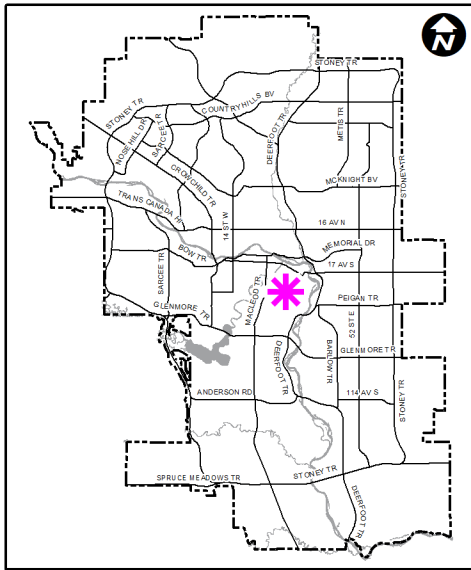
Surrounding development to the south, west and north of the subject site are designated as I-G District, including an Enmax electric substation located immediately north of the site. Across the street to the east is a plastic packaging facility designated as Industrial – Heavy (I-H) District.

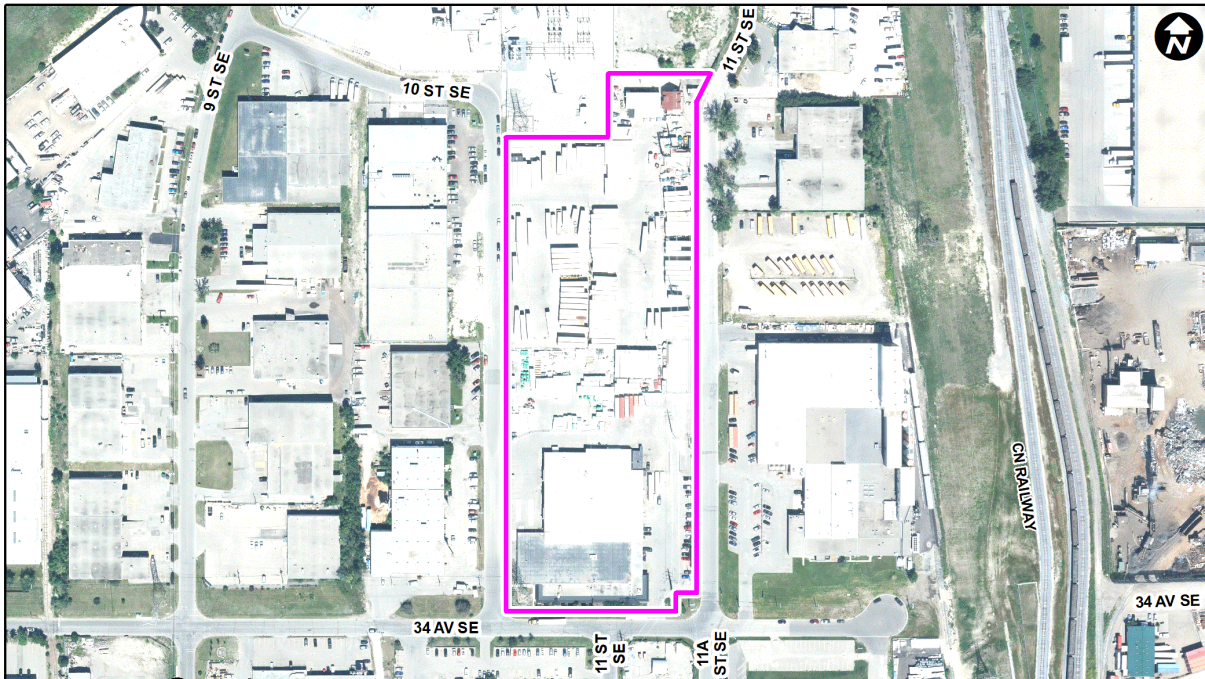
A stop for Route 30 (Highfield Industrial) is located approximately 350 metres (a six-minute walk) west of the subject site along 34 Avenue SE. This bus route connects to other areas of the city including the 39 Avenue Red Line Light Rail Transit (LRT) Station, the inner city and the downtown area. Further north, within a 600 metre buffer of the subject site, is a future Green Line LRT station located approximately between 26 Avenue SE and Blackfoot Trail SE near the Crossroads Market.

Community Peak Population Table

There is no population data available since the subject site is in an industrial area (Highfield).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Industrial – General (I-G) District primarily allows for a variety of light and medium general industrial uses, including a limited number of support commercial uses with no restriction on building height and a maximum parcel to floor area ratio (FAR) of 1.0.

The proposed Direct Control (DC) District is intended to accommodate limited-scale commercial uses in addition to the uses listed in the existing I-G District. The proposed DC District is based on the I-G District and maintains the general rules of the I-G District.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due the unique characteristics of the co-functional workspace operations on the subject site. The co-functional workspaces include retail component which cannot be accommodated within the I-G District.

The proposed DC District includes provisions unavailable in the base I-G District, specifically, a new permitted use of Artist's Studio and a new defined discretionary use of Retail Sales, which regulates retail activities on the subject site and enables compatibility with adjacent industrial uses.

In addition, the proposed DC District includes specific rules that limit the scale of these new commercial uses. The rule limits the gross floor area allowable for these new uses within legally existing buildings. The intent of this rule is to preserve the industrial nature of the area should an addition to the existing building occur or the site is redeveloped with a new building. This rule is also meant to align the subject site with The City's industrial action plan that seeks to retain the area for industrial uses.

Development and Site Design

If this redesignation is approved by Council, the rules of the proposed DC District will provide guidance for future site development including appropriate uses, site layout and design, landscaping, waste management and parking.

Transportation

The site can be accessed by private vehicles and is serviced by public transit. There are currently no sidewalks adjacent to the subject site, however, vehicular driveway access is available via 34 Avenue SE and 10 Street SE.

34 Avenue SE is classified as a collector road. Applicable sidewalk and driveway upgrades will be considered as part of any future development permit application. On-street parking is fully restricted on 34 Avenue SE but is available immediately adjacent to the subject site on 10 Street SE. Parking will be largely accommodated onsite.

There are no cycling facilities in the immediate area, however, The City's Always Available for All Ages and Abilities (5A) Network recommends a bikeway along 34 Avenue SE which would eventually connect to the existing network in the greater area.

Calgary Transit Route 30 (Highfield Industrial) eastbound bus stop is located within approximately 350 metres (a six-minute walk) east of the subject site along 34 Avenue SE. This bus route provides connection to other parts of the city. Also, within a 600 metre buffer north of the subject site, is a future Green Line LRT station located approximately between 26 Avenue SE and Blackfoot Trail SE.

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

Environmental Site Considerations

There is currently no known environmental concern associated with the subject site or the proposed land use change.

Utilities and Servicing

Water, sanitary sewer, and storm sewer mains are available adjacent to the site. Additional details for site servicing and appropriate stormwater management for future development will be considered and reviewed as part of any future development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 0–25 Noise Exposure Forecast (NEF) of the AVPA (i.e., it lies between the NEF contour 25 and the boundary of the Protection Area). The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibited uses in certain locations identified within Noise Exposure Forecast (NEF) areas. The proposed limited-scale commercial uses contemplated under the proposed DC District are generally allowable within the noise exposure of 0–25 NEF contour area. Future development permits would be circulated to the Calgary Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located in the 'Standard Industrial Area' land use typology of the [Municipal Development Plan](#) (MDP) as identified on Map 1: Urban Structure. The redesignation of the subject parcel is in alignment with the MDP policies which encourage industrial uses to be the predominant use and include other uses that support the industrial function in the area.

The proposed land use change is in keeping with the MDP policies as it will enable the preservation of the industrial nature of the subject site for future development or industrial activities. The proposed DC District also supports innovation within an industrial area.

Calgary Climate Strategy (2022)

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

PROPOSED

CPC2024-0874
ATTACHMENT 2

BYLAW NUMBER 268D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2023-0237/CPC2024-0874)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

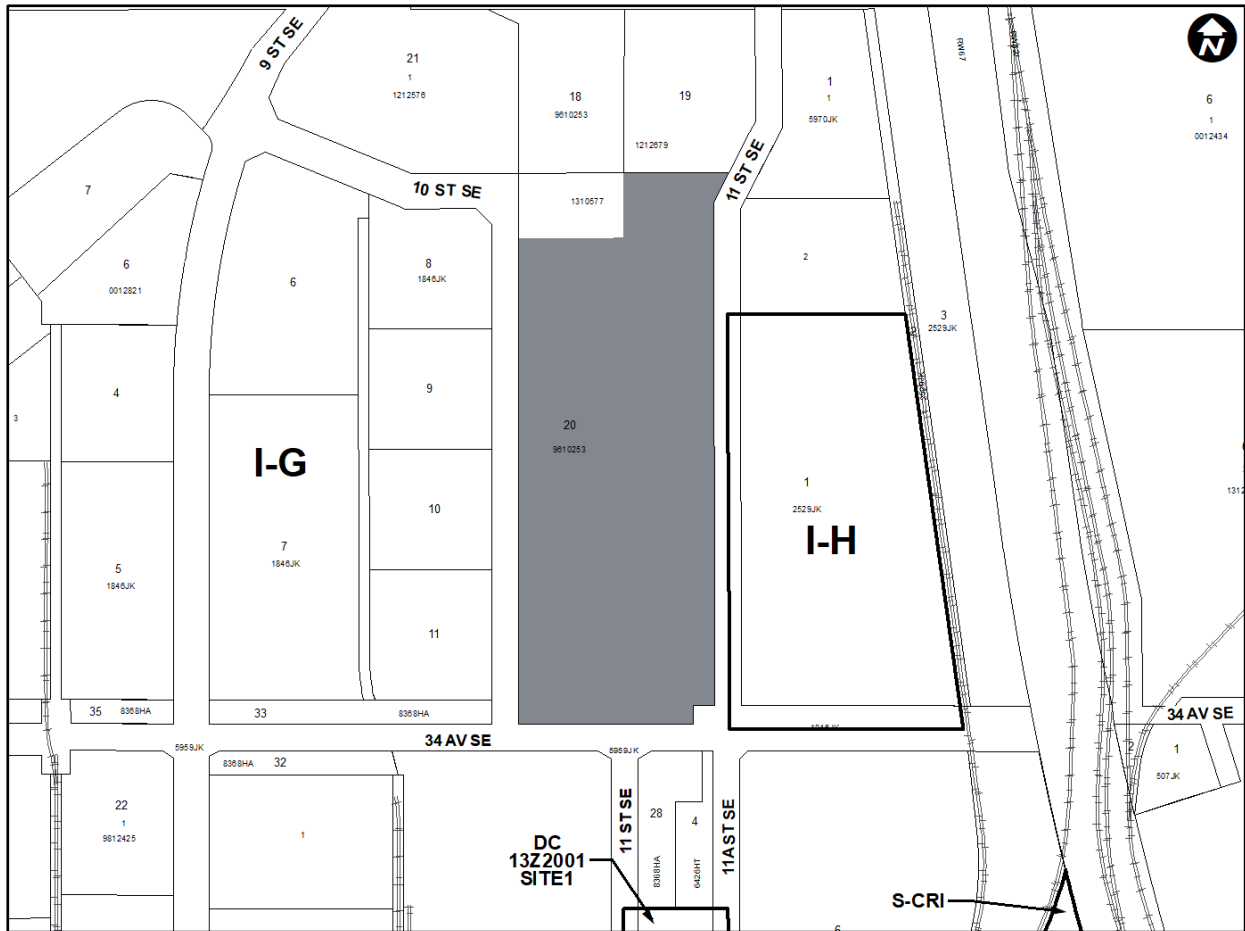
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2023-0237/CPC2024-0874
BYLAW NUMBER 268D2024

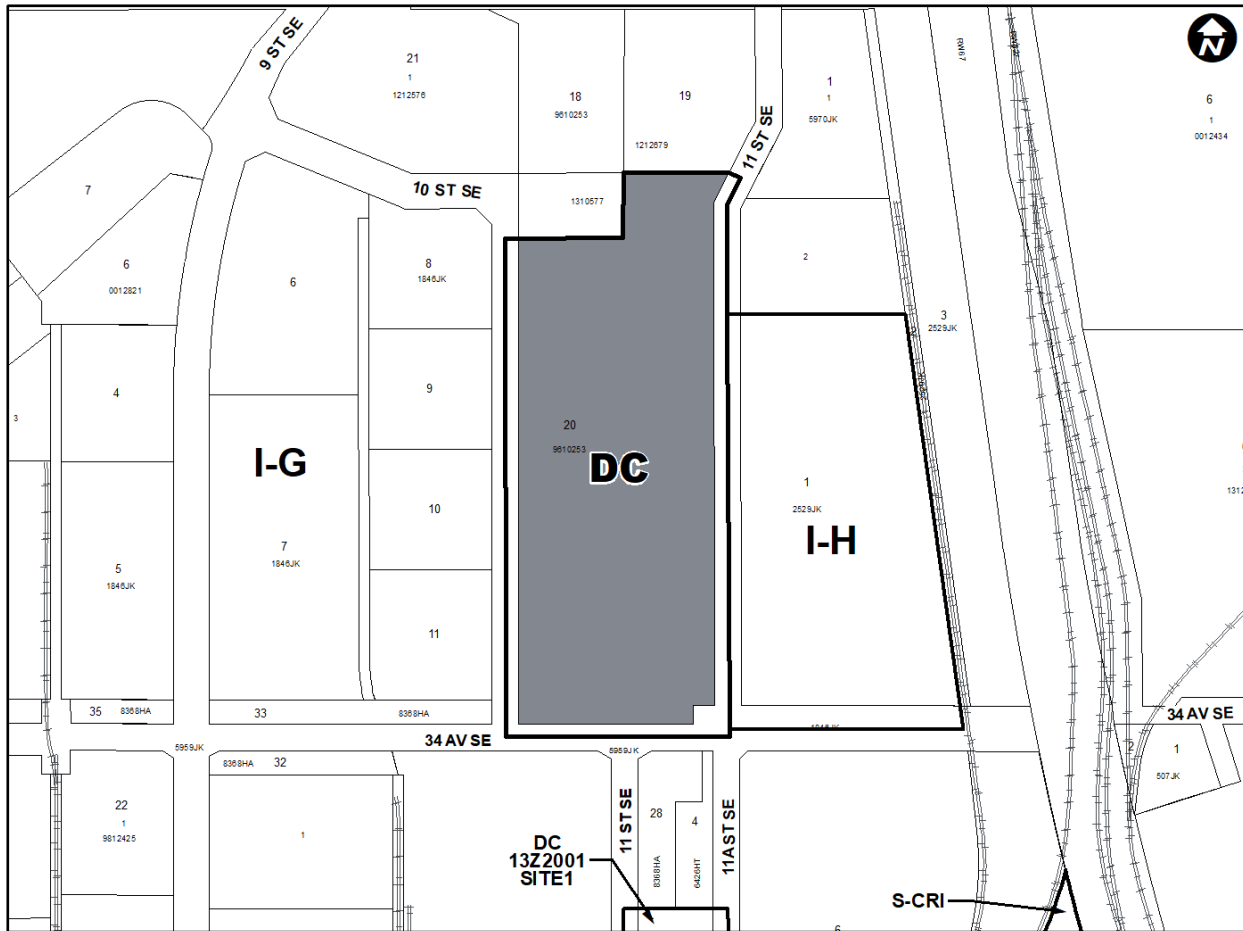
SCHEDULE A



PROPOSED

AMENDMENT LOC2023-0237/CPC2024-0874
BYLAW NUMBER 268D2024

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) preserve the industrial nature of the area; and
 - (b) accommodate limited-scale retail sale activities.

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 LOC2023-0237/CPC2024-0874
BYLAW NUMBER 268D2024

Defined Uses

4 In this Direct Control District:

- (a) **“Retail Sales”** means a use:
 - (i) that provides the general retail sale of goods, materials, products or supplies; and
 - (ii) that must only display items for sale indoors.

Permitted Uses

5 The **permitted uses** of the Industrial – General (I-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District with the addition of the following if located within a **building** legally existing prior to the effective date of this bylaw:

- (a) **Artist’s Studio.**

Discretionary Uses

6 The **discretionary uses** of the Industrial – General (I-G) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of the following if located within a **building** legally existing prior to the effective date of this bylaw:

- (a) **Retail Sales.**

Bylaw 1P2007 District Rules

7 Unless otherwise specified, the rules of the Industrial – General (I-G) District of Bylaw 1P2007 apply in this Direct Control District.

Gross Floor Area for Retail Sales and Artist’s Studio

8 The cumulative **gross floor area** of **Retail Sales** and **Artist’s Studio uses** in a **building** legally existing prior to the effective date of this Bylaw must not exceed 1,370.0 square metres.

Relaxations

9 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

2023 August 16

SHEDPOINT



Thank you for taking the time to review our application for a land-use redesignation at 1212 34 avenue SE. We have included a brief overview of our business and why we are requesting a land-use redesignation through a DC process below.

Shedpoint Overview

[Shedpoint](#) is a co-warehousing community of over 40 local businesses that range from E-commerce to Not-for-profits. We offer on-demand warehouse and office solutions to scaling entrepreneurs that fills the current gap between outgrowing a home-based operation but still being too small to move into the larger warehouses that are currently available in the market.

We aim to inspire the next wave of great Albertan entrepreneurs through paying homage to the innovators of the past. Our designer, Paul Hardy, styled each space at Shedpoint to tell great Albertan stories- from the "Burns Abbatoir" for Patrick Burns to "Stu's Dungeon" for Stu Hart.

From a set-up standpoint, we divide large warehouse bays into smaller self-contained units that are then rented out to members. Our size options traditionally range from 150 to 600 square feet. Members also share all the common amenities- the loading docks, staging area, a full kitchen, bathrooms, board rooms, meeting rooms, a gym, and a recording / photo studio.

Covid and the digital age have fundamentally changed how businesses operate and the journey that entrepreneurs go through to scale a new venture. The real estate options on the market are outdated and poor fits for what the entrepreneur of today and tomorrow needs. A physical footprint has been replaced with an online one, but there are no real estate options that scale and grow in a flexible manner while delivering what they need at each stage. Shedpoint does this. However, it does not fully offer everything, such as potential for a storefront when required. Not yet, anyways!

We have been blown away by the market response to our new take on the workplace. Since opening in September of 2021, we have scaled to 100% occupancy as over 40 local businesses have chosen Shedpoint as their headquarters. While our initial target market was ecommerce and those types of companies make up the majority of our members, we also have been surprised by not-for-profits such as The Safe Haven Foundation and Little Red Reading House finding value in what we have built.

We initially planned on members only using their units for traditional warehouse purposes, however, as our membership base has grown, we've received requests for businesses to host quasi-retail offerings. The primary business will still be ecommerce, however, as many of our members are product-based, there seems to be natural synergies for one-off events like pop-up shops and in-person sales to help them sell locally. To at least have this as an option for a small % of sales would really move the needle for both our member companies and local shoppers as shipping costs are through the roof.

We also would like to make Shedpoint a home for artists and their studios. We truly believe this can and should be a destination for creativity, growth, and business.

All of the above factors have led us to pursue a land-use redesignation so that we can continue to help scale local businesses and adapt to what they need. By going through the DC process, we feel we can make a compelling case for carving out a new way of understanding business and how real estate can serve our community. Based off the market demand for what we offer, it is clear we are filling a big need not only for traditional warehousing businesses in ecommerce, but also for artists and companies that

SHEDPOINT



want to run some in-person shopping to compliment their online sales. We have been so grateful for the support of the City to this point in working with us to plan a solution and being open to new ideas – something that is rare yet so impactful for helping local businesses. This would truly be a team effort in reimagining what a “warehouse” can be and how it can serve its community and neighbourhood, and we are so thankful to even have the opportunity to go through this process feeling like we have a partner in developing the local business community, where the City supports a hub for entrepreneurship and gives members the freedom to experiment with new lines of business while they grow.

Below are some of the key considerations and value propositions for why we are entering the DC process:

Impact on Small Businesses of Allowing Retail

- Gain new customers through allowing locals to touch, feel, and see the product before buying
- Build loyalty and trust through community outreach and community building
- Opportunity to save on shipping costs
- Provide more businesses the opportunity to scale and grow in a unique space such as Shedpoint that has been built for them

Planning Perspective

- Only a small segment of our member base fall outside of the current IG designation. We estimate less than 5 businesses at any one time will fall outside this current designation. Therefore, the actual change to both Shedpoint and the neighbourhood will be minimal
- These changes would have minimal impact on our daily occupancy load, as Shedpoint is certainly not a mall. Many of our members do not come to site each day, and this variability leads to a smoothed-out occupancy load during each hour of the day, even when considering public access as part of the land use redesignation
- Shedpoint has 5 loading docks and access points on site, meaning we will always have accessible points of entry for loading
- We currently have 2 recycling and garbage locations on site, going beyond our requirements
- As noted in our climate inventory form, we will be investing heavily into adding even more green space and sustainable features to the property

Property Perspective

- Our property has ample parking and safe access throughout
- We own 2 hectares of vacant land to the North of the building that gives us the flexibility to add parking if needed
- The change will bring more vibrancy and people into this area, helping support all the other local businesses around us

Matches with City Initiatives- #SupportLocalYYC

1. “You get unique goods and services”
 - a. A land-use change gives Shedpoint members an opportunity to provide in-person options to shop for eclectic food & drink items, local fashion, active gear, and more
2. “You support the local economy”

SHEDPOINT



- a. A land-use change gives Shedpoint members an opportunity to add another revenue channel through in-person shopping and add new customers through capturing a market who may not be comfortable shopping online. Shedpoint members generate about four times more economic activity than larger corporations, and adding in-person shopping means more local jobs
3. "It helps protect the environment"
 - a. There is nothing more wasteful than a Shedpoint member shipping a product to a local customer! A land use change lets Shedpoint members protect the environment through less packaging and GHG's, while also letting people who buy from (for example) MEC rather than Craze Outdoors (a Shedpoint brand)
4. "Your money stays in Calgary"
 - a. It's truly a win-win for all our neighbourhood businesses if we help them sell to locals more
5. "You support your neighbourhoods identity"
 - a. There is truly nothing better than 40 local businesses coming together to support each other and grow in a place like Shedpoint. Even if a member is only a studio or only doing ecommerce, having foot traffic and in-person shopping helps expose their brand to the masses. We will lift all the ships here with this land use change!

DC Requests

- We feel no existing designation will properly capture how our members currently use the space and how we foresee our community growing in the future.
- We would like to allow in-person shopping, pop-up shops, and small retail operations within the facility
- We would also like to allow for the office spaces to be rented out to individual companies, rather than needing to be used to support warehouse uses like they are in the IG designation

These changes will allow Shedpoint to deliver the real estate options that the businesses of today demand and need to grow. We want to be a destination for local business in Calgary and help the next wave of great entrepreneurs succeed, which requires a new way of seeing how real estate can serve our business community. We are incredibly thankful for the support we have received to date from the City, and we look forward to continue working in unison to deliver a fresh outlook on co-working & co-warehousing. Let's help 40 local businesses grow!

Please feel free to reach out with any questions or clarifications.

Yours Truly,

Jesse Brown
General Manager, Shedpoint

Applicant Outreach Summary

2024 April 1



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name:

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

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

Our land use change does not contemplate any construction or development, and is instead focused on allowing a low impact different type of business at our property than the IG designation allows. We scored a 1A on the assessment tool and felt the minimal changes and the fact there are many similar businesses in the area to the ones we want to allow tenancy to at Shedpoint would make outreach burdensome to our community neighbours. That being said, we still completed some steps to engage the community, which are highlighted below.

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)

Shedpoint has had continuous dialogue and consultation over the last 6 months with our 64 small business members, on the land use change to allow for some retail and assess support or concerns. There were no concerns, only support for the change.

1. We engaged our membership to share the proposed Land Use Change with their customer base, to voice their support or objection to such land use designation changes. No objections made and some support letters were submitted.
2. Land Use Change signs were displayed for the duration of our required 25-day period, in two locations in vehicle and passerby directions. No public objections.
3. Discussing the Land Use Change on weekly tours of potential small business and warehouse members. No objections were made, only excitement and support.
4. Discussed the Land Use Change with five surrounding businesses who asked if the change would affect their business – with no effects to their business. This consisted of the yard tenants who occupy the 4 acre plot behind our warehouse facility.

Affected Parties

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

1. Shedpoint small business member base
2. Yard tenants behind our warehouse facility
3. General public via posted Land Use Change Sign

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 issues were raised, as this application was done out of request by our small business member base. Because there is no construction, direct or indirect impact to businesses outside of our warehouse, no external issues were raised.

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.

They did not influence the application decision, as we are only changing the land use designation.

How did you close the loop ?

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

The loop was closed by articulating there would be no material impact to businesses in our facility or surrounding it, only opportunity for internal warehouse members to operate their businesses with land use alignment.

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.	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.	1 ▼
TOTAL				3

IMPACT SCORE

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

COMPLEXITY SCORE

3 to 5 A
6 to 9 B

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

Your Project's Score:

1 A

Outreach Approach Assessment	
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*.

*For an overview of outreach tactics and techniques you could consider, click [here](#).

calgary.ca/planningoutreach

Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1401 – 17 Avenue SE, LOC2022-0064

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Inglewood Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.53 hectares \pm (1.31 acres \pm) located at 1401 – 17 Avenue SE (Plan 9210938, Block 1, Lot 1) from Industrial – Edge (I-E) District to Mixed Use – General (MU-1f5.0h45) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024 SEPTEMBER 5:

That Council:

1. Give three readings to **Proposed Bylaw 79P2024** for the amendments to the Inglewood Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 265D2024** for the redesignation of 0.53 hectares \pm (1.31 acres \pm) located at 1401 – 17 Avenue SE (Plan 9210938, Block 1, Lot 1) from Industrial – Edge (I-E) District to Mixed Use – General (MU-1f5.0h45) District.

HIGHLIGHTS

- This application proposes to redesignate the site to allow for a street-oriented mixed-use development with commercial uses promoted at grade to encourage an active streetscape.
- The proposal enables Transit Oriented Development (TOD) near the future Green Line Ramsay/Inglewood LRT Station and facilitates an active pedestrian environment in alignment with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed policy and land use amendments would enable more housing opportunities within the inner city, support alternative modes of transportation, provide additional commercial amenities in the area and allow for more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposal would provide additional commercial and employment opportunities, align with the City's growth direction and infrastructure investments and contribute to creating a vibrant TOD site next to the future LRT station.
- The proposal requires minor amendments to the *Inglewood Area Redevelopment Plan* (ARP).
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

**Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1401 – 17
Avenue SE, LOC2022-0064**

DISCUSSION

This application, located in the southeast community of Alyth/Bonnybrook, was submitted by CivicWorks on behalf of the landowner 1390 17th Avenue SE Properties GP LTD. (Hungerford Properties) on 2022 April 11.

The subject site is approximately 0.53 hectares (1.31 acres) and is located two blocks, or 300 metres (a four-minute walk), south of 9 Avenue SE. The site is in close walking distance to numerous transit services all within less than 300 metres (a four-minute walk) including Bus Rapid Transit (BRT) stops near 9 Avenue SE. The Green Line Ramsay/Inglewood Light Rail Transit (LRT) Station is proposed to be located less than 230 metres (four-minute walk) west of the site.

As indicated in the Applicant Submission (Attachment 3), the intent of this application is to facilitate a higher density mixed-use development with the option for commercial uses at grade and residential dwelling units above. The proposed Mixed Use – General (MU-1f5.0h45) District would allow for a maximum floor area ratio (FAR) of 5.0 (building floor area of approximately 26,500 square metres) and a maximum building height of 45 metres (approximately 12 storeys). No development permit application has been submitted at this time.

This application has been assessed in conjunction with two related policy and land use amendment applications (LOC2022-0198 and LOC2022-0022). LOC2022-0198 is a Mixed Use – General (MU-1f4.0h22/MU-1f5.0h45) proposal that is being considered at the 2024 September 5 Calgary Planning Commission (CPC) meeting, and LOC2022-0022 is an Outline Plan and Land Use proposal that is still being reviewed by Administration. Collectively, these three applications are designed to function as a comprehensive planning initiative; however, each can also operate independently.

The active Brewery Rail Lands Outline Plan and Land Use application (LOC2022-0022) proposes a municipal reserve trail along the northern boundary of the Canada Pacific Kansas City (CPKC) rail line that will eventually connect to the 12 metre wide publicly accessible private open space that is being protected as part of this file. The proposed rail trail will provide a pedestrian linkage from the future Ramsay/Inglewood Green Line LRT Station at the 12 Street SE underpass, extending through the site located at 1390 – 17 Avenue SE (approved under LOC2019-0194), continuing through the subject site at 1401 – 17 Avenue SE, and ultimately reaching a proposed heritage precinct situated at the core of the Brewery Rail Lands Outline Plan (LOC2022-0022). The Transit Oriented Development Connection Improvements (Attachment 6) visually describes this pedestrian linkage, the TOD improvements, and how each application is intended to collectively function.

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

Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1401 – 17 Avenue SE, LOC2022-0064

Applicant-Led Outreach

As part of the review of the proposed policy and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the community association was appropriate. In response, the applicant met with the Inglewood Community Association (CA), posted custom on-site signage for the duration of the application, held various in-person open houses and information sessions, created a project webpage, and met with the Ward 9 Councillor's Office. 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. The letter of opposition identified concerns about the proposed height of 12 storeys, amount of parking in the area, loss of privacy, increased traffic, and shadowing impacts.

The Inglewood CA provided a conditional letter of support on 2024 June 11 (Attachment 5). The CA indicated concerns with the proposed building height at 45 metres across the entire site. The CA noted that support could be given if a transitional building height approach was adopted that brought the proposed heights down to 22 metres adjacent to 17 Avenue SE. No formal letter was received from the Inglewood Business Improvement Area (BIA).

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposal enables sustainable long-term urban growth in area supported by primary transit and amenities, and the proposed density would allow for the opportunity to redevelop this site into a TOD. The building and site design, setbacks, 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 policy and land use application 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 proposal provides additional housing options that may better accommodate the varied housing needs of different age groups, lifestyles, and demographics, fostering a more inclusive community.

Environmental

The proposal would enable compact urban development next to a future LRT station and would support alternative modes of transportation including public transit, walking, and cycling that can reduce greenhouse gas emissions. However, this application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

Planning and Development Services Report to
 Calgary Planning Commission
 2024 September 05

ISC: UNRESTRICTED
 CPC2024-0963
 Page 4 of 4

**Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1401 – 17
 Avenue SE, LOC2022-0064**

Opportunities to enhance the development on this site with applicable climate strategies will be pursued at the development permit stages.

Economic

The proposed land use amendment would enable more efficient use of existing infrastructure and maximize the Green Line investment. The proposal may also enable additional commercial and employment opportunities within this 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. **Proposed Bylaw 79P2024**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
6. Transit Oriented Development Connection Improvements
7. **Proposed Bylaw 265D2024**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

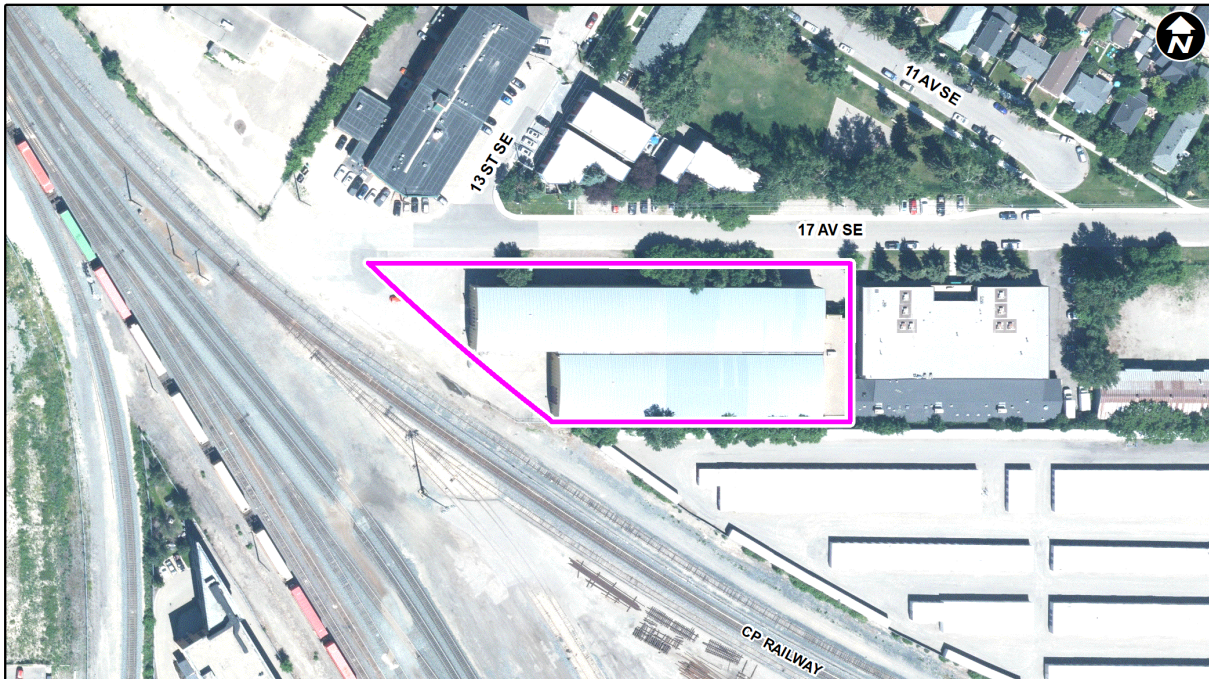
Background and Site Context

The subject site is located in the southeast community of Alyth/Bonnybrook south of the junction of 17 Avenue SE and 13 Street SE. The trapezoidal parcel is approximately 0.53 hectares (1.31 acres) in size and is currently developed with a two-storey industrial building which currently accommodates a storage and office use. The Canadian Pacific Kansas City (CPKC) Railway line borders the site to the southwest. Site access is available from 17 Avenue SE. The future Ramsay/Inglewood Green Line Light Rail Transit (LRT) station is proposed to be located 230 metres (a four-minute walk) northwest of the site at the 12 Street SE underpass. The 9 Avenue Neighbourhood Main Street is located 300 metres (a six-minute walk) north of the subject site and features a variety of commercial and mixed-use land uses. Colonel Walker School (Calgary Board of Education kindergarten to grade 6), the Inglewood Community Association (CA) site and various open spaces including the Bow River Pathway are located within close proximity of the site.

Surrounding development is characterized by various residential, mixed-use, and light industrial developments. Lands northwest of the subject site consist of a parcel designated Direct Control (DC) District ([Bylaw 117D2021](#)) which was crafted to accommodate a mixed-use development where both residential and commercial uses are supported at grade. Lands directly east of the subject site include a parcel designated Industrial – Edge (I-E) District, which currently contains office and storage uses. This parcel is subject to an active land use application (LOC2022-0198) that proposes split land use to a mixed-use development with a maximum building height of 45 metres. Lands further east and south of the subject site consist of a cluster of parcels currently designated Industrial – General (I-G) District, Industrial – Edge (I-E) District, and DC District ([Bylaw 115D2015](#)). These lands are currently subject to an active Outline Plan and Land Use application (LOC2022-0022) known as the Brewery Rail Lands. The CPKC Railway line is immediately to the west of the site. To the north, across 17 Avenue SE, is a residential parcel consisting of three two-storey residential buildings designated Multi-Residential – Contextual Grade-Oriented (M-CGd82) District and a small open space park designated Special Purpose – Community Service (S-CS) District.

Community Peak Population Table

This information is not available because the subject site is located in an industrial area.



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Industrial – Edge (I-E) District is intended to be characterized by locations on the perimeter of industrial areas where the industrial parcel shares a property line with a residential district, local street or lane abutting a residential district. The I-E District allows for development of a limited range of sizes and uses and has limitations on outside activities, vehicular access, and parking and loading, aimed at mitigating the impact of uses on nearby non-industrial parcels.

The proposed Mixed Use – General (MU-1f5.0h45) District is intended to allow for a variety of built forms where residential uses and commercial uses are supported at grade facing the commercial street. The proposed land use will allow for a maximum building floor area of approximately 26,500 square metres and a maximum building height of approximately 12 storeys.

Development and Site Design

A development permit has not been submitted at this time; however, the applicant provided a preliminary development concept and shadow studies to demonstrate the impact of redevelopment scenarios on the surrounding sites. The future proposed development could be reviewed by the Urban Design Review Panel (UDRP) at the development permit stage to ensure the development will achieve a high-quality pedestrian environment that provides an engaging and welcoming space for pedestrians and cyclists.

As this application does not propose subdivision, municipal reserve (MR) dedication, public utilities or a public roadway, and is under 0.8 hectares (2 acres) in size, an Outline Plan is not required to facilitate the proposal.

To enable a seamless pedestrian connection to the future Ramsay/Inglewood Green Line (LRT) Station, a 12 metre wide public access easement will be required adjacent to the CPKC rail line along the southern boundary of the site. This future public access easement is anticipated to connect to a future rail trail that will connect the LRT Station to the Brewery Rail Lands east of the subject site. Development and general site design of the 12 metre public access easement will be the sole responsibility of the Developer to the satisfaction of the Administration. Site design will need to ensure a seamless connection and integration with the proposed Brewery Rail Lands rail trail to the east and the public access easement established in [Bylaw 117D2021](#) to the west.

If approved by Council, the rules of the proposed MU-1 District would provide guidance for the future redevelopment of the site, including the overall distribution of buildings, building design, location and size of uses, site layout details such as parking, landscaping and site access, and development of the 12 metre wide public access easement will be further reviewed at the development permit stage. Additional items that will be considered through the development permit process include, but are not limited to:

- creating an engaging streetscape interface with 17 Avenue SE and the proposed rail trail extension along the southern edge of the site;
- articulations to building façade and integrating site design to create welcoming environment for pedestrians;
- transition of building scale to mitigate building massing and shadowing to adjacent parcels;
- building interface and compatible uses to ensure safety and compliance with the railway corridor; and
- ensuring development of the required 12-metre public access easement is seamless with adjacent lands to the east and west.

Transportation

Pedestrian and vehicular access to the site is available via 17 Avenue SE. The area is served by Calgary Transit Routes 1 (Forest Lawn-Bowness) and 101 (Inglewood-City Centre) with a bus stop 400 metres away along 9 Avenue SE. Routes 1 and 101 provide transit service every 15 minutes and 50 minutes, respectively, during peak times. The area is also serviced by the MAX Purple, located within 650 metres (an 11-minute walk) along 9 Avenue SE. The site is within a 600 metre (a 10-minute walk) of the future Inglewood-Ramsay Green Line LRT Station and is, therefore, within the Transit Oriented Development area. The site is located 600 metres from the existing Bow River pathway system which provides access to the greater Always Available for All Ages and Abilities (5A) Network, as well as within 600 metres (a 10-minute walk) of the existing 5A on-street bikeway located along 12 Street SE and 8 Avenue SE, and the future 5A on-street bikeway is planned along 11 Avenue SE.

A Transportation Impact Analysis (TIA) was required to support the land use redesignation application and it has been reviewed and accepted by Administration. Surface improvements adjacent to the parcel will be required to support the proposed development at the development permit stage.

Environmental Site Considerations

An Environmental Site Assessment (ESA) Phase 2 was submitted and accepted, to the satisfaction of Administration. As part of the development permit process, the applicant will be required to submit a Soil Management Plan for further review and acceptance. At this time, there are no known outstanding environmental concerns that would prevent support for the intended land use.

The site is not located within a current flood regulated zone, as per current Council approved flood maps. The Flood Fringe flood zone terminates just north / east of the subject site. The Inglewood flood barrier decreases the flooding risk of the area, but it is recommended that future development be built to increase flood resiliency. There may be groundwater issues at this location in the event of the flood. At the time of development, the applicant should take this into account, and design considerations be made as to address groundwater/basement seepage. At the time of development, mechanical and electrical equipment should not be placed in a basement in case of a flood event.

Utilities and Servicing

Public water, sanitary and storm utilities exist adjacent to the site, within the public right-of-way (17 Avenue SE). Servicing requirements will be further determined at the time of development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located in the 'Standard Industrial' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Standard Industrial areas contain a mix of industrial uses at varying intensities. These areas are intended to allow for a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. Notwithstanding the general characteristics of the Standard Industrial Area, portions of the Standard Industrial Area may be appropriate for redevelopment as non-industrial or mixed-residential business areas if they are within close proximity to an existing community and the Primary Transit Network. Any proposal for such a change will require necessary amendments to the Local Area Plan such as the amendments proposed to the *Inglewood Area Redevelopment Plan* (ARP) as outlined further below.

The proposal generally aligns with a primary MDP goal of encouraging a transit-supportive land use framework by locating population growth within walking distance of the primary transit network. The site is within close proximity to the 9 Avenue SE Neighbourhood Main Street and would align with policies supporting higher density and mixed-use development in these locations. The proposal also aligns with applicable city-wide policies that promote a more

compact city by accommodating a broader mix of housing with local services and by facilitating a more efficient use of existing infrastructure.

Transit Oriented Development Policy Guidelines (2004)

The [*Transit Oriented Development Policy Guidelines*](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike. The proposed land use would meet the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure and increasing density around the existing MAX Purple BRT station and the future Green Line Ramsay/Inglewood LRT Station.

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 as subsequent development approval stages.

Inglewood Area Redevelopment Plan (Statutory – 1993)

The subject site is located in the 'Industrial' area typology on Map 6: Generalized Land Use Future of the [*Inglewood Area Redevelopment Plan*](#) (ARP). The industrial policies of the Inglewood ARP do not support the proposed MU-1f5.0h45 District mixed-use development proposal, and as such, an amendment to the ARP is required. Due to the age of the ARP and the unique method for amending the ARP in the past, a minor mapping amendment is required to Map 8: Sites Requiring Redesignations – Commercial/Industrial and a supporting policy text amendment is required to Table 3 – Proposed Commercial/Industrial Redesignations. Both proposed amendments will recognize the subject site as suitable for MU-1f5.0h45 District development and will ensure the proposed 12 metre public access easement is secured at development permit stage.

The Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)

The [*Development Next to Freight Rail Corridor Policy*](#) provides guidance for development in proximity to the freight rail corridors to mitigate risk, ensure quality of life, and facilitate responsible development. This policy applies to parcels that are partially or entirely within 30 metres to freight rail corridors, which includes this site. It does not prohibit development in that space but requires additional consideration for mitigating the possible risks and nuisances if required. At the development permit stage a noise study would be required for the building interface facing the railway to mitigate impact associated with rail noise for the noise susceptible uses. Future development permits would be reviewed against the applicable policy to ensure safety and compliance.

PROPOSED

CPC2024-0963
ATTACHMENT 2

BYLAW NUMBER 79P2024

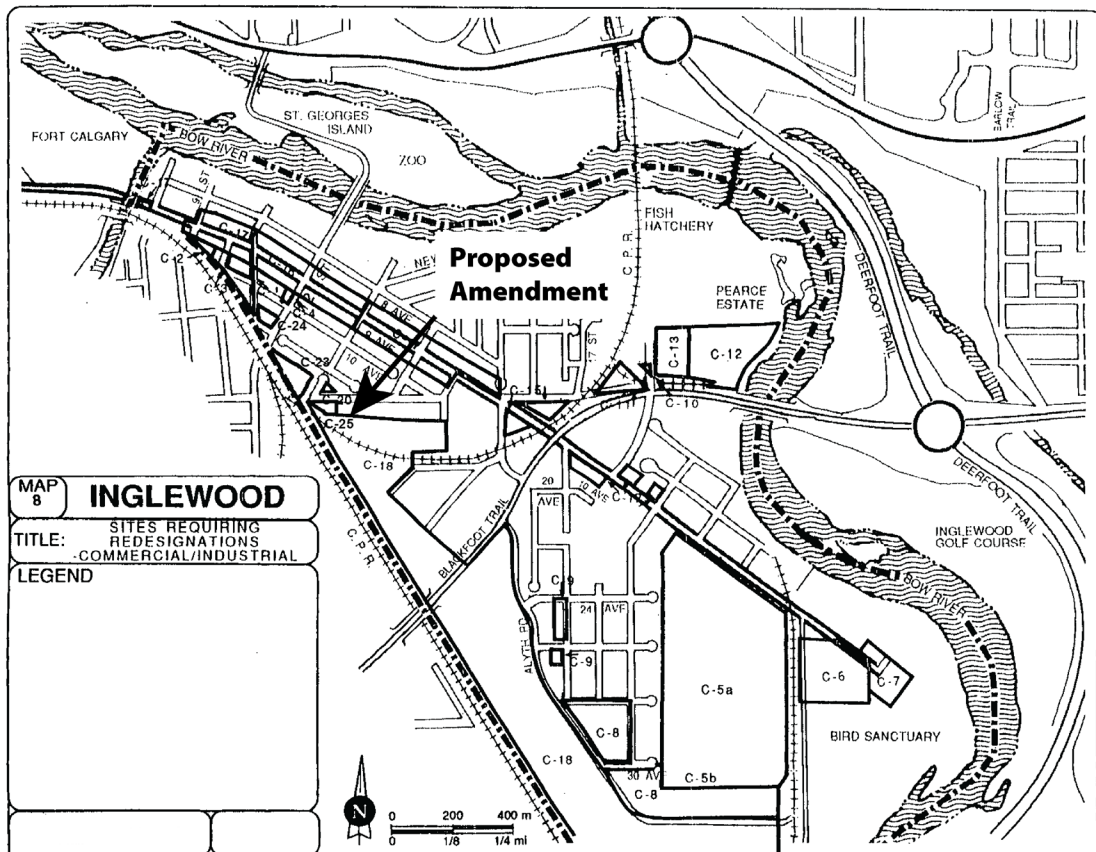
BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE INGLEWOOD AREA REDEVELOPMENT PLAN BYLAW 4P92 (LOC2022-0064/CPC2024-0963)

WHEREAS it is desirable to amend the Inglewood Area Redevelopment Plan Bylaw 4P92, as amended;

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

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

1. The Inglewood Area Redevelopment Plan attached to and forming part of Bylaw 4P92, as amended, is hereby further amended as follows:
 - (a) Amend Map 8 entitled 'Sites Requiring Redesignations Commercial / Industrial' by adding site number "C-25" to the 0.53 hectares \pm (1.31 acres \pm) parcel located at 1401 – 17 Avenue SE (Plan 9210938, Block 1, Lot 1) as generally illustrated in the sketch below:



PROPOSED

BYLAW NUMBER 79P2024

- (b) In Section 3.5 Implementation, Table 3 Proposed Commercial/Industrial Redesignations, at the end of the table insert the following row:

“

SITE	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignation to Direct Control)
C25 1401 - 17 Avenue SE	I-E	Mixed-use development	MU-1f5.0h45	<ul style="list-style-type: none">• The maximum building height is 45.0 metres.• The maximum Floor Area Ratio (FAR) is 5.0.• In order to achieve the maximum FAR and building height, a 12-metre-wide public access easement should be provided adjacent to the existing railway and connecting to 17 Avenue SE.

”

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

Applicant Submission



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

P 403 201 5305
E info@civicworks.ca

Proposed Land Use Change Applicant Summary (Updated April 10, 2024)

Project Location: 1401 17 AV SE
Existing Land Use: Industrial - Edge (I-E) District
Proposed Land Use: Mixed Use - General (MU-1f5.0h45) District
LOC Application No.: LOC2022-0064

APPLICATION SUMMARY

On behalf of Hungerford Properties, CivicWorks has made a Land Use Redesignation (LOC) application to transition a parcel located at 1401 17 AV SE with a site area of 0.53 hectares (1.31 acres) from the existing Industrial - Edge (I-E) District to the Mixed Use - General (MU-1) District (MU-1f5.0h45). The subject site is situated at 1401 17 AV SE in the community of Alyth / Bonnybrook, immediately bordering the official boundaries for the community of Inglewood, and located approximately 200 metres from the future Ramsay/Inglewood Green Line Light Rail Transit (LRT) Station. Surrounded by a mix of multi-residential, industrial, and special purpose Land Use Districts, the subject site is bounded by the Canadian Pacific Kansas City (CPKC) lines to the southwest, multi-residential development to the north, and industrial buildings within the Industrial - Edge (I-E) District and Industrial - General (I-G) District to the east and immediate south. If approved, the proposed land use would allow for mixed-use development with a maximum height of approximately 12 storeys (45 metres) and a maximum Floor Area Ratio (FAR) of 5.0.

COMPREHENSIVE PLANNING SITE

The adjacent lands to the southeast and east of the site are known as the *Brewery-Rail Lands* and are part of a Comprehensive Planning Site that 1401 17 AV SE falls within. Currently under review, the Brewery-Rail Lands application (LOC2022-0022) by MATCO Development seeks to transition lands from the I-E and I-G Districts (and a Direct Control [DC] District based on the I-G District) to various DC Districts based on the Mixed Use - General (MU-1) District. The site to the immediate east (1439 17 AV SE) additionally has an application submitted that is under review, LOC2022-0198 for The Calgary Drop-In Centre, which is also part of the Comprehensive Planning Site. The proposal for this site at 1401 17 AV SE has been informed through comprehensive planning activities to ensure alignment with the Brewery-Rail Lands Comprehensive Planning Site.

TRANSIT-ORIENTED DEVELOPMENT ALIGNED WITH MOBILITY IMPROVEMENTS

The subject site is situated in a context of substantial City-led investment. Transit leads this investment with the Green Line Ramsay/Inglewood LRT Station and the MAX Purple Bus Rapid Transit (BRT) line. This site has some of the greatest Transit-Oriented Development (TOD) potential for the Ramsay/Inglewood Green Line LRT Station, where transit-supportive density levels are encouraged. Hungerford Properties recognizes that progressive proposals for redevelopment can include investments in the local community linked to a greater public benefit resulting from the proposed growth change. In light of this, a 12.0-metre-wide public access easement is proposed with a new multi-use pathway along the southern border of the site adjacent to the CPKC lands. This proposed public access easement will address multi-modal connectivity, allowing for a new strategic connection aligned with recent and proposed surrounding redevelopment applications. This multi-use pathway constitutes the final proposed link to complete a comprehensive multi-use pathway adjacent to the CPKC line from the proposed Ramsay/Inglewood Green Line LRT Station all the way to 15 ST SE. The proposed multi-use pathway along the border of 1401 17 AV SE is suggested to link with a proposed multi-use pathway to the northwest at 1390 17 AV SE (Bylaw 117D2021), as well as to the southeast across the Brewery-Rail Lands (LOC2022-0022). This public access easement is proposed to be included in an amendment to the *Inglewood Area Redevelopment Plan*.



ALIGNMENT WITH CALGARY'S GROWTH PLANS

Contemporary city-wide plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)* guide Calgary's current planning policy, placing priority on building complete and resilient communities that make more sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal capital. The proposed change and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

ALIGNMENT WITH LOCAL AREA PLAN

The proposal is generally aligned with the goals of the statutory *Inglewood Area Redevelopment Plan (ARP)*, but will require a policy amendment to support a redesignation to the Mixed Use - General (MU-1) District and provide applicable development guidelines for the site, including the proposed 12.0-metre-wide public access easement. The *Inglewood ARP* assigns the site under its *Industrial Land Use*, but notes in its objectives and policies that the amount of land available for industrial development close to housing within the community should be reduced and that the impact of industrial development on the residential portions of the community should be minimized. The overall goals of the *Inglewood ARP* also encourage new residential development to increase the community's population, and promote a healthy physical environment by addressing noise, pollution, odour and other environmental concerns. This proposal will rehabilitate a brownfield site, providing a more sensitive transition from the freight rail corridor to the low-density residential context to the northeast of the site.

As a best practice, the Applicant project team also reviewed draft emerging policy in addition to the applicable statutory policy. This proposal is also aligned with the draft *Historic East Calgary Communities Local Area Plan* (non-statutory draft - June 2021) that is based on a multi-year engagement process and considerable effort from community groups, citizens, and City Administration. The draft Local Area Plan (LAP) assigns the subject site area with a "Comprehensive Planning Site" policy modifier intended for large sites where additional comprehensive planning and detailed design is required to support future planning applications. No Building Scale modifiers have been identified yet for this Comprehensive Planning Site. In conjunction with the other submitted Comprehensive Planning Site applications (LOC2022-0022 and LOC2022-0198), maximum building heights proposed along 17 AV SE are predominantly Low Scale (up to 6 storeys), with maximum building heights proposed to increase westward towards the future Ramsay/Inglewood Green Line LRT Station. This site is proposed as Mid Scale (up to 12 storeys) as a transition to the site at 1390 17 AV SE, located immediately adjacent to the future Ramsay/Inglewood Green Line LRT Station and already approved with a maximum height of 65 metres (approximately 20 storeys).

APPLICANT-LED OUTREACH

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provide local area organizations, surrounding area residents and the broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city. The Applicant-led outreach process commenced following submission of the LOC application and provided opportunities across a variety of platforms for citizens, community groups and all other outreach participants to learn about the vision and to share their comments and questions.

This LOC application was supported by a dedicated project website, phone line and email inbox for public questions and comments, along with custom on-site signage, and mailers hand-delivered to residents living nearby to the project site.



Key application materials were also shared directly with the local area Ward 9 Councillor's Office and Inglewood Community Association, including at digital and in-person meetings held by the Applicant project team. Key elements of our outreach process included:

- **Custom On-site Signage:** *Installed on-site at application submission.*
- **Project Website:** *Dedicated project website (www.hungerfordpropertiesinglewood.com), providing convenient access to project information and an online feedback form.*
- **Project Voicemail and Email inbox:** *Project phone line / voicemail inbox (587.747.0317) and email (info@HungerfordProperties.com) serve as direct lines to the project team.*
- **Community Advertorial:** *Included in the Inglewood Community Association Newsletter, delivered community-wide.*
- **Digital Meetings:** *Held with the Inglewood Community Association and Ward 9 Councillor's Office.*
- **In-Person Information Session:** *Project team open house with live Q&A open to all members of the public.*
- **Neighbour Postcards:** *Delivered to surrounding area residents at application submission and again to advertise the In-Person Information Session.*
- **Applicant-led Outreach Summary:** *A summary report providing details of the outreach conducted, common feedback themes heard and project team responses to common feedback themes.*

As our outreach process draws to a close and we approach key decision points in the application process, the project team prepared an *Applicant-led Outreach Summary* to share with community groups and The City, while also publishing it on the dedicated website for broader public access. The *Applicant-led Outreach Summary* highlights the outreach strategies used throughout the application process, what we heard, and how we responded.

CITY OF CALGARY NOTICE & OUTREACH REQUIREMENTS

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

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

CONCLUSION

The proposed land use change and development vision is in keeping with the general goals of the *Inglewood Area Redevelopment Plan*, the draft non-statutory policies of the *Historic East Calgary Communities Local Area Plan*, and the city-wide goals and policies of the *Municipal Development Plan* and *Calgary Transportation Plan*. The proposed change would enable the introduction of new and innovative housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request your support for this application.

Should you have any questions, comments, or concerns, please contact us at 587.747.0317 or info@HungerfordProperties.com, referencing 1401 17 AV SE / LOC2022-0064.



1401 17 AV SE

Applicant-led Outreach Summary

APRIL 2024 | LOC2022-0064

HUNGERFORD
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PROPERTIES

Issued	April 2024
Prepared By	CivicWorks
Prepared For	Hungerford Properties
Project Team	CivicWorks Bunt & Associates

Contact [HungerfordPropertiesInglewood.com](mailto:info@HungerfordProperties.com)
info@HungerfordProperties.com
587.747.0317

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HUNGERFORD PROPERTIES

We are astute investors, proud builders, and passionate creators of award-winning and legacy inspired projects across Western Canada.

Hungerford Values

At Hungerford Properties, our values express what are most important to us day in and day out. Ambition, Diligence, Creativity, Relationships, and Community are at the heart of our culture and what makes us resilient in the communities we build.

Building Legacy

Hungerford Properties has been active in Calgary’s real estate market for the past nine years, specializing in industrial, commercial and retail projects.

Our goal is to create homes and neighbourhoods that bring joy to their residents and make communities proud. We are customer-committed and devoted to making the purchase of every single home satisfying and rewarding. We put together best-in-class teams of consultants, trades, and suppliers to deliver the finest products, and we strive to make every development exceed purchaser expectations.

Archetype Vancouver, BC



Project Team



CIVICWORKS

CivicWorks is a client focused, design forward, and outcome driven urban planning and design consultancy. We operate at the intersection of policy, design and implementation to see plans realized and better the communities, cities and regions in which we work. Our work embodies our core values and is a testament to our reputation as industry leaders and experts in our field.



BUNT & ASSOCIATES

Bunt & Associates is a team represented by the finest transportation planners, engineers, technologists, and support staff in the industry. With experience spanning across Canada, we offer a balanced and sophisticated insight to both urban and rural transportation challenges. We place high value on outstanding service, building long-term client relationships, and fostering a family-friendly and supportive culture within all of our offices in Calgary, Edmonton, Vancouver, and Victoria.

Outreach

Outreach Roles & Responsibilities

What Is Our Role? What Is Your Role?

Clarifying community and public outreach roles and responsibilities connected to planning and development projects helps determine who does what, and builds a baseline understanding of the threshold of responsibility across all roles in building a great city. As the proponent of an Applicant-initiated development proposal, the Applicant project team has the associated responsibilities of the Lead.

As the Applicant, our role in the outreach process is the Lead.

The Lead is the initiator/proponent of a development application and is the primary decision-maker for a proposal leading up to a formal decision of approval/refusal by the designated City of Calgary decision-making body.

Lead Applicant

The Lead is the primary decision-maker for the project leading up to a formal decision of approval/refusal by the designated City decision-making body.

The responsibilities of the Lead role include:

- Notifying citizens and community groups of the project and any opportunities to learn more or provide input.
- Determining the negotiables and non-negotiables for the project and what is/ isn't open for public influence.
- Communicating the constraints and clarifying the scope of the conversation.
- Providing clear, concise, transparent and accurate information.
- Fostering and maintaining a respectful conversation.
- Reporting back if/when collecting input and providing City decision-makers with a summary of the community outreach approach that was taken.
- Keeping citizens and community groups in the loop and closing the loop when decisions are made.

Support City of Calgary Administration

The Support role assists in the outreach process by providing the Applicant, community / member-based organizations, and the wider public audience with information, tools and resources to improve understanding and aid in the overall success of the outreach process.

The responsibilities of the Support role include:

- Sharing information about City goals and policies.
- Explaining The City's review and decision-making processes.
- Clarifying community outreach roles and responsibilities.
- Creating tools and resources for Participants, Connectors and Leads to help them be successful in their outreach roles.

Connector & Participant Community / Member-based Organizations

The Connector shares information and insights about a specific community or area with its members to help increase understanding of the local context and to help inform community outreach plans.

- The responsibilities of the Connector & Participant role include:
- Where possible, sharing local information and insights to help build understanding and inform outreach plans.
- Where possible, helping raise awareness of opportunities for people to get involved in local planning projects.

Participants Local Community Members & General Public

The Participants contribute to the outreach process, listening and providing feedback.

The responsibilities of the Participant role include:

- Seeking out information to become informed.
- Listening and participating respectfully.
- Respecting the scope of conversation, project constraints, and timelines.
- Providing appropriate feedback and remaining open to different ideas.

Decision-Maker The Development Authority & City Council

The Decision-Maker is responsible for making the final decision to approve/refuse a planning or development application.

The responsibilities of the Decision-Maker role include:

- Reviewing and considering proposed planning or development applications.
- Reviewing and considering the outreach strategy/rationale/approach and any feedback that may have been collected.
- Approving/refusing planning or development applications.
- Establishing the conditions on which the development can proceed, if approved.

Community Outreach on Planning and Development

Visit www.calgary.ca/PDA/pd/Pages/Community-Outreach/Applicant-Outreach-Toolkit.aspx for a resource available to anyone who is interested or involved in the community outreach process connected to the planning and development of Calgary and our communities.

Outreach Approach

Balancing Multiple Interests

An outreach process is more than a compilation of community participant input by the project team. Our role as the outreach lead requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. The array of interests that influence any development project include, but are not limited to:

-  **Calgary's Growth & Development**
Planning for the next generations of Calgarians
-  **Local Area Policy**
The existing policy framework that guides development
-  **Community Feedback**
What various citizens and community members think and say about an issue
-  **Economic Viability**
The needs of the developer to create a viable project

Our Outreach Approach

Hungerford Properties and the project team are committed to working with their neighbours to build strong and complete communities through thoughtful planning, great design and best-practice public outreach strategies.







Our outreach process has been designed to provide multiple opportunities across a variety of platforms for community participants to learn about the vision for 1401 17 AV SE and to share their thoughts — all with the intent of maintaining a respectful and transparent dialogue.

The project team looks forward to continued conversations with local community members and groups, and would like to thank all those who participated.

City of Calgary Review and Guidance

The City of Calgary (The City) Administration is responsible for the formal review and consideration of the Land Use Redesignation and Development Permit. City Administration will also provide guidance on implementing a best-practice voluntary Applicant-led outreach process. City Administration will actively monitor and observe key Applicant-led outreach activities and we will provide Administration contact information in Applicant outreach materials. Input collected via project team outreach will be reviewed by City Administration and summarized in reports to Calgary Planning Commission and City Council prior to final recommendations and decisions being made.

Outreach Strategies

-  **Project Website**
Dedicated project website (HungerfordPropertiesInglewood.com) providing up-to-date project information and online feedback form.
-  **Project Voicemail & Email Inbox**
Project phone line, voicemail inbox (587.747.0317), and email (info@HungerfordProperties.com) serve as direct lines to the project team.
-  **Digital Meetings**
Digital outreach meetings and live Q&A held with the Inglewood Community Association and Ward 9 Councillor's Office.
-  **Neighbour Postcards & Ads**
Postcard mailers & ads delivered to nearby homes and businesses, providing notification of process milestones and outreach opportunities.
-  **Custom Site Signage**
Temporary signage installed on site notifying the surrounding community of outreach events and ways to get in touch with the project team.
-  **In-Person Information Session**
Project team information session and live Q&A open to all interested participants was held on January 31, 2023 at the YW Hub.



What We Heard & Team Response

Overview

Through our outreach channels and strategies to date, feedback was received directly by the project team from the Inglewood Community Association, Ward 9 Councillor’s Office, three community members, and a number of people at the In-Person Outreach Event. The project team also considered the feedback themes heard and summarized by The City of Calgary (The City). We would like to thank these groups and community members for sharing their feedback.

In reviewing the feedback collected to date and summarized by The City, the project team has identified five key themes. These key themes outlined in the following pages are each broken into What We Heard and Team Response.

Our Commitment

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

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

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



1 Vehicular Parking & Traffic

What We Heard

Some community members at the In-Person Outreach Event asked about anticipated vehicular parking capacity and any potential impacts to the local road network post-redevelopment.

Team Response

The project team’s schematic design anticipates vehicle parking to be located in an underground parkade accessed off of 17 AV SE as the most convenient point of access. Details related to vehicular parking will be confirmed at the Development Permit application stage.

The subject site is well-located and has excellent access to various modes of transportation. Transit-oriented development is a cornerstone of the entirety of the Brewery-Rail Lands, with the future Ramsay/Inglewood Green Line LRT Station and MAX Purple BRT Stations within easy-walking distance of the site. Establishing desirable, direct and accessible linkages with the greater transportation network is a high priority within the mobility landscape of this site and the broader Brewery-Rail Lands. A number of upgraded connections will increase access both to and from the site for multiple modes of transportation.

In support of the proposed Land Use Redesignation for 1401 17 AV SE, Bunt & Associates completed a Transportation Impact Assessment (TIA) and site specific Transportation Memorandum. The TIA reviewed the mobility context, site access and circulation, intersection capacity, signal warrants, and forecasted trip generation for the surrounding area, including the Brewery-Rail Lands Comprehensive Planning Site. The Transportation Memorandum was prepared to confirm that the densities anticipated in the TIA are consistent with this application and have not changed. The studies have been submitted for review by The City of Calgary as part of the application review process.

To support the anticipated increase of vehicular traffic associated with this proposal, a new traffic signal will be required at the 9 AV SE intersection with 13 ST SE. The 13 ST SE signal is a condition of approval for Hungerford Properties’ proposed redevelopment at 1390 17 AV SE, while the Brewery-Rail Lands’ development will trigger the installation of new signals at 14 ST and 14A ST SE. A traffic gate located at 13 ST SE has also been identified by The City as requiring removal with the redevelopment of the sites at 1390 17 AV SE and 1401 17 AV SE to enable a new direct connection to the sites.

What We Heard & Team Response

2 Building Height & Shadows

What We Heard

Some neighbours shared excitement about the proposed built form, while others noted concerns around the maximum building height, with specific concerns shared around potential shadow impacts to Brewery Triangle Park located to the north.

Team Response

The proposed mid-rise building height and density aims to support future multi-residential in easy-walking distance of a municipally-identified Main Street and primary transit. Located just ±200m from the future Ramsay/Inglewood Green Line LRT Station and nearby to a MAX Purple BRT stop, this site is strategically located to advance the goals of the Municipal Development Plan (MDP) and key directions of the Calgary Transportation Plan (CTP) that link land use decisions to transit, including building complete communities, supporting compact urban forms, and providing greater housing choice along primary transit services.

Currently existing as a single-storey industrial warehouse, the project team acknowledges that the proposed land use and maximum allowable building height will inevitably introduce change for the surrounding area. A conceptual shadow study was accordingly undertaken for the schematic design, using industry-standard modeling, to model any potential impacts to adjacent or nearby properties. This conceptual shadow study for the schematic design has been provided in the back of this document for review.

The conceptual shadow study shows that potential shadows created by the proposed change are generally not expected to adversely impact the nearby low-density residential community. Potential shadowing impacts are anticipated to primarily fall on the properties to the immediate north, with Brewery Triangle Park being impacted mostly in the early evening, as well as more generally on the winter solstice when shadows are cast longest.

Several design strategies can be incorporated into the architecture at the Development Permit stage to mitigate shadowing impacts. By maintaining flexibility through a mid-rise maximum building height, floor area is able to be concentrated into more slender building forms that let direct sunlight penetrate through building separation between multiple built forms, rather than lower building massing that results in larger, bulkier floorplates. Additional shadow studies will be conducted at the Development Permit application stage in an effort to reduce any negative shadowing impacts on neighbouring properties.

3 Comprehensive Planning

What We Heard

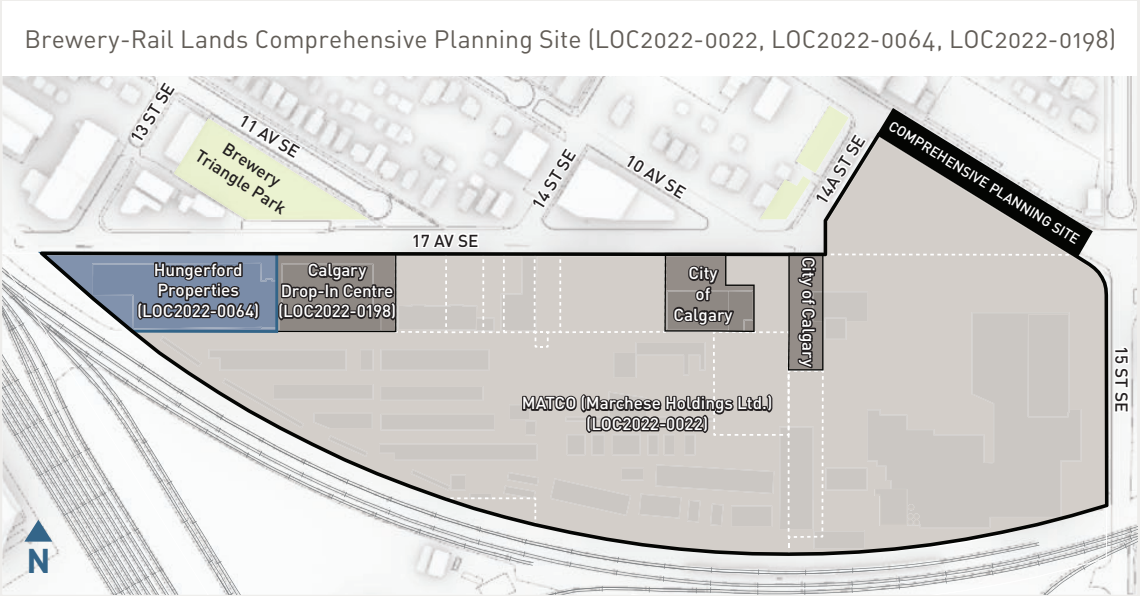
The Ward 9 Councillor's Office and some community members had questions around how the three active (3) Brewery-Rail Lands Comprehensive Planning Site applications would be considered comprehensively. The Ward 9 Councillor's Office also requested that upgrades to Brewery Triangle Park be considered, and that map annotations be utilized to denote potential future roadway and active mobility network connections in the policy amendment to the Inglewood Area Redevelopment Plan.

Team Response

The City of Calgary is actively reviewing the three (3) Brewery-Rail Lands

Comprehensive Planning Site applications in tandem to ensure a comprehensive review and forward-looking outcome. City Administration is evaluating the benefits of the broader Comprehensive Planning Site team improving Brewery Triangle Park directly, versus providing other benefits to the local area on their project sites.

The project team is working with City Administration on a draft policy amendment to the Inglewood Area Redevelopment Plan, which is proposed to include several new maps with visual annotations indicating the location of new multi-use pathways and roadways. The draft policy amendment is still being considered by City Administration and remains subject to change.



What We Heard & Team Response

4 Concurrent Applications

What We Heard
The Inglewood Community Association requested that the Land Use Redesignation application be tied to a concurrent Development Permit application.

Team Response
At this time, LOC2022-0064 is proposed to integrate with the broader vision for the Brewery-Rail Lands Comprehensive Planning Site (including applications LOC2022-0022 and LOC2022-0198) that is seeking to establish high urban design precedents for the area and create new connections.

LOC2022-0064 has been aligned with the Outline Plan for LOC2022-0022, and additional design considerations will be addressed at the Development Permit application stage after Land Use Redesignation. A Mid Scale is proposed for 1401 17 AV SE given the site’s locational proximity to Primary Transit—future Ramsay/Inglewood Green Line LRT Station and MAX Purple BRT Route—and the enhanced opportunity to achieve The City’s Transit Oriented Development objectives, in terms of intensity and scale.

5 New Connections & Parks

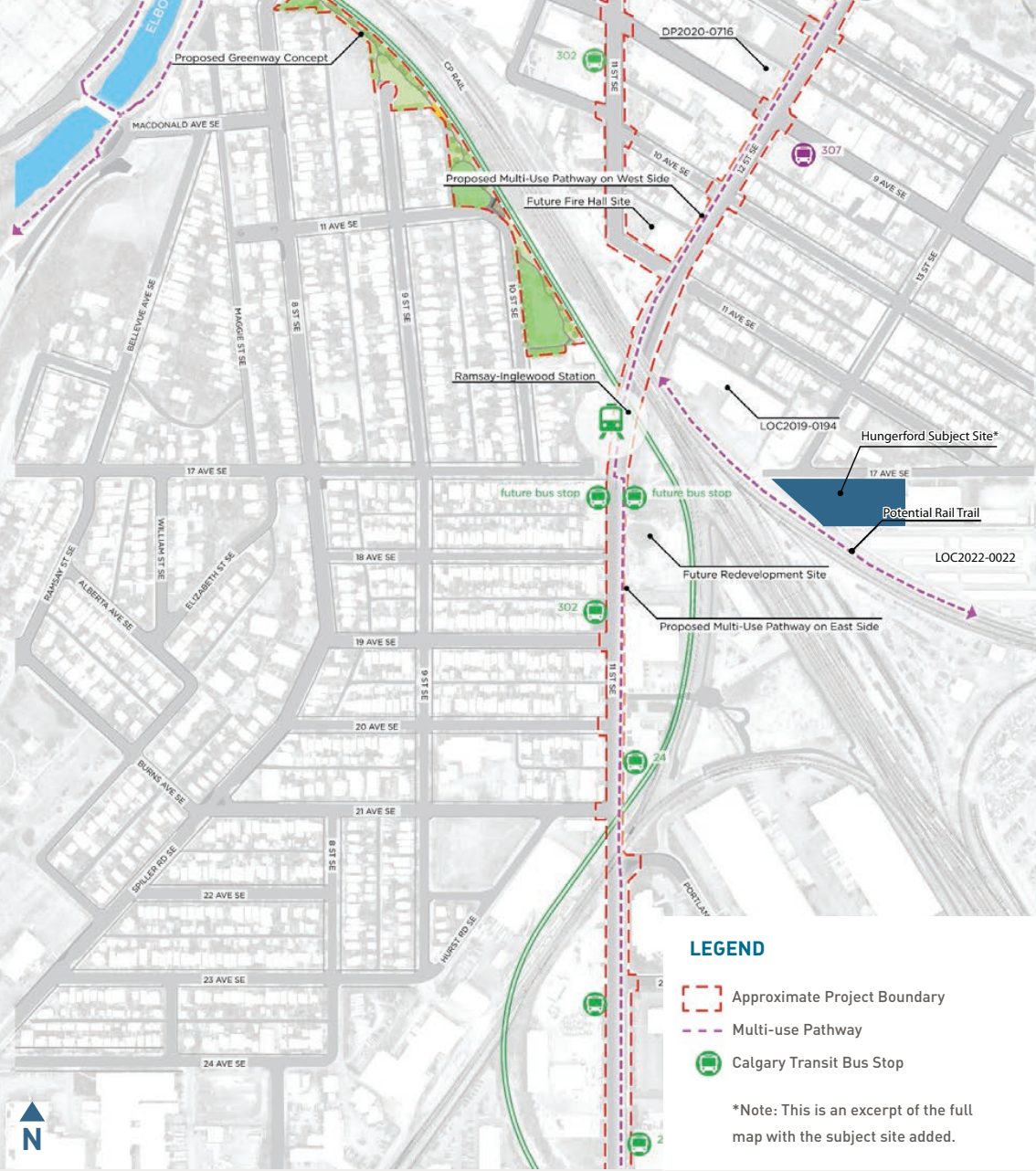
What We Heard
A number of community members expressed their enthusiasm for the proposed public access easement to enable a new multi-use pathway connection towards the future Ramsay/Inglewood LRT Station. Other community members asked for new park spaces.

Team Response
As a single parcel redevelopment, new park space is not required but has been effectively proposed via a public access easement, which will essentially function as a linear park with a multi-use pathway offering new connections to the future Ramsay/Inglewood LRT Station. Since project launch, and in response to community feedback and discussions with City Administration, this public access easement has been refined by widening the proposed easement from 8m to 12m wide along the entirety of the subject site’s border with the Canadian Pacific Kansas City (CPKC) Railway.

The proposed multi-use pathway is anticipated to link with other future multi-use pathways proposed via 1390 17 AV SE (Bylaw 117D2021) and the Brewery-Rail Lands application (LOC2022-0022). A fulsome connection from the Elbow River will be conceptually achievable through Hungerford Properties Land Use Redesignation, in conjunction with a proposed City-led Greenway directly north of the Ramsay/Inglewood Green Line LRT station (please refer to map to the right).

Additional maps and figures related to the proposed conceptual multi-modal pathway connection have been provided in the Supporting Materials part of this document.

Ramsay / Inglewood Station Area Improvements Map (Source: City of Calgary)



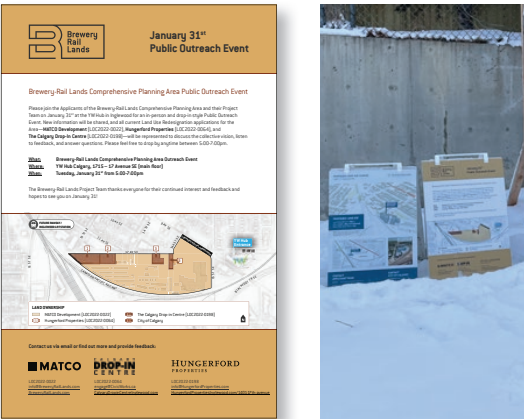
Supporting Materials

Outreach Materials & In-Person Event

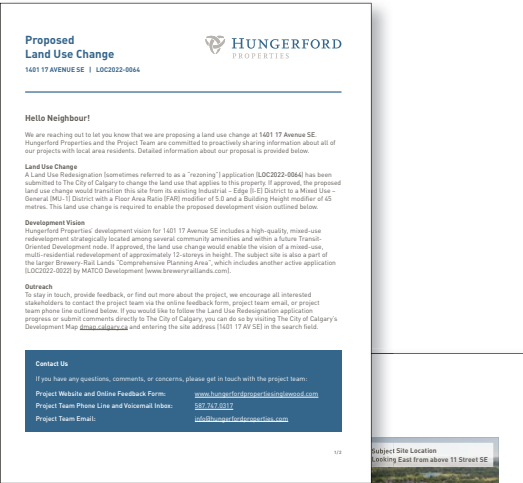
Application On-Site Signage



Outreach Event On-Site Signage



Neighbour Letters



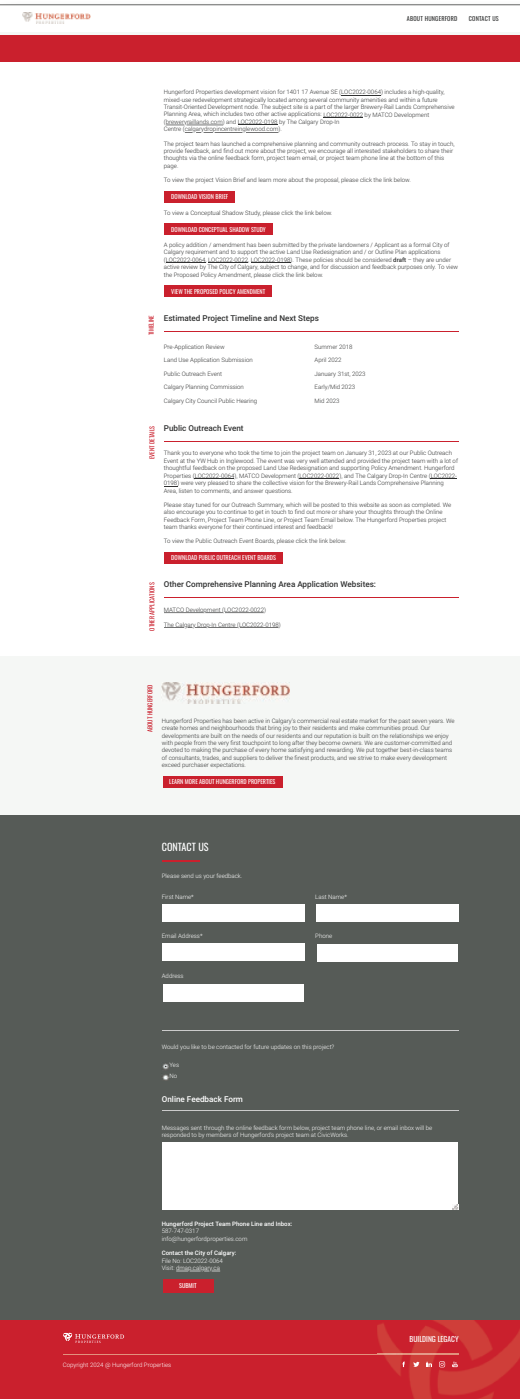
Outreach Event Postcards



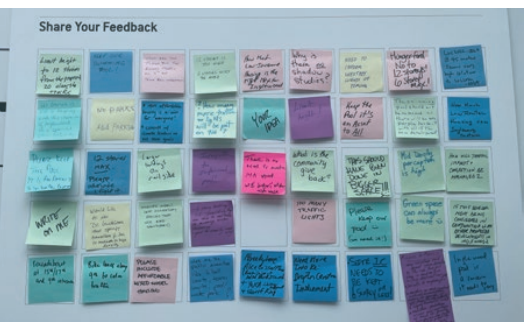
Community Newsletter Advertorial



Project Website & Feedback Form

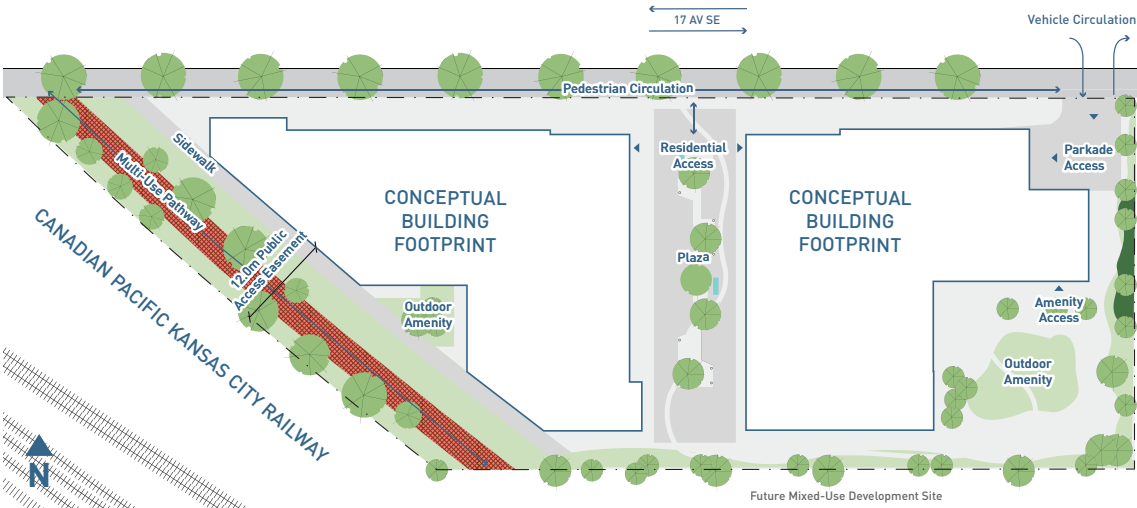


In-Person Outreach Event

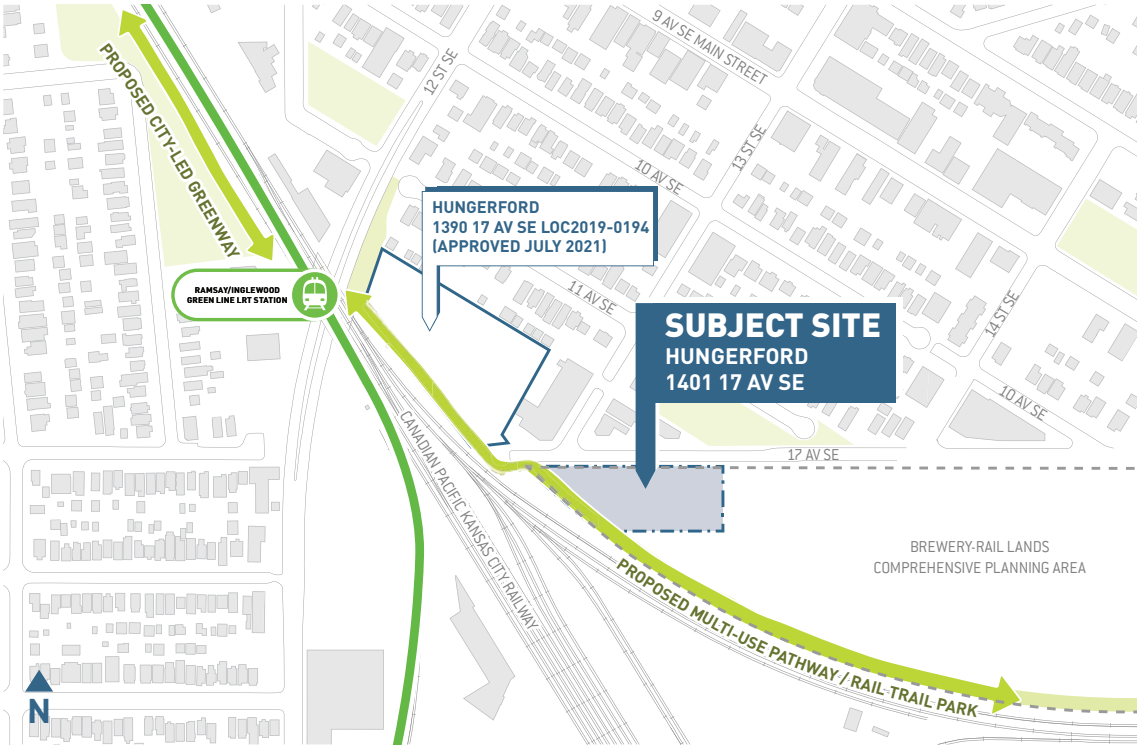


Conceptual Multi-Use Pathway Connection

Conceptual Site Plan with 12.0m-wide Public Access Easement

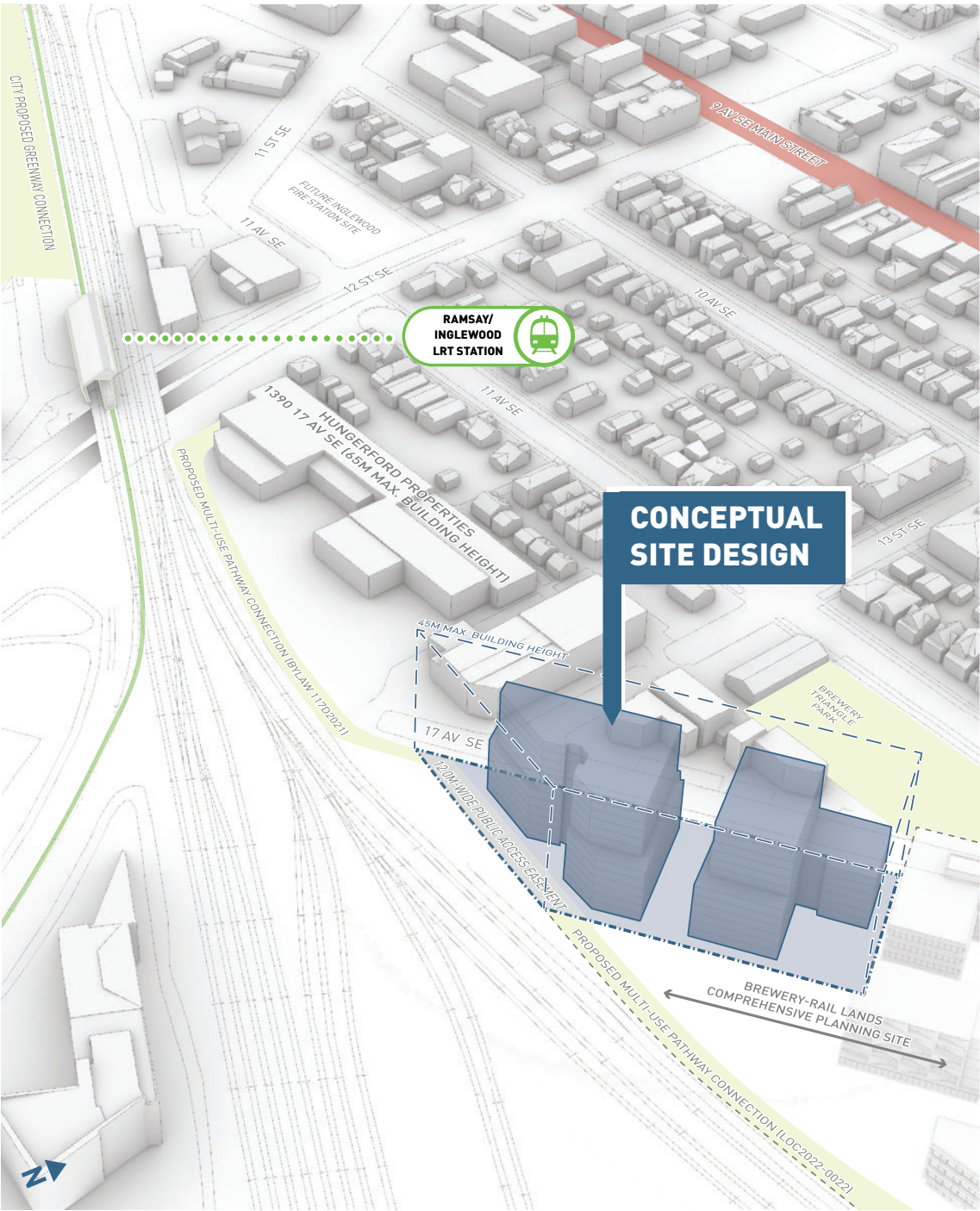


Conceptual Multi-Modal Connections Map



Note: Visual representations are conceptual in nature, details to be determined at the time of Development Permit application.

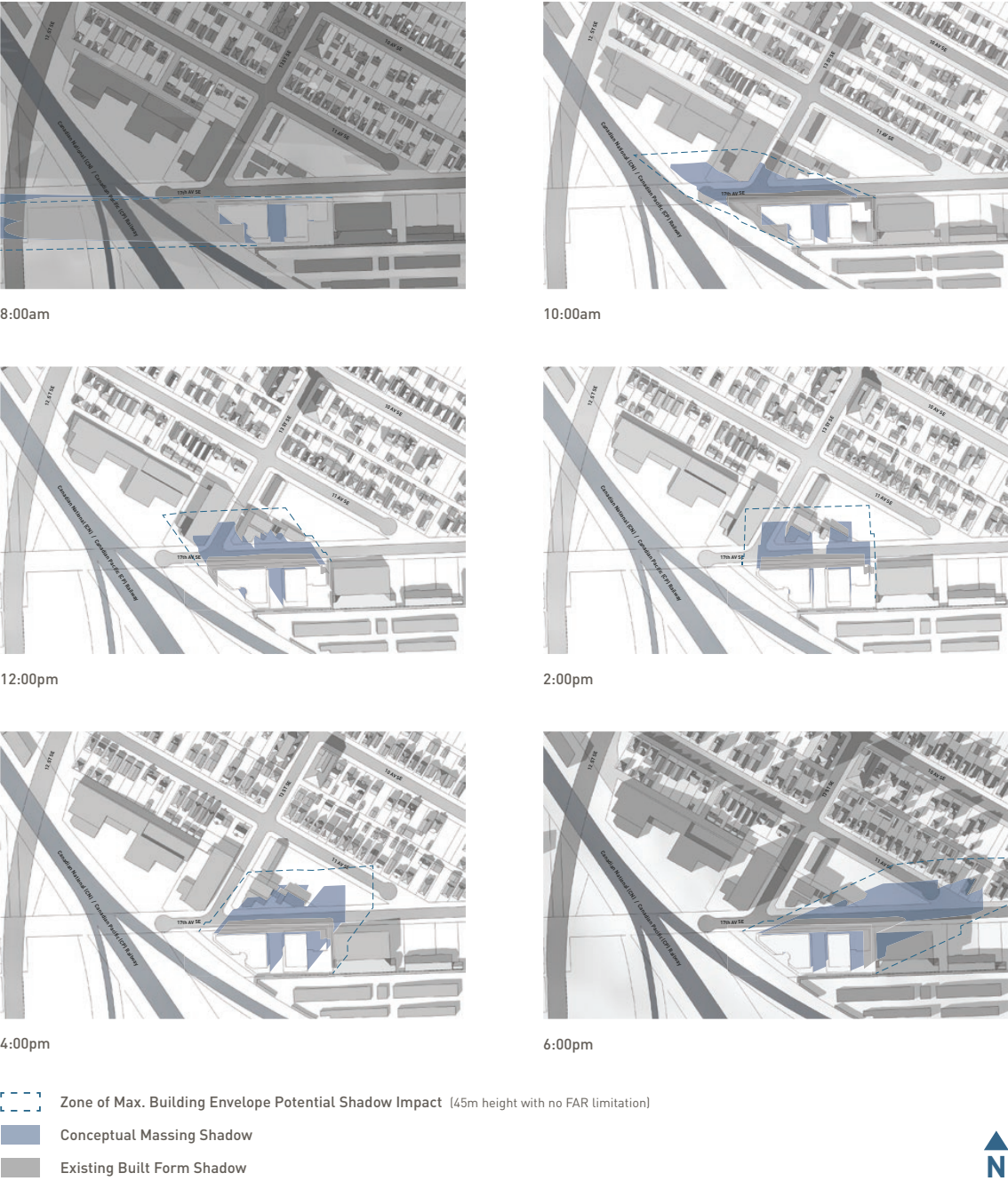
Conceptual Site Design & Broader Multi-Use Pathway Network



Note: Visual representations are conceptual in nature, details to be determined at the time of Development Permit application.

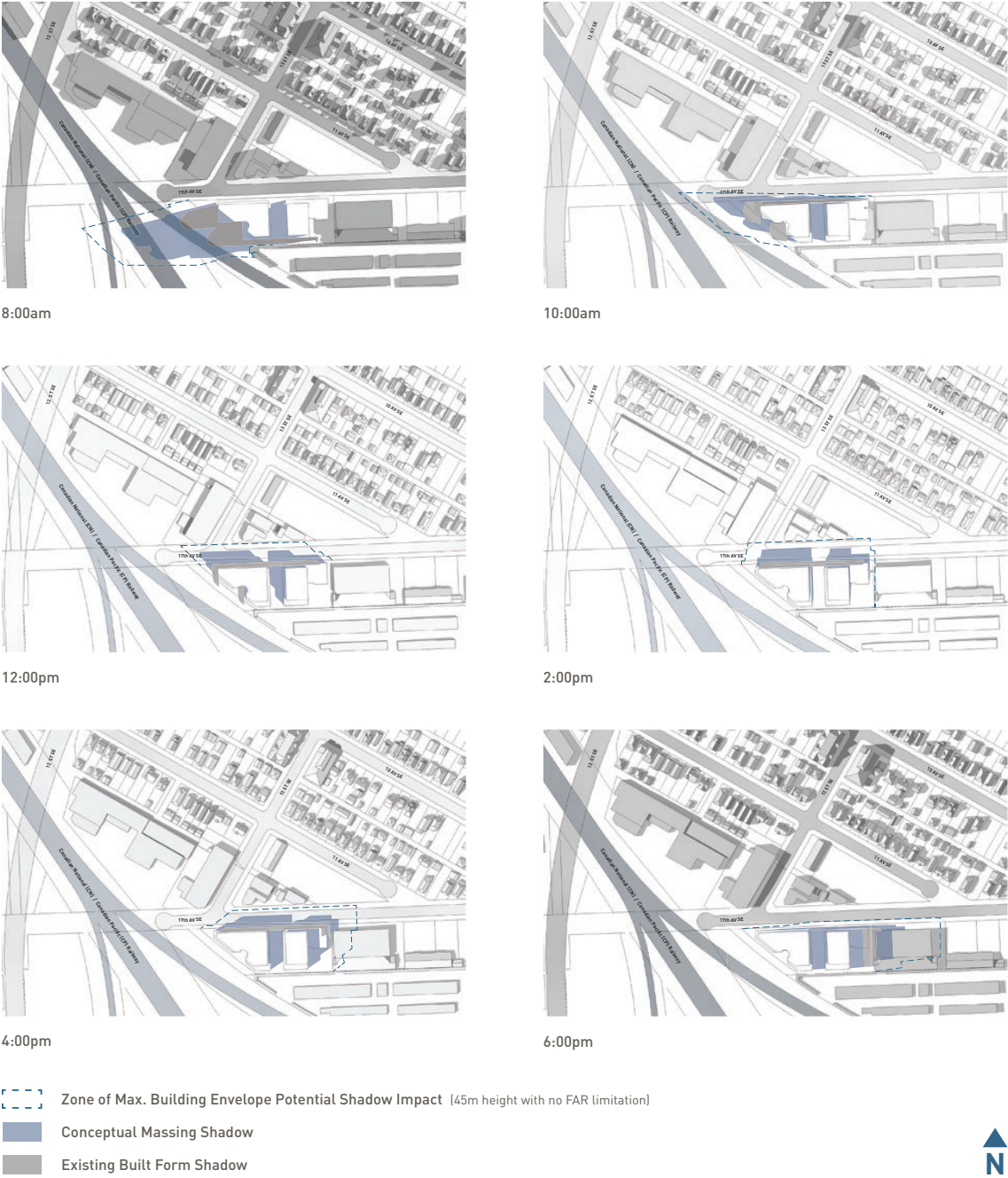
Conceptual Shadow Study

Spring / Autumn Equinox (March 21 & September 21)



Note: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times (8am, 10am, 12pm, 2pm, 4pm and 6pm on equinox and solstices) are based on established City of Calgary requirements. Visual representations are conceptual in nature – details related to building design and shadowing impacts will be confirmed at the time of Development Permit application.

Summer Solstice (June 21)



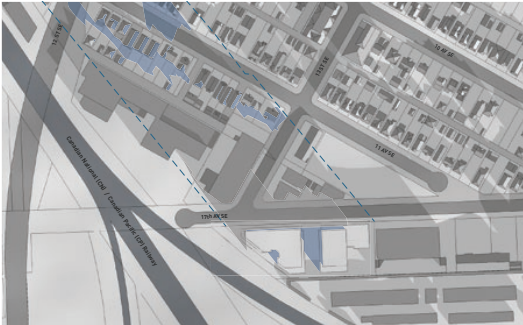
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Conceptual Shadow Study

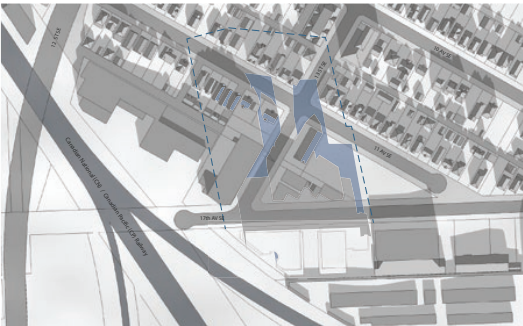
Winter Solstice (December 21)



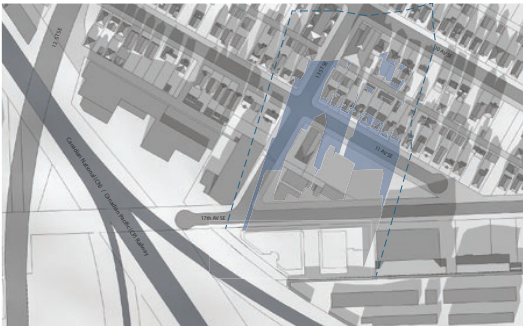
8:00am



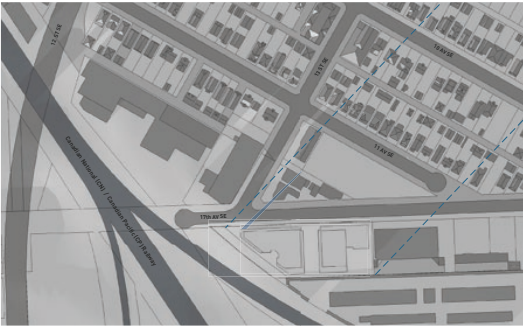
10:00am



12:00pm



2:00pm



4:00pm



6:00pm

- Zone of Max. Building Envelope Potential Shadow Impact (45m height with no FAR limitation)
- Conceptual Massing Shadow
- Existing Built Form Shadow



Note: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times (8am, 10am, 12pm, 2pm, 4pm and 6pm on equinox and solstices) are based on established City of Calgary requirements. Visual representations are conceptual in nature – details related to building design and shadowing impacts will be confirmed at the time of Development Permit application.



HUNGERFORD
PROPERTIES

Community Association Response

*INGLEWOOD COMMUNITY ASSOCIATION
1740 24TH AVE SE
CALGARY, ALBERTA, T2G 1P9*

11th June, 2024

Cameron Thompson
Via Email: Cameron.Thompson@calgary.ca

Dear Cameron:

Re: LOC2022-0064 Hungerford Brewery Lands Application

The Planning Committee (PC) has reviewed the application regarding the Land Use Change on the Brewery Lands. We have the following concerns with this application.

We would support conditional on adopting an approach similar to the 1439 17 AV SE application which presents a lower northern elevation to the 17 AV SE streetscape and adjacent properties. We appreciate the recent change to a 12m wide pathway to align with the Matco application. We ask the City to consider how to accelerate the completion of the path to tie in the future LRT station to the City's 5A network.

If you have any questions, you can reach me at design@icacalgary.com or kerr_glen@hotmail.com

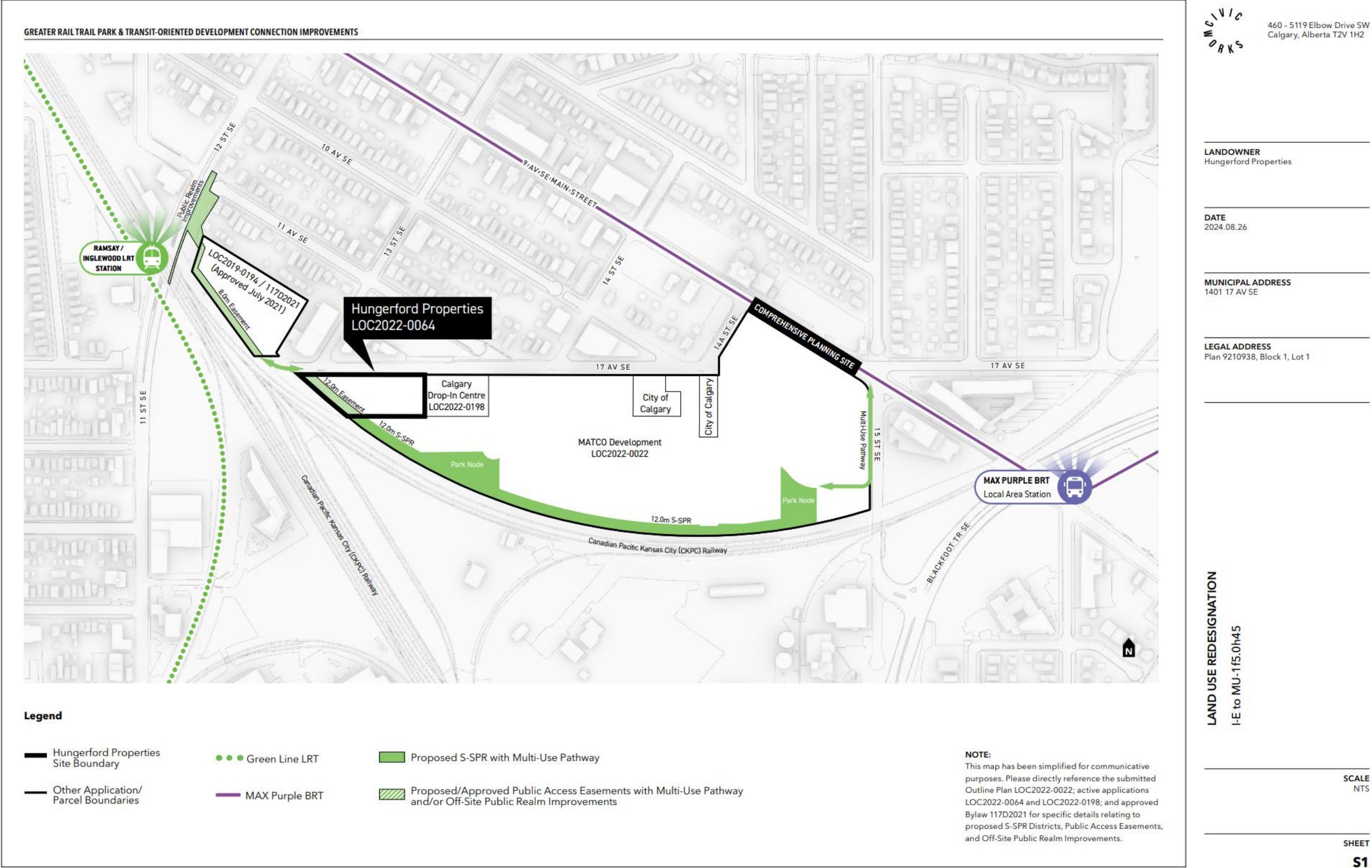
Yours truly,

INGLEWOOD CPMMUNITY ASSOCIATION
Planning Committee

Glen Kerr

Glen Kerr, Planning Chairman

Transit Oriented Development Connection Improvements



PROPOSED

CPC2024-0963
ATTACHMENT 7

BYLAW NUMBER 265D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2022-0064/CPC2024-0963)**

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 _____

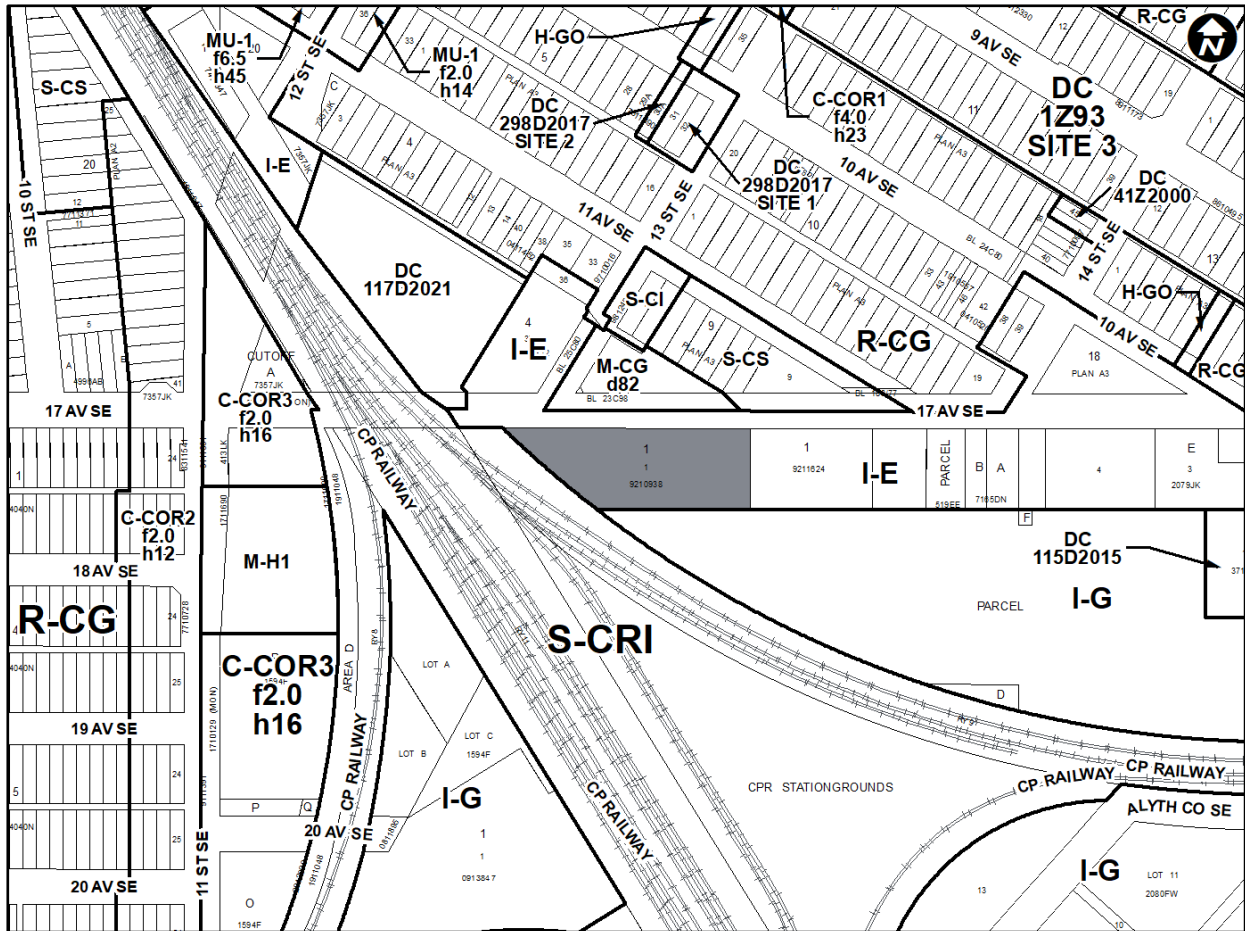
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2022-0064/CPC2024-0963
BYLAW NUMBER 265D2024

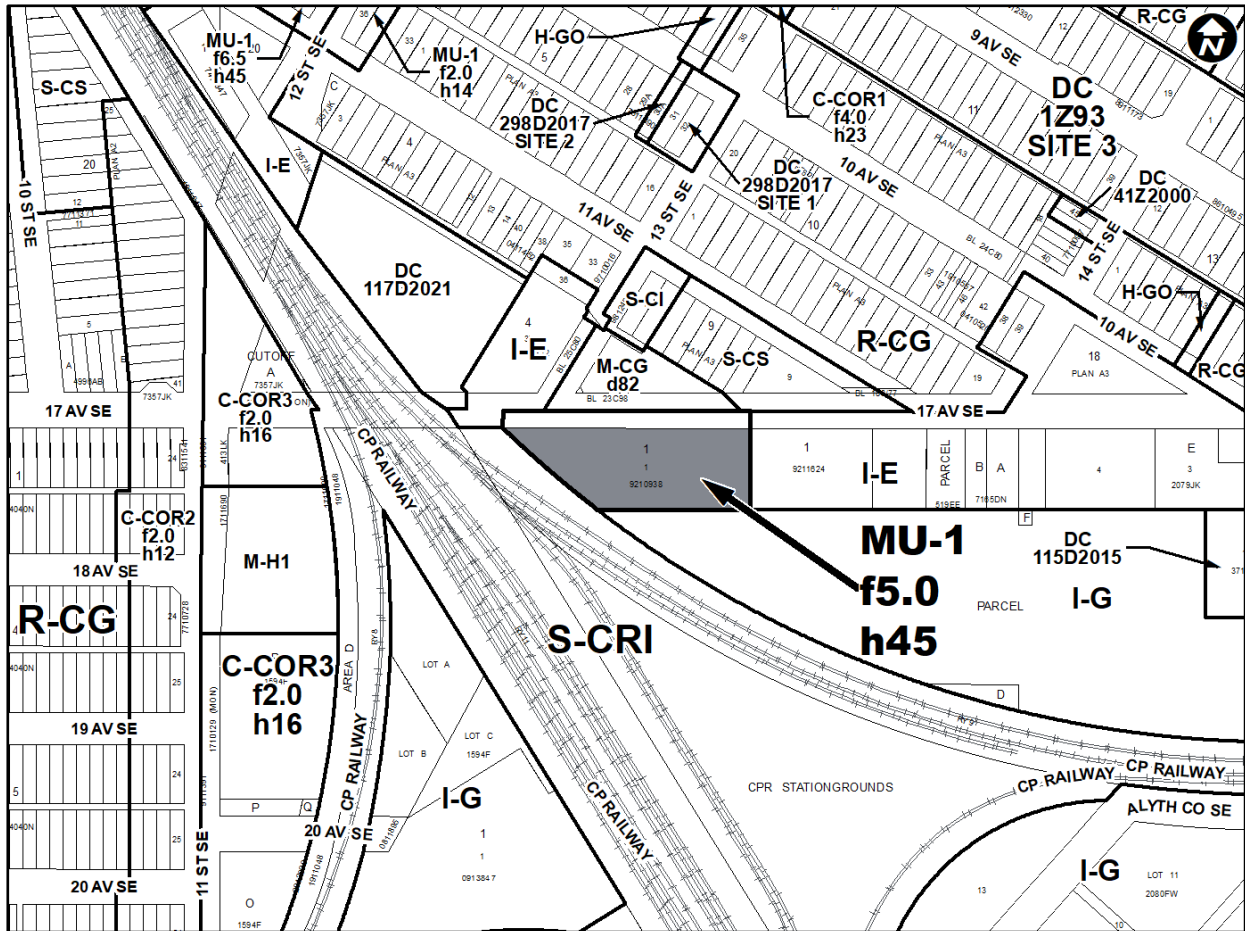
SCHEDULE A



PROPOSED

AMENDMENT LOC2022-0064/CPC2024-0963
BYLAW NUMBER 265D2024

SCHEDULE B



Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1439 – 17 Avenue SE, LOC2022-0198

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Inglewood Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.32 hectares \pm (0.80 acres \pm) located at 1439 – 17 Avenue SE (Plan 9211624, Block 1) from Industrial – Edge (I-E) District to Mixed Use – General (MU-1f4.0h22) District and Mixed Use – General (MU-1f5.0h45) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024 SEPTEMBER 5:

That Council:

1. Give three readings to **Proposed Bylaw 80P2024** for the amendments to the Inglewood Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 266D2024** for the redesignation of 0.32 hectares \pm (0.80 acres \pm) located at 1439 – 17 Avenue SE (Plan 9211624, Block 1) from Industrial – Edge (I-E) District to Mixed Use – General (MU-1f4.0h22) District and Mixed Use – General (MU-1f5.0h45) District.

HIGHLIGHTS

- This application proposes to redesignate the site to allow for a street-oriented mixed-use development with commercial uses promoted at grade to encourage an active streetscape.
- The proposal enables Transit Oriented Development (TOD) near the future Green Line Ramsay/Inglewood LRT Station and facilitates an active pedestrian environment in alignment with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed policy and land use amendment would enable more housing opportunities within the inner city, support alternative modes of transportation, provide additional commercial amenities in the area and allow for more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposal would provide additional commercial and employment opportunities, align with the City's growth direction and infrastructure investments and contribute to creating a vibrant TOD site next to the future LRT station.
- The proposal requires minor amendments the *Inglewood Area Redevelopment Plan* (ARP).
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

**Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1439 – 17
Avenue SE, LOC2022-0198**

DISCUSSION

This application, located in the southeast community of Alyth/Bonnybrook, was submitted by CivicWorks on behalf of the landowner, Calgary Drop-In Centre and Rehab Society, on 2022 November 4.

The subject site is approximately 0.32 hectares (0.80 acres) and is located two blocks, or 300 metres (a four-minute walk), south of 9 Avenue SE. The site is currently developed with a two storey office/warehouse style building with access provided from 17 Avenue SE. The site is in close walking distance to numerous transit services all within less than 300 metres (a four-minute walk). The Green Line Ramsay/Inglewood Light Rail Transit (LRT) Station is proposed to be located less than 230 metres (a four-minute walk) west of the site.

As per the Applicant Submission (Attachment 3), the intent of this application is to facilitate a higher density mixed-use development with the option for commercial uses at grade and residential dwelling units above. The proposed Mixed Use – General (MU-1f4.0h22 and MU-1f5.0h45) Districts would allow for a maximum floor area ratio (FAR) of 4.0 and building height of 22 metres (about six storeys) for the northern majority of the site (0.25 hectares ±) adjacent to 17 Avenue SE and a maximum floor area ratio (FAR) of 5.0 and building height of 45 metres (about 12 storeys) for the southern portion of the site (0.07 hectares ±). No development permit application has been submitted at this time.

This application has been assessed in conjunction with two related policy and land use amendment applications (LOC2022-0064 and LOC2022-0022). LOC2022-0064 is a Mixed Use – General (MU-1f5.0h45) proposal that is being considered at the 2024 September 5 Calgary Planning Commission (CPC) meeting, and LOC2022-0022 is an Outline Plan and Land Use proposal that is still being reviewed by Administration. Collectively, these three applications are designed to function as a comprehensive planning initiative; however, each can also operate independently.

The active Brewery Rail Lands Outline Plan and Land Use application (LOC2022-0022) proposes a municipal reserve trail along the northern boundary of the Canada Pacific Kansas City (CPKC) rail line that will eventually connect to the 12 metre wide publicly accessible private open space that is being protected as part of LOC2022-0064. The proposed rail trail will provide a pedestrian linkage from the future Ramsay/Inglewood Green Line LRT Station at the 12 Street SE underpass, extending through the site located at 1390 – 17 Avenue SE (approved under LOC2019-0194), continuing through the subject site at 1401 – 17 Avenue SE, and ultimately reaching a proposed heritage precinct situated at the core of the Brewery Rail Lands Outline Plan (LOC2022-0022). The split zoning proposed as part of this application (LOC2022-0198) is intended to integrate with the proposed land use modifiers proposed as part of LOC2022-0022. The Comprehensive Planning Site Application Alignment graphic (Attachment 6) visually describes how the proposed split zoning and TOD improvements will collectively work together to form a comprehensive planning site.

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

**Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1439 – 17
Avenue SE, LOC2022-0198**

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed policy and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the community association was appropriate. In response, the applicant met with the Inglewood Community Association (CA), posted custom on-site signage for the duration of the application, held various in-person open houses and information sessions, created a project webpage, created and distributed a project brochure throughout the neighbourhood, and met with the Ward 9 Councillor's Office. 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 10 letters of opposition from the public. The letters of opposition identified concerns about the current property owner (Calgary Drop-In Centre and Rehab Society) operating an Emergency Shelter on the subject property. As noted in the Applicant Outreach Summary (Attachment 4) the applicant does not intend to operate an Emergency Shelter on the subject property. Emergency Shelter is also not a listed use in the proposed Mixed Use – General (MU-1f4.0h22 and MU-1f5.0h45) District. Emergency Shelter would require a separate application to amend Land Use Bylaw 1P2007 to a Direct Control (DC) District which would require separate public engagement and Council approval.

The CA provided a letter of support on 2024 June 11 (Attachment 5). As the letter indicates, the CA's support was given because the application proposes to step down the maximum building heights to a maximum of 22 metres (about six storeys) adjacent to 17 Avenue SE. No formal letter was received from the Inglewood Business Improvement Area (BIA).

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The proposal enables sustainable long-term urban growth in area supported by primary transit and amenities, and the proposed density would allow for the opportunity to redevelop this site into a TOD. The building and site design, setbacks, 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 policy and land use application 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.

**Policy and Land Use Amendment in Alyth/Bonnybrook (Ward 9) at 1439 – 17
Avenue SE, LOC2022-0198**

IMPLICATIONS

Social

This proposal provides additional housing options that may better accommodate the varied housing needs of different age groups, lifestyles, and demographics, fostering a more inclusive community.

Environmental

The proposal would enable compact urban development next to a future LRT station and would support alternative modes of transportation including public transit, walking, and cycling that can reduce greenhouse gas emissions. However, this application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies will be pursued at the development permit stages.

Economic

The proposed land use amendment would enable more efficient use of existing infrastructure and maximize the City's Green Line investments. The proposal may also enable additional commercial and employment opportunities within this 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. **Proposed Bylaw 80P2024**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
6. Comprehensive Planning Site Application Alignment
7. **Proposed Bylaw 266D2024**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

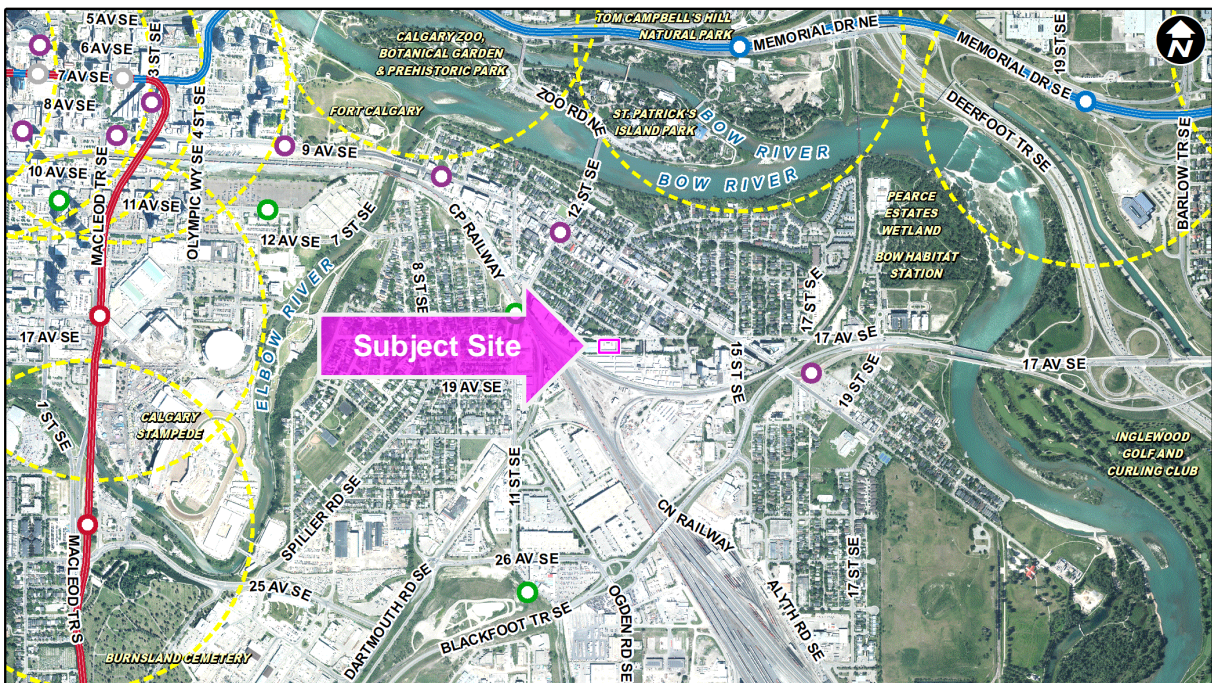
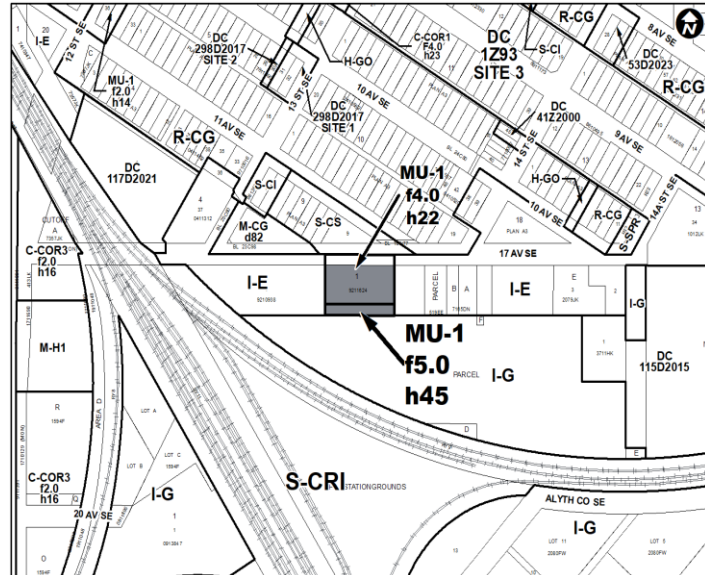
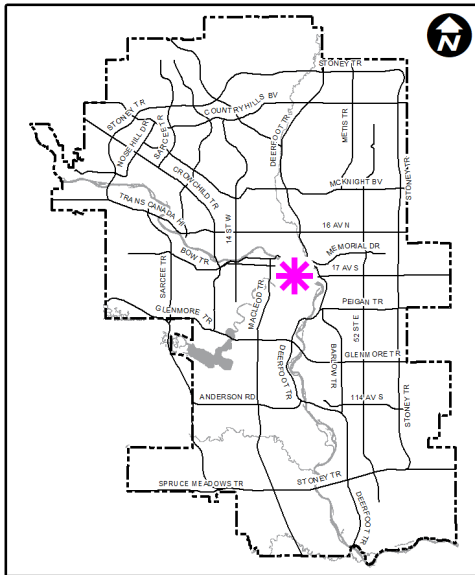
The subject site is located in the southeast community of Alyth/Bonnybrook south of 17 Avenue SE and west of 14 Street SE. The rectangular parcel is approximately 0.32 hectares (0.80 acres) in size and is currently developed with a two-storey industrial building which currently accommodates an industrial warehouse operation. The Canadian Pacific Kansas City (CPKC) Railway line is located approximately 50 metres southwest of the site, and the future Green Line Ramsay/Inglewood Light Rail Transit (LRT) Station is proposed to be located 250 metres (a five-minute walk) northwest of the site at the 12 Street SE underpass. The 9 Avenue Neighbourhood Main Street is located approximately 250 metres (a five-minute walk) north of the subject site and features a variety of commercial and mixed-use land uses. Colonel Walker School (Calgary Board of Education kindergarten to grade 6), the Inglewood Community Association (CA) site and various open spaces including the Bow River Pathway are located within close proximity of the site.

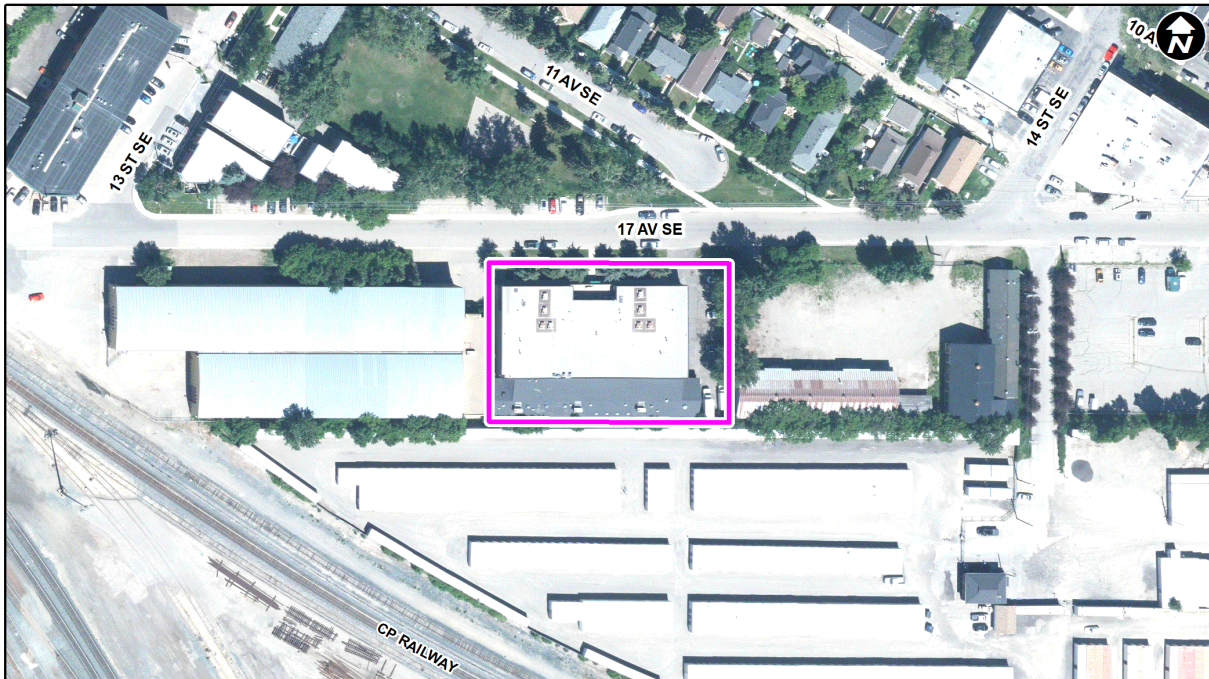
Surrounding development is characterized by various residential, mixed-use, and light industrial developments. Lands directly west of the subject site include a parcel designated Industrial – Edge (I-E) District, which currently contains office and storage uses. This parcel is subject to an active land use application (LOC2022-0064) that proposes mixed use land use of up to 12 storeys (MU-1f5.0h45) along with and a 12 metre wide rail trail extension. Lands to the east and south of the subject site consist of a cluster of parcels currently designated Industrial – General (I-G) District, Industrial – Edge (I-E) District, and Direct Control (DC) District ([Bylaw 115D2015](#)). These lands are currently subject to an active Outline Plan and Land Use application (LOC2022-0022) known as the Brewery Rail Lands. The CPKC Railway line is approximately 50 metres southwest of the site. To the north, across 17 Avenue SE, is a residential parcel consisting of three two-storey residential buildings designated Multi-Residential – Contextual Grade-Oriented (M-CGd82) District and a small open space park designated Special Purpose – Community Service (S-CS) District.

Community Peak Population Table

This information is not available because the subject site is located in an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Industrial – Edge (I-E) District is intended to be characterized by locations on the perimeter of industrial areas where the industrial parcel shares a property line with a residential district, local street or lane abutting a residential district. The I-E District allows for development of a limited range of sizes and uses and has limitations on outside activities, vehicular access, and parking and loading, aimed at mitigating the impact of uses on nearby non-industrial parcels.

The proposed Mixed Use – General (MU-1f4.0h22 and MU-1f5.0h45) District is intended to allow for a variety of built forms where residential uses and commercial uses are supported at grade facing the commercial street. The proposed land use will allow for a split-zoned site where the maximum building heights transition from 45 metres (about 12 storeys) down to 22 metres (about six storeys) adjacent to 17 Avenue SE. The proposed split zoning is intended to align with the proposed land uses currently being reviewed by Administration under LOC2022-0022 (Outline Plan and Land Use application proposing a variety of Mixed Use – General (MU-1) Districts) west and south of the subject site. In addition to aligning with the proposed land uses south and west of the site, the transitional building heights proposed with this application are intended to provide contextually sensitive building heights for the open space to the north across 17 Avenue SE and the low-scale residential development along 11 Avenue SE to the north. The comprehensive planning initiative graphic visually describes how the proposed split zoning is anticipated to align with adjacent planning applications in the area.

Development and Site Design

The future proposed development could be reviewed by the Urban Design Review Panel (UDRP) at the development permit stage to ensure the development will achieve a high-quality pedestrian environment that provides an engaging and welcoming space for pedestrians and cyclists.

If approved by Council, the rules of the proposed MU-1 District would provide guidance for the future redevelopment of the site, including the overall distribution of buildings, building design, location and size of uses, site layout details such as parking, landscaping and site access. Additional items that will be considered through the development permit process include, but are not limited to:

- creating an engaging streetscape interface with 17 Avenue SE and the proposed rail trail extension along the southern edge of the site;
- articulations to building façade and integrating site design to create welcoming environment for pedestrians;
- transition of building scale to mitigate building massing and shadowing to adjacent parcels; and
- building interface and compatible uses to ensure safety and compliance with the railway corridor.

Transportation

Pedestrian and vehicular access to the site is available via 17 Avenue SE. The area is served by Calgary Transit Routes 1 (Forest Lawn-Bowness) and 101 (Inglewood-City Centre) with a bus stop 400 metres away along 9 Avenue SE. Routes 1 and 101 provide transit service every 15 minutes and 50 minutes, respectively, during peak times. The area is also serviced by the MAX Purple, located within 650 metres (an 11-minute walk) along 9 Avenue SE. The site is within a 600 metre (a 10-minute walk) of the future Inglewood/Ramsay Green Line LRT Station and is, therefore, within the Transit Oriented Development (TOD) area. The site is located 600 metres (a 10-minute walk) from the existing Bow River pathway system which provides access to the greater Always Available for All Ages and Abilities (5A) Network, as well as within 600 metres of the existing 5A on-street bikeway located along 12 Street SE and 8 Avenue SE, and the future 5A on-street bikeway is planned along 11 Avenue SE.

A Transportation Impact Analysis (TIA) was required to support the land use redesignation application and it has been reviewed and accepted by Administration. Surface improvements adjacent to the parcel will be required to support the proposed development at the development permit stage.

Environmental Site Considerations

An Environmental Site Assessment (ESA) Phase 2 was submitted and accepted, to the satisfaction of Administration. As part of the development permit process, the applicant will be required to submit a Soil Management Plan for further review and acceptance. At this time, there are no known outstanding environmental concerns that would prevent support for the intended land use.

The site is not located within a current flood regulated zone, as per current Council approved flood maps. The Flood Fringe flood zone terminates just north / east of the subject site. The Inglewood flood barrier decreases the flooding risk of the area, but it is recommended that

future development be built to increase flood resiliency. There may be groundwater issues at this location in the event of the flood. At the time of development, the applicant should take this into account, and design considerations be made as to address groundwater/basement seepage. At the time of development, mechanical and electrical equipment should not be placed in a basement in case of a flood event.

Utilities and Servicing

Public water, sanitary and storm utilities exist adjacent to the site, within the public right-of-way (17 Avenue SE). Servicing requirements will be further determined at the time of development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located in the 'Standard Industrial' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Standard Industrial areas contain a mix of industrial uses at varying intensities. These areas are intended to allow for a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. Notwithstanding the general characteristics of the Standard Industrial Area, portions of the Standard Industrial Area may be appropriate for redevelopment as non-industrial or mixed-residential business areas if they are within close proximity to an existing community and the Primary Transit Network. Any proposal for such a change will require necessary amendments to the Local Area Plan such as the amendments proposed to the *Inglewood Area Redevelopment Plan* (ARP) as outlined further below.

The proposal generally aligns with a primary MDP goal of encouraging a transit-supportive land use framework by locating population growth within walking distance of the primary transit network. The site is within close proximity to the 9 Avenue SE Neighbourhood Main Street and aligns with policies supporting higher density and mixed-use development in these locations. The proposal also aligns with applicable city-wide policies that promote a more compact city by accommodating a broader mix of housing with local services and by facilitating a more efficient use of existing infrastructure.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike. The proposed land use would meet the key policy objectives of the Guidelines including ensuring transit supportive land uses,

optimizing existing sites and infrastructure and increasing density around the existing MAX Purple Bus Rapid Transit (BRT) Station and the future Green Line Ramsay/Inglewood LRT Station.

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 as subsequent development approval stages.

Inglewood Area Redevelopment Plan (Statutory – 1993)

The subject site is located in the 'Industrial' area typology on Map 6: Generalized Land Use Future of the [Inglewood Area Redevelopment Plan](#) (ARP). The industrial policies of the Inglewood ARP do not support the proposed MU-1f4.0h22 and MU-1f5.0h45 District mixed-use development proposal, and as such, an amendment to the ARP is required. Due to the age of the ARP and the unique method for amending the ARP in the past, a minor mapping amendment is required to Map 8: Sites Requiring Redesignations – Commercial/Industrial and a minor text amendment is required to Table 3: Proposed Commercial/Industrial Redesignations. Both amendments will recognize the site at 1439 – 17 Avenue SE as appropriate for mixed use development with MU-1f4.0h22 and MU-1f5.0h45 District modifiers.

The Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)

The [Development Next to Freight Rail Corridor Policy](#) provides guidance for development in proximity to the freight rail corridors to mitigate risk, ensure quality of life, and facilitate responsible development. This policy applies to parcels that are partially or entirely within 30 metres to freight rail corridors, which includes this site. It does not prohibit development in that space but requires additional consideration for mitigating the possible risks and nuisances if required. At the development permit stage a noise study would be required for the building interface facing the railway to mitigate impact associated with rail noise for the noise susceptible uses. Future development permits would be reviewed against the applicable policy to ensure safety and compliance.

PROPOSED

CPC2024-0955
ATTACHMENT 2

BYLAW NUMBER 80P2024

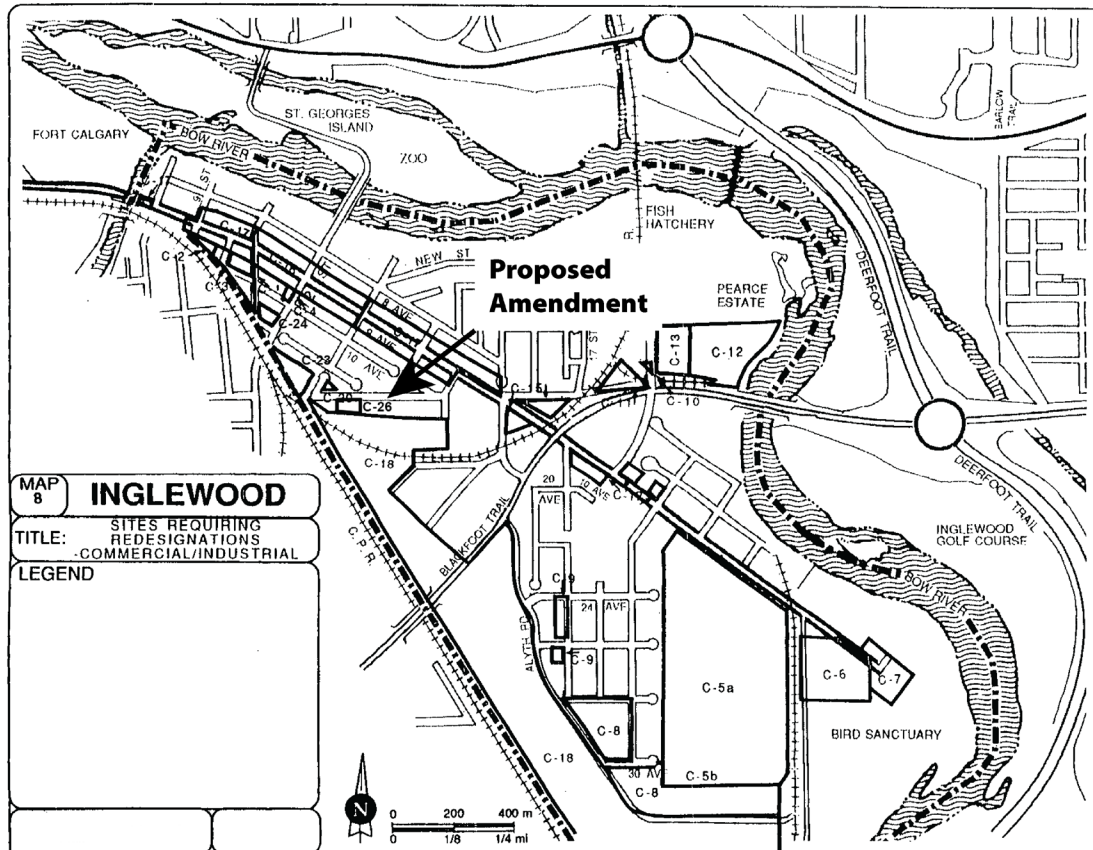
BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE INGLEWOOD AREA REDEVELOPMENT PLAN BYLAW 4P92 (LOC2022-0198/CPC2024-0955)

WHEREAS it is desirable to amend the Inglewood Area Redevelopment Plan Bylaw 4P92, as amended;

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

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

1. The Inglewood Area Redevelopment Plan attached to and forming part of Bylaw 4P92, as amended, is hereby further amended as follows:
 - (a) Amend Map 8 entitled 'Sites Requiring Redesignations Commercial / Industrial' by adding site number "C-26" to the 0.32 hectares \pm (0.80 acres \pm) parcel located at 1439 – 17 Avenue SE (Plan 9211624, Block 1) as generally illustrated in the sketch below:



PROPOSED

BYLAW NUMBER 80P2024

- (b) In Section 3.5 Implementation, Table 3 Proposed Commercial/Industrial Redesignations, at the end of the table insert the following row:

“

SITE	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignation to Direct Control)
C26 1439 - 17 Avenue SE	I-E	Mixed-use development	MU-1f4.0h22 and MU-1f5.0h45	<ul style="list-style-type: none"> The site located at 1439 - 17 Avenue SE decreases in height and massing on the edge adjacent to the park. The northern portion of the site that fronts onto 17 Avenue SE (0.25 hectares) and the park across the Avenue supports a maximum building height of 22.0 metres and a maximum FAR of 4.0. The southern portion of the site (0.06 hectares) supports a maximum building height of 45.0 metres and a maximum FAR of 5.0.

”

PROPOSED

BYLAW NUMBER 80P2024

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



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

P 403 201 5305
E info@civicworks.ca

Proposed Land Use Change Applicant Summary (Updated April 12, 2024)

Project Location: 1439 17 AV SE
Existing Land Use: Industrial - Edge (I-E) District
Proposed Land Use: Mixed Use - General (MU-1f4.0h22) District and Mixed Use - General (MU-1f5.0h45) District
LOC Application No.: LOC2022-0198

APPLICATION SUMMARY

On behalf of The Calgary Drop-In & Rehab Centre Society, CivicWorks has made a Land Use Redesignation ('rezoning') application to transition a parcel located at 1439 17 AV SE with a site area of 0.32 hectares (0.80 acres) from the existing Industrial - Edge (I-E) District to the Mixed Use - General (MU-1) District with varying Building Height and Floor Area Ratio (FAR) modifiers. In specific, the Mixed Use - General (MU-1f4.0h22) District and Mixed Use - General (MU-1f5.0h45) District are proposed. If approved, the land uses would allow for mixed-use buildings with maximum heights of approximately 6 storeys (22m) and up to a maximum FAR of 4.0 for the northern majority of the subject site (0.25ha), while allowing for a maximum of 12 storeys (45 metres) and up to a maximum FAR of 5.0 for the southern portion of the site (0.07ha) – please refer to the Site Plan submitted under separate cover for further details.

The subject site is situated in the community of Alyth / Bonnybrook, immediately bordering the official boundaries for the community of Inglewood, and located approximately 350 metres from the future Ramsay/Inglewood Green Line Light Rail Transit (LRT) Station. 1439 17 AV SE is currently bounded by an Industrial - General (I-G) District to the south, a Special Purpose - Community Service (S-CS) District serving as a public park to the north, a multi-residential development to the northwest, and industrial buildings currently within the Industrial - Edge (I-E) District to the east and west. Further from the site to the northeast are Residential - Contextual One / Two Dwelling (R-C2) parcels.

COMPREHENSIVE PLANNING SITE

The adjacent lands to the west, east, and south of the site are known as the *Brewery-Rail Lands* and are part of a Comprehensive Planning Site that 1439 17 AV SE falls within. Currently under review, the Brewery-Rail Lands application (LOC2022-0022) for MATCO Development seeks to transition lands from the I-E and I-G Districts to various Direct Control (DC) Districts based on the MU-1 District. The site to the immediate west (1401 17 AV SE) additionally has an application submitted that is under review, LOC2022-0064 for Hungerford Properties, which is also part of the Comprehensive Planning Site. The proposal for this site at 1439 17 AV SE forms the final application to complete the fulsome privately-owned portion of the Comprehensive Planning Site redevelopment vision, and the proposed land uses have been informed through comprehensive planning activities to ensure alignment with the Brewery-Rail Lands Comprehensive Planning Area.

TRANSIT-ORIENTED DEVELOPMENT

The subject site is situated in a context of substantial City-led investment. Transit leads this investment with the Green Line Ramsay/Inglewood LRT Station and the MAX Purple Bus Rapid Transit (BRT) line. Three new bridges, new and enhanced parks, more livable and safer streets are among a long list of capital projects in the community. This site also has some of the greatest Transit-Oriented Development (TOD) potential for the Ramsay/Inglewood Green Line LRT Station, where transit-supportive density levels are encouraged.



ALIGNMENT WITH CALGARY'S GROWTH PLANS

Contemporary city-wide plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)* guide Calgary's current planning policy, placing priority on building complete and resilient communities that make more sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal capital. The proposed change and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

ALIGNMENT WITH LOCAL AREA PLAN

The proposal is generally aligned with the statutory *Inglewood Area Redevelopment Plan (ARP)*, but will require a policy amendment to support a redesignation to the Mixed Use - General (MU-1) District and provide applicable development guidelines for the site. The *Inglewood ARP* assigns the site under its *Industrial Land Use*, but notes in its objectives and policies that the amount of land available for industrial development close to housing within the community should be reduced and that the impact of industrial development on the residential portions of the community should be minimized. The overall goals of the *Inglewood ARP* also encourage new residential development to increase the community's population, and promote a healthy physical environment by addressing noise, pollution, odour and other environmental concerns. This proposal will rehabilitate a brownfield site, providing a more sensitive transition from the freight rail corridor to the low-density residential context to the northeast of the site.

As a best practice, the Applicant project team also reviewed draft emerging policy in addition to the applicable statutory policy. This proposal is also aligned with the draft *Historic East Calgary Communities Local Area Plan* (non-statutory draft - June 2021) that is based on a multi-year engagement process and considerable effort from stakeholders, citizens, and City Administration. The draft Local Area Plan (LAP) assigns the subject site area with a "Comprehensive Planning Site" policy modifier intended for large sites where additional comprehensive planning and detailed design is required to support future planning applications. No Building Scale modifiers have been identified yet for this Comprehensive Planning Site. In conjunction with the other submitted Comprehensive Planning Site applications (LOC2022-0022 and LOC2022-0064), maximum building heights proposed along 17 AV SE are predominantly Low Scale (up to 6 storeys), with maximum building heights proposed to increase westward towards the future Ramsay/Inglewood Green Line LRT Station and southward away from 17 AV SE.

APPLICANT-LED OUTREACH

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard City of Calgary requirements, we provide local area organizations, surrounding area residents and the broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city. The Applicant-led outreach process commenced following submission of the LOC application and provided opportunities across a variety of platforms for stakeholders to learn about the vision and to share their comments and questions.

This LOC application was supported by a dedicated project website, phone line and email inbox for public questions and comments, along with custom on-site signage, and mailers hand-delivered to residents living nearby to the project site.



Key application materials were also shared directly with the local area Ward 9 Councillor's Office and Inglewood Community Association, including digital and in-person meetings held by the Applicant project team. Key elements of our outreach process included:

- **Custom On-site Signage:** *Installed on-site at application submission.*
- **Project Website:** *Dedicated project website (www.calgarydropincentreinglewood.com), providing convenient access to project information and an online feedback form.*
- **Project Voicemail and Email inbox:** *Project phone line / voicemail inbox (587.747.0317) and email (engage@civicworks.ca) serve as direct lines to the project team.*
- **Community Advertorial:** *Included in the Inglewood Community Association Newsletter, delivered community-wide.*
- **Digital Meetings:** *Held with the Inglewood Community Association and Ward 9 Councillor's Office.*
- **In-Person Information Sessions:** *Project team open houses with live Q&A open to all members of the public.*
- **Neighbour Postcards:** *Delivered to surrounding area residents at application submission and again to advertise the In-Person Information Session.*
- **Applicant-led Outreach Summary:** *A summary report providing details of the outreach conducted, common feedback themes heard and project team responses to common feedback themes.*

As our outreach process draws to a close and we approach key decision points in the application process, the project team prepared an *Applicant-led Outreach Summary* to share with community groups and The City, while also publishing it on the dedicated website for broader public access. The *Applicant-led Outreach Summary* highlights the outreach strategies used throughout the application process, what we heard, and how we responded.

CITY OF CALGARY NOTICE & OUTREACH REQUIREMENTS

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

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

CONCLUSION

The proposed land use change and development vision is in keeping with the general goals of the *Inglewood Area Redevelopment Plan*, the draft non-statutory policies of the *Historic East Calgary Communities Local Area Plan*, and the city-wide goals and policies of the *Municipal Development Plan* and *Calgary Transportation Plan*. The proposed change would enable the introduction of new and innovative housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request your support for this application.

Should you have any questions, comments, or concerns, please contact us at 587.747.0317 or engage@civicworks.ca, referencing 1439 17 AV SE / LOC2022-0198.

CALGARY **DROP-IN** CENTRE



1439 17 AV SE

Applicant-led Outreach Summary

April 2024 | LOC2022-0198

CALGARY
DROP-IN
CENTRE

Issued	April 2024
Prepared By	CivicWorks
Prepared For	The Calgary Drop-In & Rehab Centre Society
Project Team	CivicWorks Larkspur Group Bunt & Associates
Contact	calgarydropincentreinglewood.com engage@civicworks.ca 587.747.0317

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Application Summary

What Is and What Isn't Proposed?

On behalf of the landowner of 1439 17 AV SE for the past decade, The Calgary Drop-In & Rehab Centre Society (The Calgary Drop-In Centre), CivicWorks submitted a Land Use Redesignation application (LOC2022-0198) to support future mixed-use development on this site that is currently designated for industrial uses.

This Land Use Redesignation application is just one component of broader planning efforts for the Brewery-Rail Lands Comprehensive Planning Site and, at this time, The Calgary Drop-In Centre has no plans to redevelop the site.

It is important to note that this site is not intended for use as a shelter as this use is not allowed by neither the existing nor the proposed Land Use District.

If approved, this Land Use Redesignation application would transition the existing Industrial — Edge (I-E) District to the Mixed Use – General (MU-1) District with varying Building Height and Floor Area Ratio (FAR) modifiers. In specific, the Mixed Use – General (MU-1f4.0h22) District and Mixed Use – General (MU-1f5.0h45) District are proposed. These land uses would allow for mixed-use buildings with maximum heights of approximately 6 storeys (22m) and up to a maximum FAR of 4.0 for the northern majority of the subject site (±0.25ha), while allowing for a maximum of 12 storeys (45 metres) and up to a maximum FAR of 5.0 for the southern minority of the site (±0.07ha) — kindly refer to the visualizations below and on pages 5, 6 and 7 for more information.



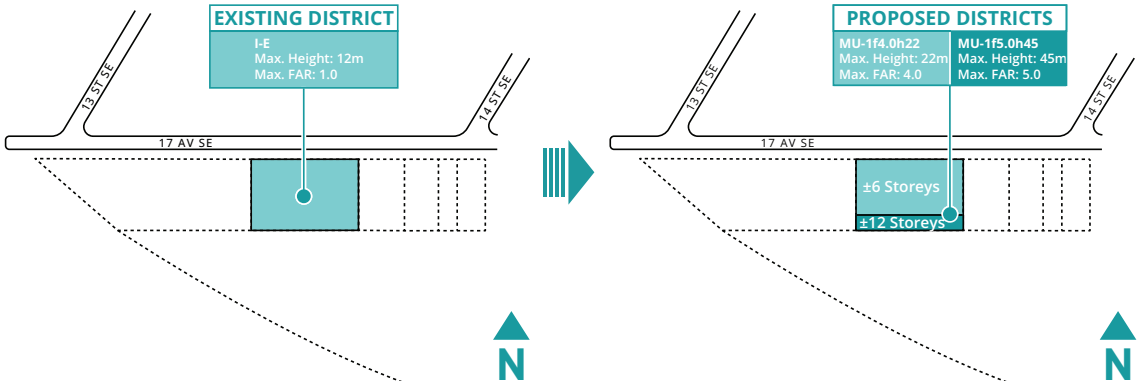
Land Use Districts
MU-1f4.0h22 (±0.25 ha)
MU-1f5.0h45 (±0.07 ha)



Max. Building Heights
±22-45m
(±6-12 Storeys)



Floor Area Ratios
4.0-5.0



Industrial – Edge (I-E) District

- Industrial District located along the edge of industrial areas that share a property line with a residential district.
- Does not allow for a shelter.

Mixed Use – General (MU-1) District

- Accommodates a mix of residential and commercial uses.
- Does not allow for a shelter.

Note: Visual representations are generalized in nature and not to be measured. The above tables highlight generalized key aspects of the existing and proposed Land Use Districts for comparative purposes only. For full details regarding the rules of each Land Use District please refer directly to The City of Calgary Land Use Bylaw 1P2007 at: <https://lub.calgary.ca>

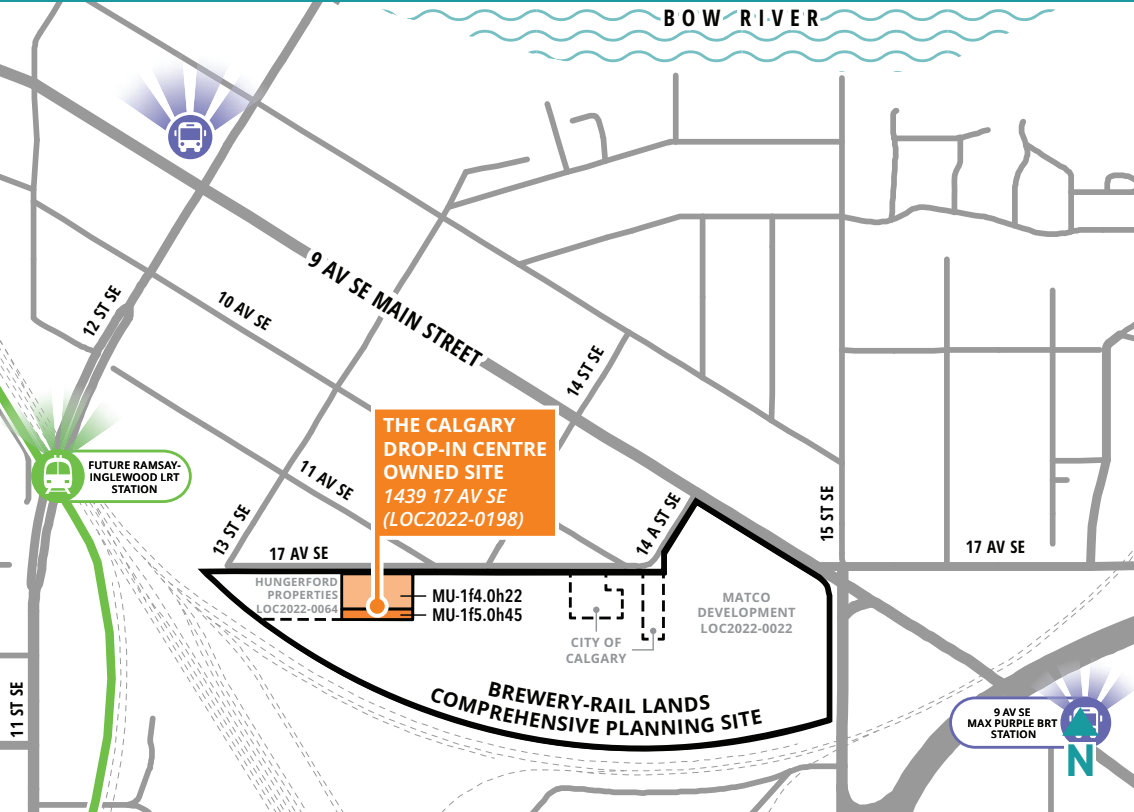
Comprehensive Planning Site Context

The adjacent lands to the west, east, and south of the site are known as the Brewery-Rail Lands and are part of a Comprehensive Planning Site that 1439 17 AV SE falls within.

Currently under review, the Brewery-Rail Lands application (LOC2022-0022) for MATCO Development seeks to transition lands from the Industrial – Edge (I-E) District, Industrial – General (I-G) District, and a Direct Control (DC) District based on the I-G District to various Direct Control (DC) Districts based on the Mixed Use – General (MU-1) District.

The site to the immediate west (1401 17 AV SE) additionally has an application submitted that is under review (LOC2022-0064) for Hungerford Properties, which is also part of the broader Comprehensive Planning Site and proposes a transition from the I-E District to the MU-1 District.

The proposal for the subject site at 1439 17 AV SE forms the final application to complete the fulsome privately-owned portion of the Comprehensive Planning Site, and the proposed land uses have been informed through comprehensive planning activities to ensure alignment with the Brewery-Rail Lands overarching development vision.



Note: Visual representations are generalized in nature and not to be measured.



Note: Visual representations are generalized in nature and not to be measured.

Outreach Roles & Responsibilities

What Is Our Role? What Is Your Role?

Clarifying community and public outreach roles and responsibilities connected to planning and development projects helps determine who does what, and builds a baseline understanding of the threshold of responsibility across all roles in building a great city. As the proponent of an Applicant-initiated development proposal, the 1439 17 AV SE team has the associated responsibilities of the Lead.

Lead *Applicant*

The Lead is the primary decision-maker for the project leading up to a formal decision of approval/refusal by the designated City decision-making body.

The responsibilities of the Lead role include:

- Notifying citizens and community groups of the project and any opportunities to learn more or provide input.
- Determining the negotiables and non-negotiables for the project and what is/ isn't open for public influence.
- Communicating the constraints and clarifying the scope of the conversation.
- Providing clear, concise, transparent and accurate information.
- Fostering and maintaining a respectful conversation.
- Reporting back if/when collecting input and providing City decision-makers with a summary of the community outreach approach that was taken.
- Keeping citizens and community groups in the loop and closing the loop when decisions are made.

As the Applicant, our role in the outreach process is the Lead.

The Lead is the initiator/proponent of a development application and is the primary decision-maker for a proposal leading up to a formal decision of approval/refusal by the designated City of Calgary decision-making body.

Support *City of Calgary Administration*

The Support role assists in the outreach process by providing the Applicant, community / member-based organizations, and the wider public audience with information, tools and resources to improve understanding and aid in the overall success of the outreach process.

The responsibilities of the Support role include:

- Sharing information about City goals and policies.
- Explaining The City's review and decision-making processes.
- Clarifying community outreach roles and responsibilities.
- Creating tools and resources for Participants, Connectors and Leads to help them be successful in their outreach roles.

Connector & Participant *Community / Member-based Organizations*

The Connector shares information and insights about a specific community or area with its members to help increase understanding of the local context and to help inform community outreach plans.

- The responsibilities of the Connector & Participant role include:
- Where possible, sharing local information and insights to help build understanding and inform outreach plans.
- Where possible, helping raise awareness of opportunities for people to get involved in local planning projects.

Decision-Maker *The Development Authority & City Council*

The Decision-Maker is responsible for making the final decision to approve/ refuse a planning or development application.

The responsibilities of the Decision-Maker role include:

- Reviewing and considering proposed planning or development applications.
- Reviewing and considering the outreach strategy/rationale/approach and any feedback that may have been collected.
- Approving/refusing planning or development applications.
- Establishing the conditions on which the development can proceed, if approved.

Participants *Local Community Members & General Public*

The Participants contribute to the outreach process, listening and providing feedback.

The responsibilities of the Participant role include:

- Seeking out information to become informed.
- Listening and participating respectfully.
- Respecting the scope of conversation, project constraints, and timelines.
- Providing appropriate feedback and remaining open to different ideas.

Community Outreach on Planning and Development

Visit www.calgary.ca/PDA/pd/Pages/Community-Outreach/Applicant-Outreach-Toolkit.aspx for a resource available to anyone who is interested or involved in the community outreach process connected to the planning and development of Calgary and our communities.

Outreach Approach

Balancing Multiple Interests

An outreach process is more than a compilation of community participant input by the project team. Our role as the outreach lead requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. The array of interests that influence any development project include, but are not limited to:

- 

Calgary's Growth & Development
Planning for the next generations of Calgarians
- 

Local Area Policy
The existing policy framework that guides development
- 

Community Feedback
What various citizens and community members think and say about an issue
- 

Economic Viability
The needs of the developer to create a viable project

Our Outreach Approach

The Calgary Drop-In Centre and the project team are committed to working with neighbours to build strong and complete communities through thoughtful planning and best-practice public outreach strategies.

Our outreach process has been designed to provide multiple opportunities across a variety of platforms for community participants to learn about the vision for 1439 17 AV SE and to share their thoughts — all with the intent of maintaining a respectful and transparent dialogue.

The project team looks forward to continued conversations with local community members and groups, and would like to thank all those who have participated thus far.

Outreach Strategies

- 

Neighbour Brochures & Adverts
Over 500 brochures were delivered to neighbours introducing the application with project team contact information, and over 2,300 postcards were delivered advertising the In-Person Information Session. An advert was also included in the December 2022 Inglewood Community Association Newsletter, delivered community-wide.
- 

Custom Site Signage
Temporary signage was installed on site notifying the surrounding community of outreach events and ways to get in touch with the project team. A second temporary sign was also installed to advertise the In-Person information session.
- 

In-Person Open House
In-Person Open House held with the Inglewood Community Association (ICA) at their Community Hall, open to all interested community participants on January 24, 2023 with ±40 people in attendance in addition to leadership from the ICA and The Calgary Drop-In Centre.
- 

In-Person Information Session
Project team information session and live Q&A open to all interested participants was held on January 31, 2023 at the YW Hub. This session was very well attended and was hosted in collaboration with MATCO Development and Hungerford Properties to collectively discuss the entire Comprehensive Planning Site.
- 

Project Website
Dedicated project website (www.CalgaryDropInCentreInglewood.com) providing up-to-date and convenient project information and an online feedback form. The project website has had ±800 unique visitors as of April 2024.
- 

Notification Emails
Direct emails to the Ward 9 Councillor's Office, Inglewood Community Association, Inglewood Business Improvement Area, and Ramsay Community Association, providing information on the proposed change and ways to get in touch with the project team.
- 

Digital Meeting
Digital outreach meeting held with the Ward 9 Councillor's Office to discuss this specific application and the broader Comprehensive Planning Site.
- 

Project Voicemail & Email Inbox
Project phone line, voicemail inbox (587.747.0317), and email (engage@civicworks.ca) serve as direct lines to the project team to answer questions or provide information.

What We Heard & Team Response

Overview

Through our outreach channels and strategies to date, feedback was received directly by the project team from the Inglewood Community Association, Ward 9 Councillor's Office, fifteen community members, and a number of people at the Open House held at the Inglewood Community Association Hall and the In-Person Outreach Event held at YW Hub. The project team also considered the feedback themes heard and summarized by The City of Calgary (The City). We would like to thank these groups and community members for sharing their feedback. In reviewing the feedback collected to date and summarized by The City, the project team has identified four key themes raised by community members. These key themes outlined in the following pages are broken into What We Heard and Team Response.

Our Commitment

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

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

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



1 Shelter Uses & Affordable Housing

What We Heard

Several community members reached out asking if the development of shelter, or affordable housing is proposed or would be possible with this Land Use Redesignation application.

Team Response

The Calgary Drop-In Centre project team can confirm that this site is not intended for use as a shelter, nor would the proposed Land Use Redesignation application allow for a shelter. The site is proposed as the Mixed Use – General (MU-1) District, which supports the development of a mix of residential and commercial uses, and is aligned with the comprehensive planning for the Brewery-Rail Lands Comprehensive Planning Site.

Of specific note, the MU-1 District does not allow for the *Temporary Shelter* or *Emergency Shelter* uses. The *Temporary Shelter* use is only permitted within the Special Purpose – City and Regional Infrastructure (S-CRI) District. The *Emergency Shelter* use (i.e., the use that allows for The Calgary Drop-In Centre's Emergency Shelter in the East Village) is closely regulated by The City of Calgary and only permitted within a specialized Direct Control (DC) District. Neither of these Uses are proposed on this site or any other site within the Brewery-Rail Lands Comprehensive Planning Site.

Regarding tenancy type and affordability, these matters are not decided through Land Use Redesignation application processes – they are determined through later development stages including the Development Permit application process, which would incur further engagement. This Land Use Redesignation application (LOC2022-0198) application does not determine whether affordable housing can or cannot be proposed in the future on this subject site.

It is also worth noting that, at this time, The Calgary Drop-In Centre has no plans to redevelop this property itself. Although The Calgary Drop-In Centre is the current landowner, they have owned this site for over a decade and the Land Use Redesignation proposed is part of broader planning efforts aligned with the broader Brewery-Rail Lands Comprehensive Planning Site. Should The Calgary Drop-In Centre choose to redevelop this property itself, it expects that redevelopment would be modelled on their existing residential buildings (not their East Village Emergency Shelter), which use a mixed-market concept with market units that help to offset affordable units. Details related to the redevelopment of this site, such as exact units counts and types, would be determined at later stages through a Development Permit application, which would come after the Land Use Redesignation stage that we are currently at.

2 Height & Shadows

What We Heard

Some neighbours shared excitement about the proposed built form, while others noted concerns around the maximum building heights proposed and potential shadow impacts.

Team Response

The proposed mid-rise building height and density aims to support future mixed-use development within easy-walking distance of a municipally-identified Main Street (9 AV SE) and primary transit. Located just ±350m from the future Ramsay/Inglewood Green Line LRT Station and nearby to a MAX Purple BRT stop, this site is strategically located to advance the goals of the Municipal Development Plan (MDP) and key directions of the Calgary Transportation Plan (CTP) that link land use decisions to transit, including building complete communities, supporting compact urban forms, and providing greater housing choice along primary transit services.

Currently existing as a two-storey industrial building, the project team acknowledges that the proposed land use and maximum allowable building height will inevitably introduce change for the surrounding area. A conceptual shadow study was accordingly undertaken for the broader Brewery-Rail Lands application, using industry-standard modeling, to model potential shadow impacts to adjacent or nearby properties based on a conceptual form.

The proposed Land Use Redesignation application includes a maximum building height of 22m (±6 storeys) along 17 AV SE and further to the south up to 45m (±12 storeys). The conceptual shadow study shows that potential shadows created by the proposed change are generally not expected to adversely impact the nearby low-density residential community. Potential shadowing impacts are anticipated to primarily fall on the properties to the immediate north, with

Brewery Triangle Park being impacted mostly in the early evening, as well as generally on the winter solstice when the shadows are cast longest.

To mitigate potential shadowing impacts, the 45m (±12 storeys) maximum building height has been intentionally proposed only on the southern minority of the site and to front southwards onto a future roadway, 18 AV SE, proposed via adjacent Outline Plan application LOC2022-0022 by MATCO Development. The majority of the site, and the entirety of the site that fronts onto 17 AV SE, is proposed with a maximum building height of 22m (±6 storeys) to ensure a more contextual transition towards the existing community to the north.

Additional shadow studies will be conducted at the Development Permit application stage in an effort to reduce any negative shadowing impacts on neighbouring properties. Several design strategies can also be incorporated into the architecture at the Development Permit stage to further mitigate any shadowing impacts.

3 Parking & Traffic

What We Heard

Some community members at the In-Person Outreach Event asked about anticipated vehicular parking capacity and any potential impacts to the local road network post-redevelopment of the broader Brewery-Rail Lands Comprehensive Planning Site.

Team Response

Details related to vehicular parking will be confirmed at the Development Permit application stage. However, in support of the proposed Land Use Redesignation application for the Brewery-Rail Lands Comprehensive Planning Site, Bunt &

Associates completed a Transportation Impact Assessment (TIA) as well as a site specific Transportation Memorandum for this subject site, 1439 17 AV SE. The TIA reviewed the mobility context, site access and circulation, intersection capacity, signal warrants, and forecasted trip generation for the surrounding area, including the Brewery-Rail Lands Comprehensive Planning Site. The Transportation Memorandum was prepared to confirm that the densities anticipated in the TIA are consistent with this application and have not changed. The studies have been submitted for review by The City of Calgary as part of the application review process.

The subject site is well-located and has excellent access to various modes of transportation. Transit-oriented development is a cornerstone of the entirety of the Brewery-Rail Lands, with the future Ramsay/Inglewood Green Line LRT Station and MAX Purple BRT Stations within easy-walking distance of the site.

To support the anticipated increase of vehicular traffic associated with this application (LOC2022-0198), as well as the other Comprehensive Planning Site applications (LOC2022-0022 and LOC2022-0064), the cul-de-sac at the west end of 17 AV SE will require upgrading, new traffic signals will be required along 9 AV SE, and the traffic gate located at 13 ST SE will require removal with the redevelopment of the sites at 1390 17 AV SE and 1401 17 AV SE to enable a new direct connection to the area as it densifies. Timings of improvements (e.g., 13 ST SE traffic gate removal and new traffic signals along 9 AV SE) will be confirmed with future Development Permit applications.

4 Comprehensive Planning

What We Heard

The Ward 9 Councillor's Office and some community members had questions around how the three active (3) Brewery-Rail Lands Comprehensive Planning Site applications would be considered together. The Ward 9 Councillor's Office also requested that upgrades to Brewery Triangle Park be considered, and that map annotations be utilized to denote potential future roadway and active mobility network connections in the policy amendment to the Inglewood Area Redevelopment Plan.

Team Response

The City of Calgary is actively reviewing the three (3) Brewery-Rail Lands Comprehensive Planning Site applications in tandem to ensure a comprehensive review and forward-looking outcome. City Administration is evaluating the benefits of the broader Comprehensive Planning Site team improving Brewery Triangle Park directly, versus providing other benefits to the local area on their project sites.

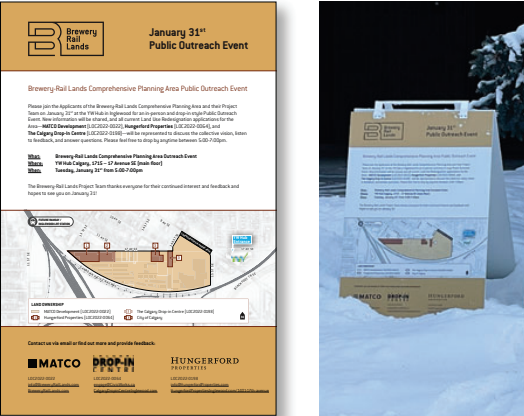
The project team is working with City Administration on a draft policy amendment to the Inglewood Area Redevelopment Plan, which is proposed to include several new maps with visual annotations indicating the location of new multi-use pathways and roadways. The draft policy amendment is still being considered by City Administration and remains subject to change.

Outreach Materials & In-Person Event

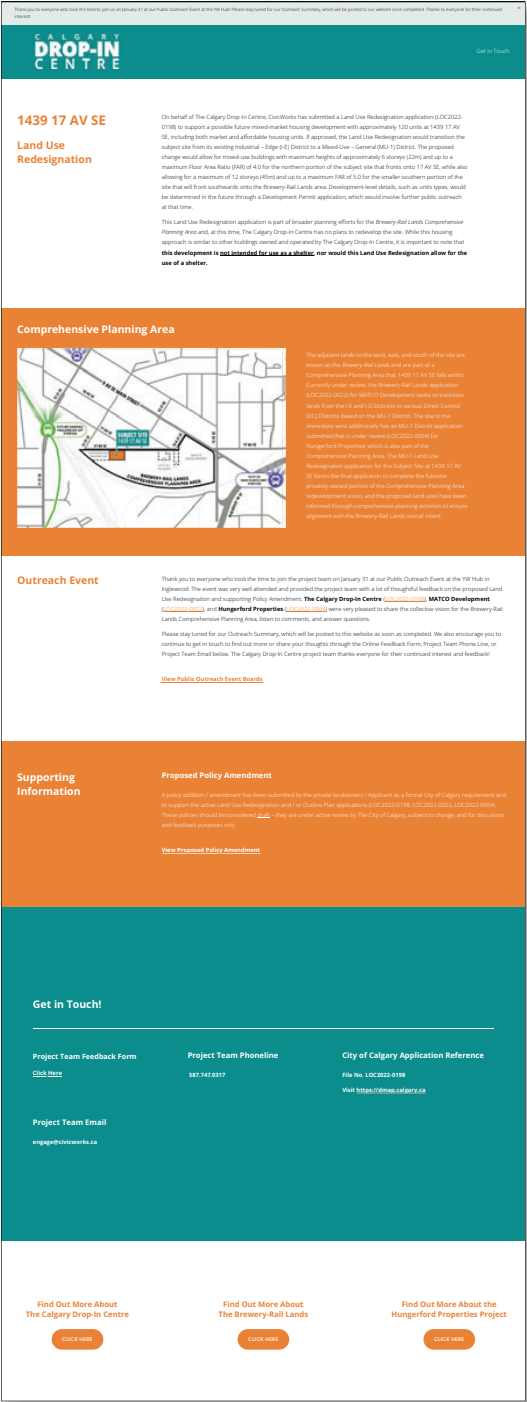
Application On-Site Signage



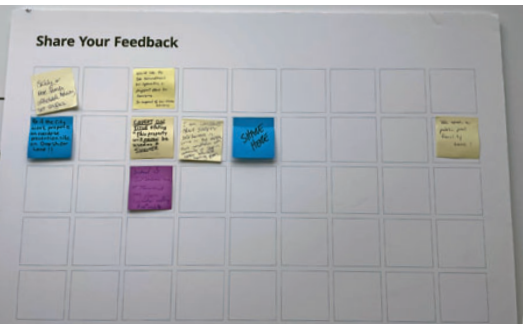
Outreach Event On-Site Signage



Website & Feedback Form



In-Person Outreach Event



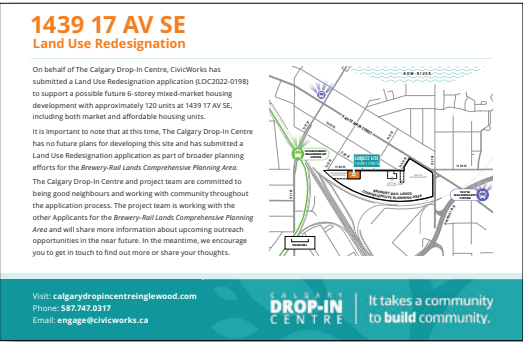
Neighbour Brochure



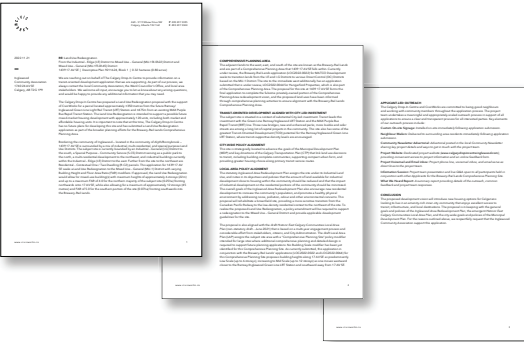
Outreach Event Postcards



Community Newsletter Advert



Notices to ICA and Ward 9





CALGARY
DROP-IN
CENTRE

It takes a community
to **build** community.

Community Association Response

*INGELWOOD COMMUNITY ASSOCIATION
1740 24TH AVE SE
CALGARY, ALBERTA, T2G 1P9*

11th June, 2024

Cameron Thompson
Via Email: Cameron.Thompson@calgary.ca

Dear Cameron:

Re: LOC2022-0198 DIC Brewery Lands Application

The Planning Committee (PC) has reviewed the application regarding the Land Use Change on the Brewery Lands.

We recommend support of the application where the proposed land use steps down to present a 22m or six story maximum height facing the street. This is a reasonable blend of planning principles of increasing height towards transit stations while considering the existing and near future context.

If you have any questions, you can reach me at design@icacalgary.com or kerr_glen@hotmail.com

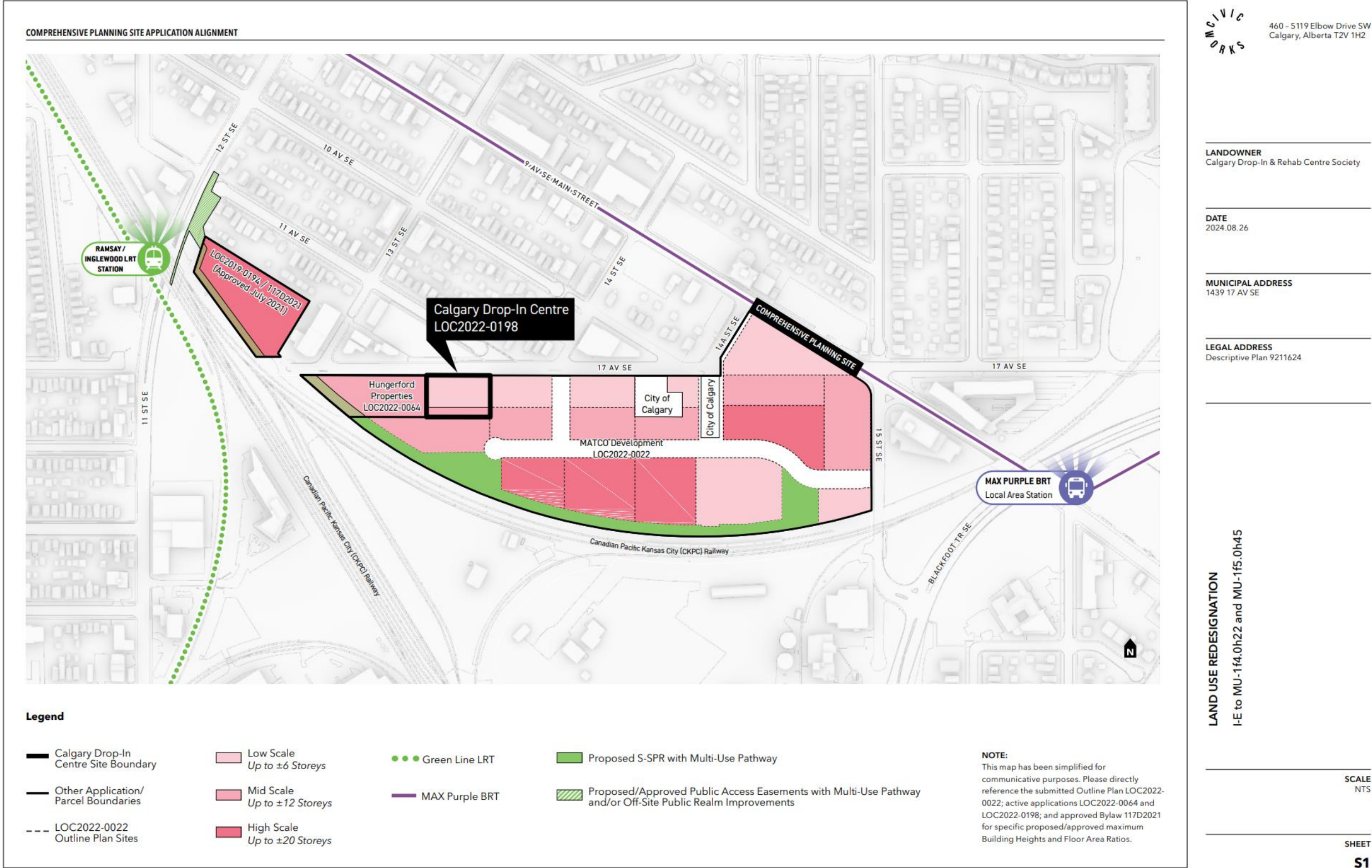
Yours truly,

INGLEWOOD CPMMUNITY ASSOCIATION
Planning Committee

Glen Kerr

Glen Kerr, Planning Chairman

Comprehensive Planning Site Application Alignment



PROPOSED

CPC2024-0955
ATTACHMENT 7

BYLAW NUMBER 266D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2022-0198/CPC2024-0955)**

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 _____

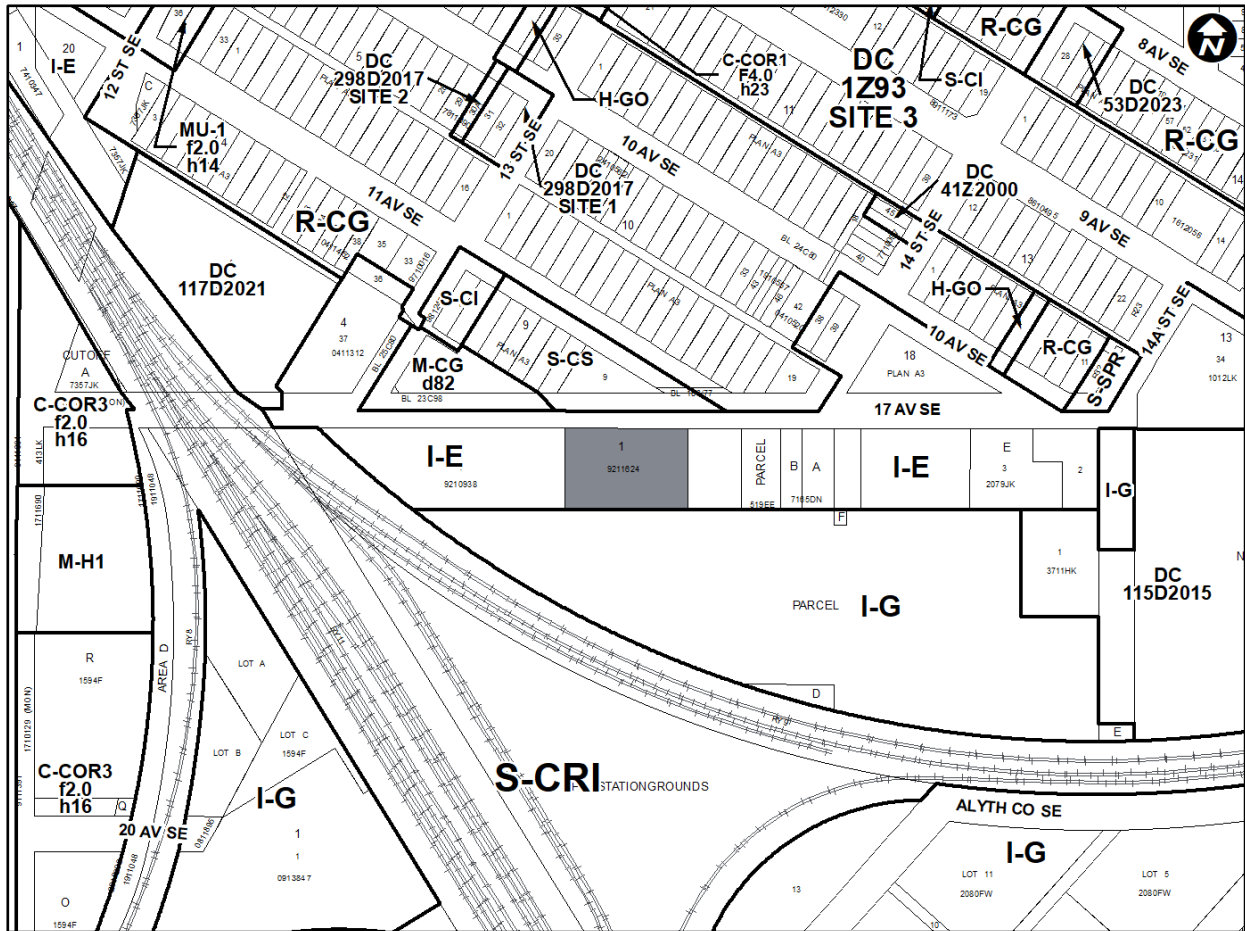
CITY CLERK

SIGNED ON _____

PROPOSED

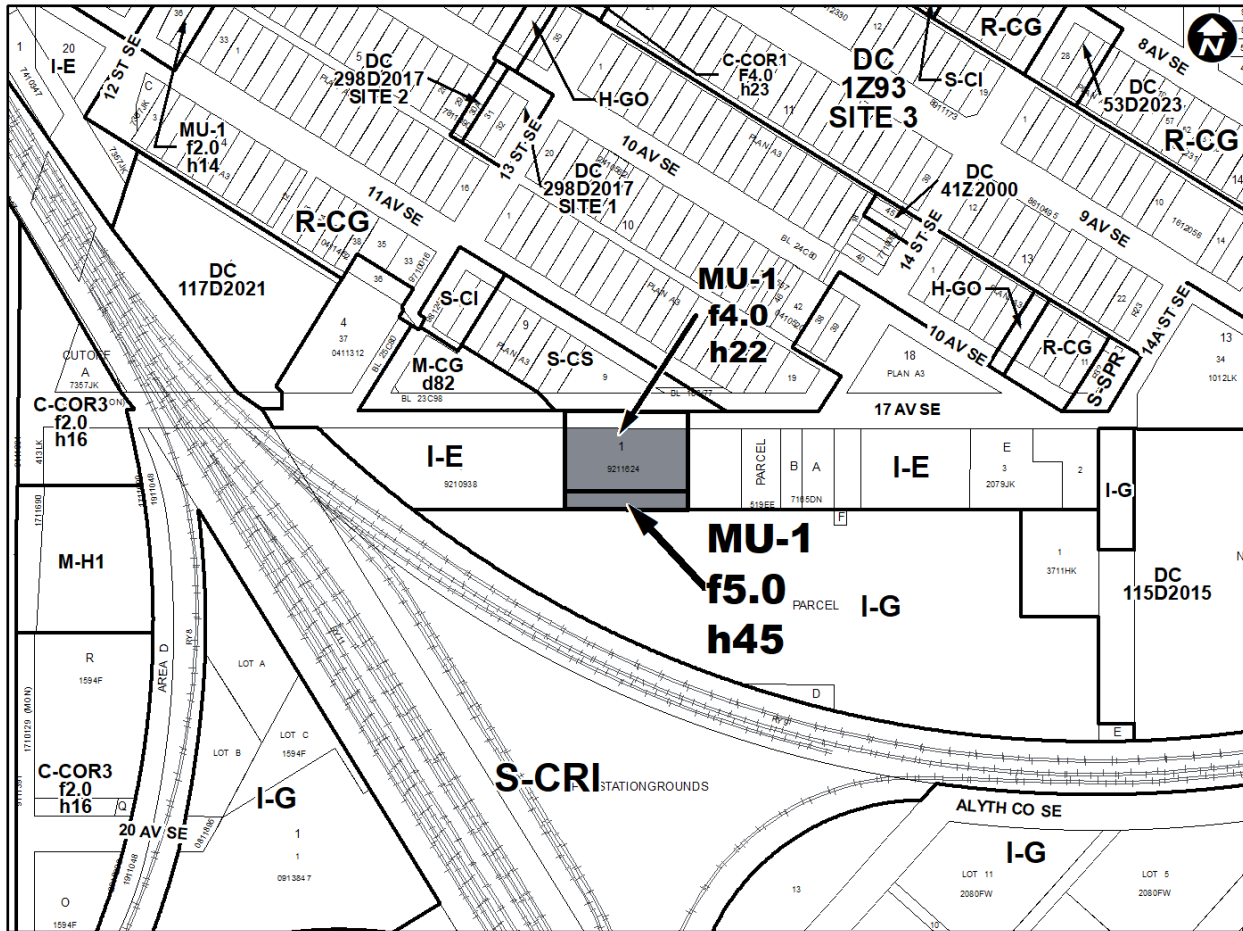
AMENDMENT LOC2022-0198/CPC2024-0955
BYLAW NUMBER 266D2024

SCHEDULE A



**AMENDMENT LOC2022-0198/CPC2024-0955
BYLAW NUMBER 266D2024**

SCHEDULE B



Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 43 New Street SE, LOC2024-0114

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.006 hectares \pm (0.015 acres \pm) of road (Plan 2411632, Area 'A'), adjacent to 43 New Street SE, with conditions (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.006 hectares \pm (0.015 acres \pm) of closed road (Plan 2411632, Area 'A') from Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024 SEPTEMBER 19:

That Council:

1. Give three readings to **Proposed Bylaw 13C2024 for the** closure of 0.006 hectares \pm (0.015 acres \pm) of road (Plan 2411632, Area 'A'), adjacent to 43 New Street SE, with conditions (Attachment 2); and
2. Give three readings to **Proposed Bylaw 272D2024** for the redesignation of 0.006 hectares \pm (0.015 acres \pm) of closed road (Plan 2411632, Area 'A') from Undesignated Road Right-of-Way to Residential – Grade-Oriented Infill (R-CG) District.

HIGHLIGHTS

- This application seeks to close a portion of the City's right-of-way and designate that closure area to Residential – Grade-Oriented Infill (R-CG) District to allow for consolidation with the adjacent parcel (43 New Street SE) to the north.
- The proposal is consistent with the designation of the adjacent site, which would allow for development that is compatible with the character of the existing neighbourhood and aligns with the *Municipal Development Plan* (MDP) and the *Inglewood Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? This application would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed R-CG District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southeast community of Inglewood, was submitted by Global Raymac Surveying and Engineering on behalf of the landowners, The City of Calgary, on 2024 April 17. Attachment 3 outlines the 0.006 hectare portion of road right-of-way to be redesignated and closed through the Registered Road Closure Plan. The Applicant Submission (Attachment 4)

Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 43 New Street SE, LOC2024-0114

indicates that the closed road right-of-way would be consolidated with the adjacent parcel to allow for future development. No development permit has been submitted at this time.

The approximately 0.006 hectares (0.015 acres) area is located at the intersection of 14 Street SE and St. Monica Avenue SE and shares a northern boundary with the adjacent parcel, 43 New Street SE. The property at 43 New Street SE is currently developed with a single-detached dwelling unit, and the subject closure area currently sits vacant with undeveloped green space. The surrounding context is comprised primarily of other single-detached dwellings. A public pathway runs along the south edge of the proposed road closure area and is designated the Special Purpose – Community Service (S-CS) District, along with adjacent public park spaces along this path which connects to the nearby Nellie Breen Park to the south. The site is served by transit via Route 1 (Bowness/Forest Lawn) and Route 101 (Inglewood).

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed road closure and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to and spoke directly with adjacent neighbours. The Applicant Outreach Summary can be found in Attachment 5.

City-Led Outreach

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

Administration received no letters of opposition nor support from the public. The Inglewood Community Association indicated they were in general support of the application on 2024 June 11 and did not provide specific comments.

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

**Road Closure and Land Use Amendment in Inglewood (Ward 9) adjacent to 43
New Street SE, LOC2024-0114**

IMPLICATIONS

Social

The proposed road closure and land use amendment would allow for the expansion of the developable area and the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

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

Economic

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

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Road Closure Conditions
3. Registered Road Closure Plan
4. Applicant Submission
5. Applicant Outreach Summary
6. **Proposed Bylaw 13C2024**
7. **Proposed Bylaw 272D2024**

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 Inglewood. The site is an undeveloped road right-of-way adjacent to the intersection of 14 Street SE and St. Monica Avenue SE, just south of 43 New Street SE. The proposed road closure portion is 0.006 hectares (0.015 acres) in size. The road closure portion forms a unique shape as a result of the 39 New Street SE property's existing parcel shape.

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

The area is well serviced by parks and commercial uses. In addition to the public park and pathways noted above, which includes Nellie Breen Park to the south of the site and park space along the Bow River to the northwest, the site is located within 400 metres (a seven-minute walk) to 9 Avenue SE which has a wide range of commercial uses. As per the City's *Municipal Development Plan* (MDP), 9 Avenue SE is a designated Neighbourhood Main Street and an Urban Boulevard.

Community Peak Population Table

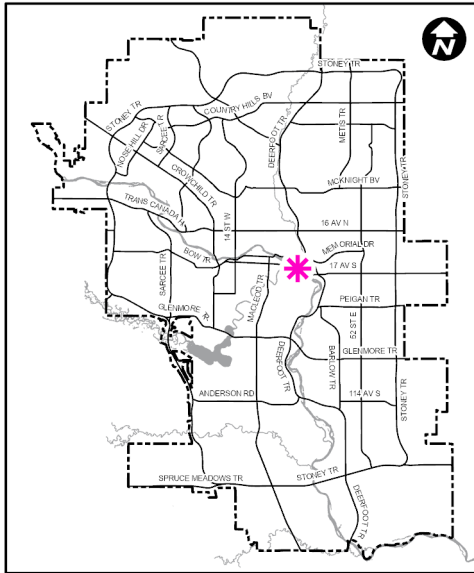
As identified below, the community of Inglewood reached its peak population in 2018.

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

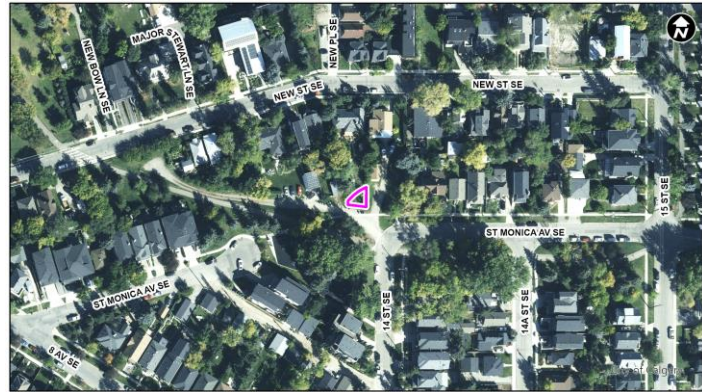
Source: *The City of Calgary 2019 Civic Census*

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

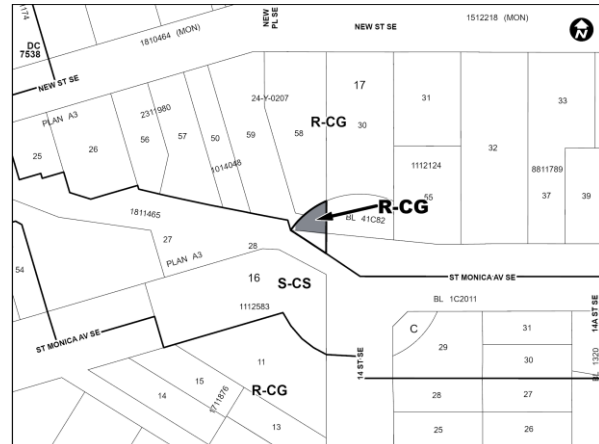
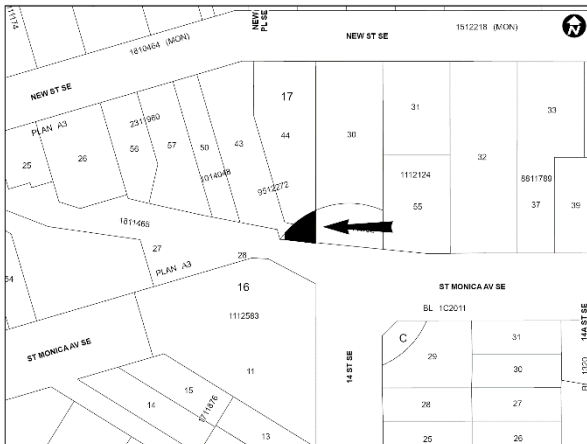
Location Maps



Road Closure Map



Land Use Amendment Map





Previous Council Direction

None.

Planning Evaluation

Road Closure

This application proposes the closure of approximately 0.006 hectares (0.015 acres) of right-of-way adjacent to the intersection of 14 Street SE and St. Monica SE. The proposed closure area is current undeveloped and vacant. The closed portion of the road would be consolidated with the adjacent site to the north at 43 New Street SE which is currently designated as the R-CG District, subject to the proposed Road Closure Conditions of Approval.

The proposed closure area would not affect the existing pathway networks and vehicular lane access running along the south edge of the site.

Land Use

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the consolidated area of the subject site and the adjacent parcel, this would allow for up to five dwelling units.

Secondary suites (one per dwelling unit) are also allowed in the R-CG District where townhouses and rowhouses are proposed and does not count towards allowable density. The

parcel would require 0.5 parking stalls per dwelling unit and per secondary suite. Where a development application does not propose a rowhouse or a townhouse, a backyard suite may also be accommodated on the site separately or in addition to a secondary suite and is subject to the rules of Land Use Bylaw 1P2007.

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 adjacent site, 43 New Street SE, is available from the existing sidewalk along New Street SE and can also be accessed via a public sidewalk from south of the site which forms part of the Available for All Ages and Abilities (5A) Network. There are no parking restrictions currently along this portion of New Street SE.

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

Vehicle access is available via the lane.

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

Environmental Site Considerations

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

Utilities and Servicing

Water and sewer services exist to the site. Public water, sanitary and storm utilities exist adjacent to the site along New Street SE. 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.

Growth Plan (2022)

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

Calgary International Airport Vicinity Protection Area (2009)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the 'Developed Residential – Inner City' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

The proposal is in keeping with relevant MDP policies, as the application complies with land use policies that recognize the predominantly low-density residential nature within these communities and supports retention of housing stock or moderate intensification in a form that respects the scale and character of the neighbourhood. This application proposes the closure of a road right-of-way to facilitate a low-density housing type which aligns with the intent of the MDP.

Calgary Climate Strategy (2022)

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

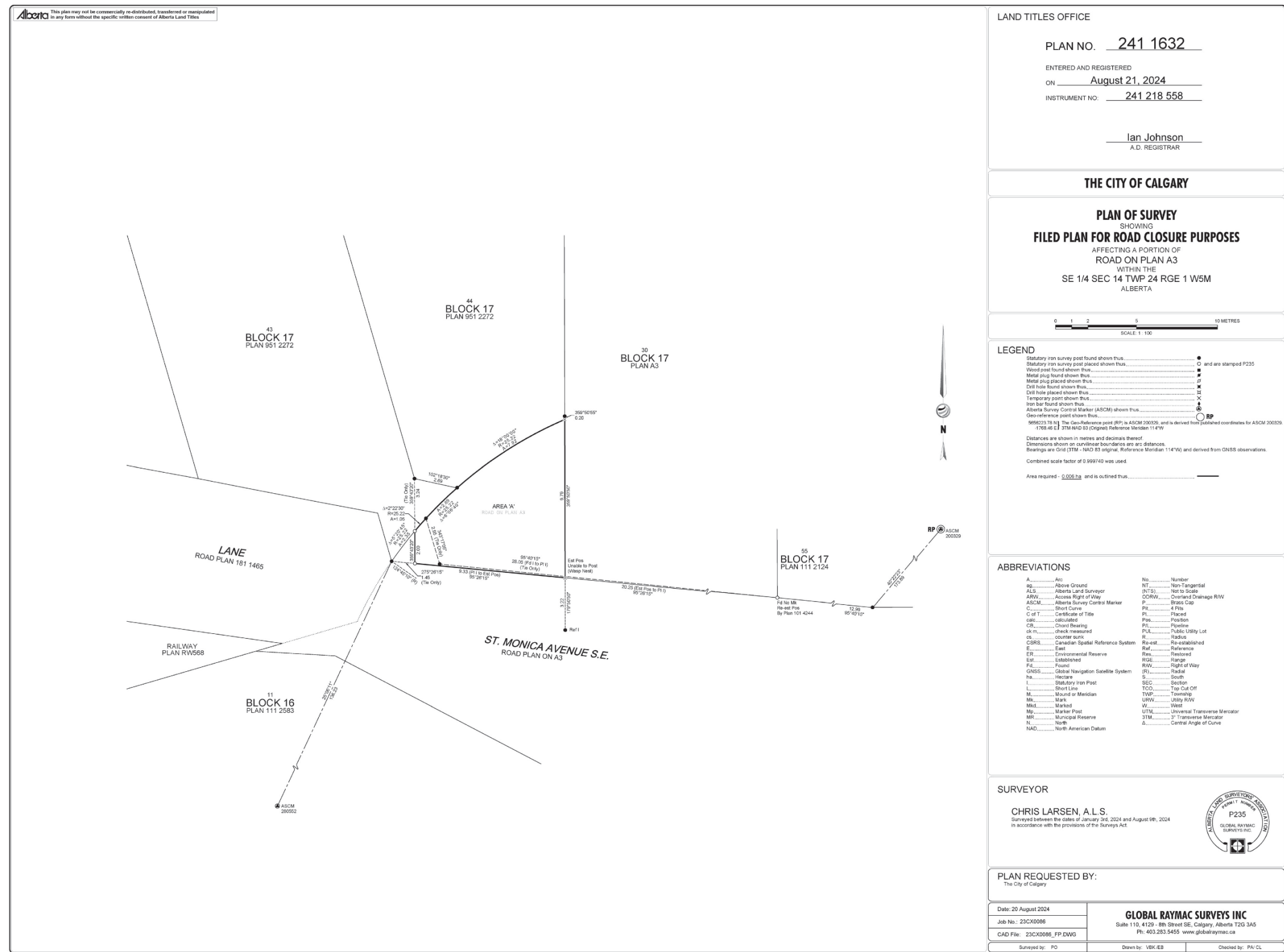
Inglewood Area Redevelopment Plan (Statutory – 1993)

The subject site is identified within the 'Residential' area as identified within Map 6: Generalized Land Use – Future in the [Inglewood Area Redevelopment Plan](#) (ARP). This proposal aligns with the applicable Section 2.3 policies of the ARP, which indicate that opportunities for new residential development should be identified and pursued, while also respecting the surrounding housing.

Proposed Road Closure Conditions

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The applicant is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. The closed road right-of-way is to be consolidated with the adjacent lands, through Alberta Land Titles.

Registered Road Closure Plan



Applicant Submission

Company Name (if applicable):

Global Raymac Surveys Inc.

LOC Number (office use only):

Applicant's Name:

Chris Larsen

Date:

April 2 2024

The owner of 43 New Street SE (Lot 44, Block 17, Plan 951 2272) wishes to close and purchase part of the lane adjacent to their lot. This area is as shown on the proposed Filed Plan for Road Closure. The land use redesignation will assign an R-CG land use to the road closure area to match the adjacent parcel. The area will then be sold from the City of Calgary to the owner of 43 New Street and will be consolidated into one lot.

Applicant Outreach Summary

2024 August 16



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 43 NEW STREET SE LANE CLOSURE [23CX0086]

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 application is to facilitate closure and sale of a portion road right of way between City of Calgary and adjacent parcel owner.

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)

Adjacent neighbours were approached and been kept in the loop throughout. The Community Association was circulated as part of the City's application process and our understanding is that they have provided a letter of support.

Stakeholders

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

Spoke to directly adjacent neighbours.

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.

Directly adjacent neighbours are supportive.

Our understanding is that the Community Association has provided the City with a letter of support.

How did stakeholder input influence decisions?

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

The support of neighbours and the Community Association has informed us to proceed with the project as planned.

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)

Continuing conversations have been had with adjacent neighbours.

calgary.ca/planningoutreach

PROPOSED

CPC2024-0951
ATTACHMENT 6

BYLAW NUMBER 13C2024

**BEING A BYLAW OF THE CITY OF CALGARY
FOR A CLOSURE OF A ROAD
(PLAN 2411632, AREA 'A')
(CLOSURE LOC2024-0114/CPC2024-0951)**

WHEREAS The City of Calgary has decided to close from public use as a road and to sell or to hold those portions of road described below;

AND WHEREAS the provisions of Sections 22 and 606 of the Municipal Government Act, R.S.A. 2000, c.M-26 as amended, with respect to notice of intention of Council to pass such a Bylaw have been complied with;

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

1. Immediately upon passage of this Bylaw, the following described road shall be closed from use as a road:

PLAN 2411632
AREA 'A'
EXCEPTING THEREOUT ALL MINES AND MINERALS

2. The proper officers of The City of Calgary are hereby authorized to execute such instruments as may be necessary to effect the purpose of the Bylaw.
3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

PROPOSED

CPC2024-0951
ATTACHMENT 7

BYLAW NUMBER 272D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0114/CPC2024-0951)**

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 _____

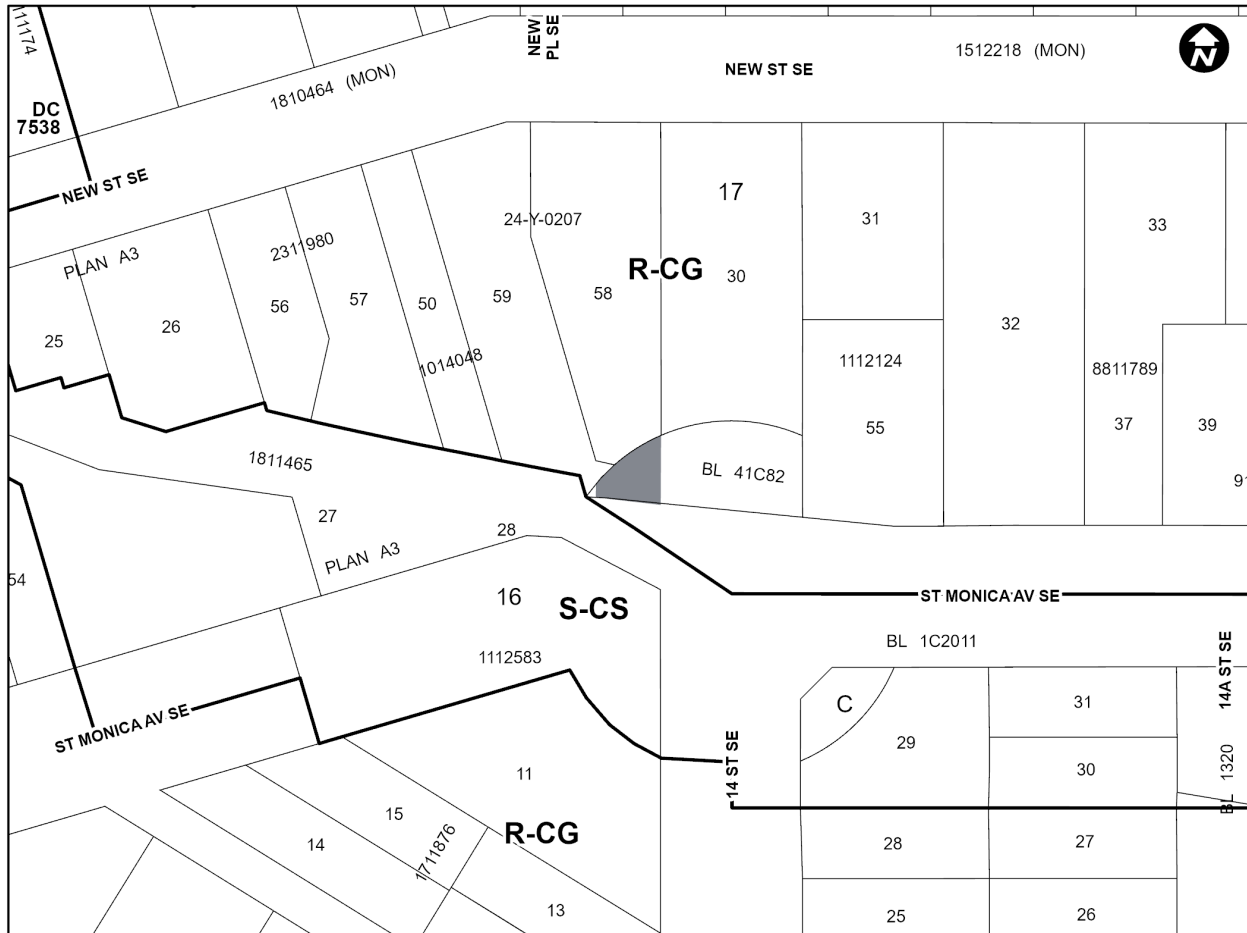
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0114/CPC2024-0951
BYLAW NUMBER 272D2024

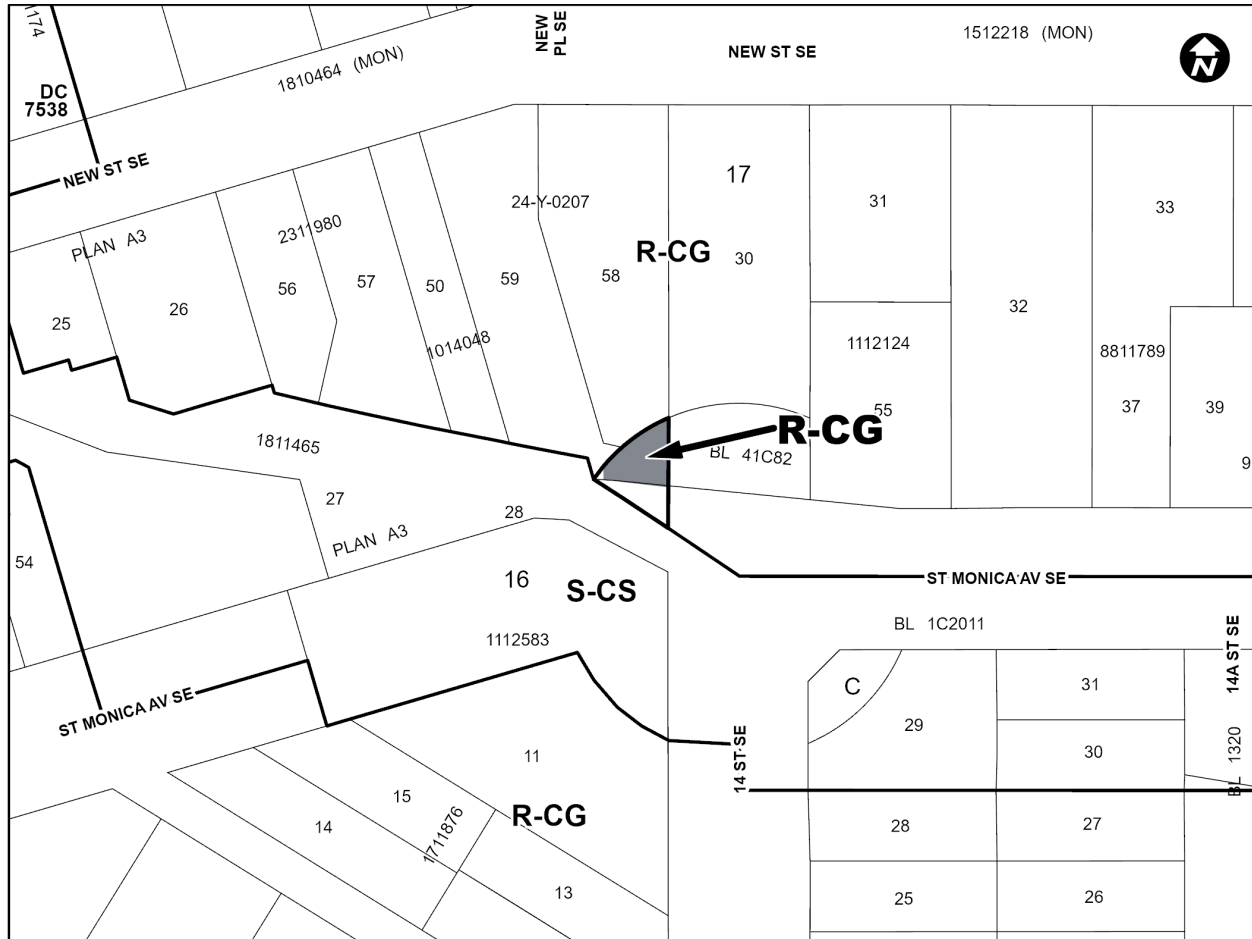
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0114/CPC2024-0951
BYLAW NUMBER 272D2024

SCHEDULE B



**Policy Amendment in Bridgeland/Riverside (Ward 9) at 647 – 4 Avenue NE,
LOC2024-0076**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the amendment to the Bridgeland-Riverside Area Redevelopment Plan (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 5:**

That Council give three readings to **Proposed Bylaw 82P2024** for the amendment to the Bridgeland-Riverside Area Redevelopment Plan (Attachment 2).

HIGHLIGHTS

- This application is for a policy amendment to the *Bridgeland-Riverside Area Redevelopment Plan* (ARP) to exempt the subject parcel from the requirement of 1.25 parking spaces per unit, allowing Land Use Bylaw 1P2007 to determine the parking requirements.
- The proposed amendment provides better alignment with the requirements of the Land Use Bylaw and aligns with *Municipal Development Plan* (MDP) policies.
- What does this mean to Calgarians? The proposed amendment would support the development of a greater number of dwelling units in an inner-city area that is well-serviced with access to non-vehicular modes of transportation, including cycling, walking and local bus routes.
- Why does this matter? The proposed amendment would enable the development of housing that may otherwise be impacted by the requirement of surplus motor vehicle parking stalls.
- A development permit has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This policy amendment application in the northeast community of Bridgeland/Riverside was submitted by Sphere Architecture on behalf of the landowners, Kanak Investments Inc., on 2024 March 10. The proposed amendments to two ARP policies pertain only to the approximately 0.07 hectare (0.18 acre) subject site, which is a single parcel located on the south side of 4 Avenue NE. The site is designated Multi-Residential – Contextual Medium Profile (M-C2) District, which allows Multi-Residential Development as a discretionary use.

A development permit (DP2023-08081) for 19 dwelling units was submitted on 2023 November 15 and is currently under review. The applicant has provided 10 parking stalls, meeting the parking requirements of Land Use Bylaw 1P2007; however, the subject site is within the Family Oriented Redevelopment Area of the ARP, which requires 1.25 parking spaces per unit, or 24 parking stalls based on the dwelling unit count proposed in the DP.

**Policy Amendment in Bridgeland/Riverside (Ward 9) at 647 – 4 Avenue NE,
LOC2024-0076**

As outlined in the Applicant Submission (Attachment 3), this application seeks to amend the ARP to allow Land Use Bylaw 1P2007 to determine the parking requirements and to align a policy of the ARP with the existing land use 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 policy amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with relevant public groups and the respective community association was appropriate. In response, the applicant distributed one page information flyers to neighbours to gather feedback. A comprehensive summary is available for review in the Applicant Outreach Summary (Attachment 4).

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published online. Notification letters were also sent to adjacent landowners. Administration received 17 responses from the public in opposition to the policy amendment noting the following areas of concern:

- impact on availability of street parking;
- potential to exacerbate traffic congestion; and,
- impacts to safety on the street given the anticipated increase in number of vehicles.

The Bridgeland-Riverside Community Association provided a letter of objection on 2024 August 20 identifying similar concerns (Attachment 5).

Administration considered the relevant planning issues specific to the application and has determined the amendment to be appropriate. The alignment of the parking rates with the Land Use Bylaw would allow for better use of the land. The building and site design, number of units and on-site parking is being reviewed and determined through the development permit process.

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

Planning and Development Services Report to
Calgary Planning Commission
2024 September 05

ISC: UNRESTRICTED
CPC2024-0945
Page 3 of 3

**Policy Amendment in Bridgeland/Riverside (Ward 9) at 647 – 4 Avenue NE,
LOC2024-0076**

IMPLICATIONS

Social

This policy amendment encourages development that promotes car-free living, which can promote walkability, reduce traffic congestion and increase access to 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 future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic

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

Service and Financial Implications

No anticipated financial impact.

RISK

No anticipated financial impact.

ATTACHMENTS

1. Background and Planning Evaluation
- 2. Proposed Bylaw 82P2024**
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 northeast community of Bridgeland/Riverside on the south side of 4 Avenue NE. The site has an area of approximately 0.07 hectares (0.18 acres) and is approximately 24 metres wide and 30 metres deep. The site is currently developed with a single detached dwelling and attached garage accessed from 4 Avenue. A private driveway servicing the neighbouring parcel (643 – 4 Avenue NW) borders the subject site to the south and west. A development permit for a Multi-Residential Development (DP2023-08081) is currently under review.

The subject site is designated Multi-Residential – Contextual Medium Profile (M-C2) District. The surrounding area is primarily Multi-Residential – Contextual Grade-Oriented (M-CGd111) District, with several large parcels designated Multi-Residential – Contextual Low Profile (M-C1) District and M-C2 District nearby. Large greenspaces designated Special Purpose – Community Service (S-CS) District and Special Purpose – Urban Nature (S-UN) District are located one block north of the subject site.

The subject site is located approximately 180 metres (a three-minute walk) east of Edmonton Trail NE and approximately 300 metres (a five-minute walk) north of 1 Avenue NE. These streets are classified by the *Municipal Development Plan* (MDP) as Urban and Neighbourhood Main Streets respectively. Edmonton Trail NE is also part of the Primary Transit Network as per the MDP. These streets host a wide range of commercial and retail services and accommodate a variety of Multi-Residential Developments.

The site is 550 metres (a nine-minute walk) south of Riverside School (Calgary Board of Education, K-9), and 350 metres (a six-minute walk) south of Bridgeland Park, a community greenspace.

Community Peak Population Table

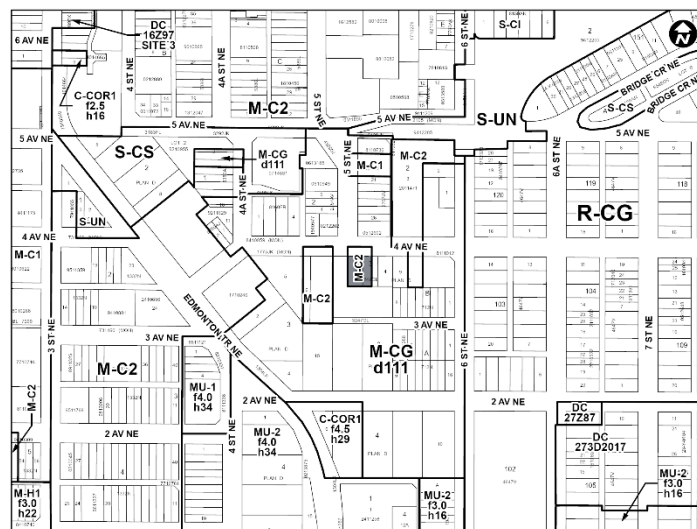
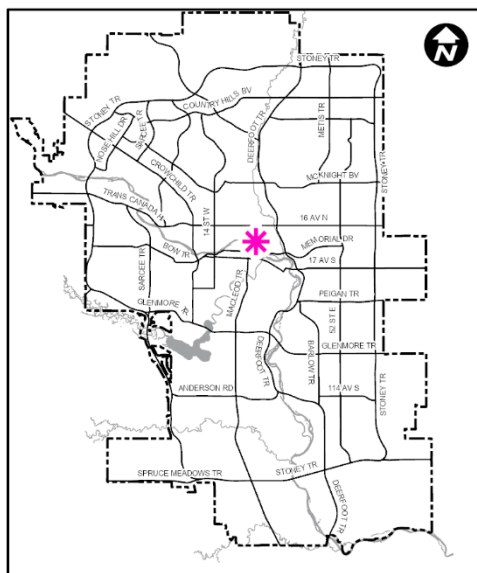
As identified below, the community of Bridgeland/Riverside reached its peak population in 2019.

Bridgeland/Riverside	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
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 [Bridgeland/Riverside Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C2 District is intended to allow for multi-residential developments in a variety of forms that have higher numbers of dwelling units and traffic generation than low density residential districts, as well as the building forms allowed in the lower density multi-residential districts. The M-C2 District allows for a maximum building height of 16 metres, and there is no maximum density.

Under the M-C2 District the minimum motor vehicle parking stall requirement is 0.625 stalls per dwelling unit. As such, the minimum number of stalls required for the proposed development is nine. At this time, the development proposal includes 10 parking stalls, thereby meeting the requirements of the Land Use Bylaw (LUB). However, the Bridgeland-Riverside Area Redevelopment Plan (ARP) requires 1.25 parking spaces per unit for development comprising three or more units in the Family Oriented Redevelopment Area, which means a total of 24 parking stalls would be required for the proposed development. The proposed amendment, if approved, will exempt the subject site from the requirement of 1.25 parking spaces per unit, allowing the current LUB to determine the parking for the proposed development.

While the subject site does not directly front onto Edmonton Trail, its proximity to the Urban Main Street, existing and ongoing residential intensification between Edmonton Trail and the subject site and the subject site's proximity to the downtown core makes the M-C2 land use district appropriate and the district's affiliated motor vehicle parking stall requirement adequate.

A land use amendment application (LOC2015-0155) was approved in 2017 to redesignate the site from M-CGd111 to M-C2 without a policy amendment to the ARP. A policy amendment is being undertaken now to better align the ARP policy with the approved land use. More information on this is provided in the Legislation and Policy section below.

Development and Site Design

If approved by Council, the rules of the current M-C2 District, applicable policies of the ARP and the MDP will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items that would be considered through the development permit review process include, but are not limited to:

- the layout and configuration of dwelling units and any proposed secondary suites;
- site access and provision of parking;
- façade and building articulation;
- mitigation of shadowing, privacy and visual overlook; and,
- appropriate building setbacks and landscaping requirements.

Transportation

The subject site is located approximately 300 metres (a five-minute walk) north of 1 Avenue NE, which is identified as an on-street bikeway as per the City of Calgary [Pathways and Bikeways Map](#). This on-street bikeway connects to other bikeways and provides access to the downtown core and to the Bow River Pathway system which is approximately 800 metres (an eight-minute walk, or four-minute bike ride) from the site. The subject site is also located near various transit stops providing regular service. Route 90 (University of Calgary) is located along 1 Avenue NE which is within 300 metres (a five-minute walk) of the subject site. Routes 4 (Huntington), 5 (North Haven) and 69 (Deerfoot Centre) are located along Edmonton Trail NE, which is within 300 metres (a five-minute walk) from the subject site. This well-connected network of mobility options provides access to jobs, services, educational facilities, and many other destinations across Calgary. The site is also within 1200 metres of East Village and the local shops and services in the area.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

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

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The City of Calgary [Municipal Development Plan](#) (MDP) identifies this site as part of the Developed Residential – Inner City area as identified in Map 1: Urban Structure. Section 2.2 of the MDP encourages future growth of the city in a way that fosters a more compact efficient use of land, creating complete communities and allowing for greater mobility choices. Section 3.4.2 of the MDP identifies opportunities to create a high level of residential intensification along and near Urban Boulevard street types, such as Edmonton Trail. These sections of the MDP support an increase in residential density in this area of Bridgeland/Riverside while supporting a reduction in motor vehicle parking requirements by emphasizing a walkable pedestrian environment.

Calgary Climate Strategy (2022)

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

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The [Bridgeland-Riverside Area Redevelopment Plan](#) (ARP), approved in 1980 (Bylaw 11P80), provides direction, policies and guidelines for development in the Bridgeland/Riverside community. The subject site falls within the Family Oriented Redevelopment Area, as depicted in Figure 3: Generalized Land Use. The ARP contains policies for higher parking requirements than the requirements contained in Land Use Bylaw 1P2007 (LUB). The higher parking requirements in the ARP were intended to help manage parking issues associated with the former Calgary General Hospital and although the hospital was demolished in 1998, remnants of policies that were influenced by and created to address these parking issues remain.

Section 3.8 states that within the Family Oriented Redevelopment Area, if the development comprises of three or more units, parking shall be 1.25 spaces per unit. A policy amendment is required because the policy statement contains the word "shall". The proposed amendment, if approved, will exempt the subject site from this requirement, allowing the current LUB to determine the parking for the proposed development. This will allow for consistency with other multi-residential development proposals across the city.

This policy was previously amended to accommodate several developments in the Family Oriented Redevelopment Area, including 420 – 4 Street NE, 609 and 617 – 4 Avenue NE. The proposed policy amendment is further supported because the current ARP policy does not align with current Council priorities regarding parking and mobility. Impacts of aligning with the M-C2 district's parking requirements should be minimal and mitigated given the site's proximity to on-street bikeways, the Bow River Pathway system and proximity to transit stops providing access to four bus routes.

The Family Oriented Redevelopment Area is identified as a location amenable to family living with the appropriate land use designation being RM-3. This is a designation from land use bylaw 2P80, which translates roughly to M-CGd111 under the current LUB. By including the subject

site in the list of similar properties exempt from the RM-3 land use recommendation, development allowed under the M-C2 land use district will be more in alignment with the related land use policy in the ARP.

PROPOSED

CPC2024-0945
ATTACHMENT 2

BYLAW NUMBER 82P2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE BRIDGELAND-RIVERSIDE
AREA REDEVELOPMENT PLAN BYLAW 11P80
(LOC2024-0076/CPC2024-0945)**

WHEREAS it is desirable to amend the Bridgeland-Riverside Area Redevelopment Plan Bylaw 11P80, 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 Bridgeland-Riverside Area Redevelopment Plan attached to and forming part of Bylaw 11P80, as amended, is hereby further amended as follows:
 - (a) In Part 2, Section 3 Residential, subsection Implementation, delete policy 6, and replace it with the following:

“6. That within the Family Oriented Redevelopment Area, the appropriate land uses are residential in nature and that the appropriate designation within the Land Use Bylaw would be RM-3, with exception to lands located at: 420 and 424 Edmonton Trail NE and 609, 611 and 617 - 4 Avenue NE; 512, 516, 520 Edmonton Trail NE and 502, 510, 512 - 4 Avenue NE; 515 - 4A Street NE; 647 - 4 Avenue NE.”
 - (b) In Part 2, Section 3 Residential, subsection Implementation, delete policy 8, and replace it with the following:

“8. That within the Family Oriented Redevelopment Area, if the development comprises of three or more units, parking shall be 1.25 spaces per unit with the exception of lands located at: 420 - 4 Street NE and 609 and 617 - 4 Avenue NE; 512, 516, 520 Edmonton Trail NE and 502, 510, 512 - 4 Avenue NE; 515 - 4A Street NE; 647 - 4 Avenue NE.”

PROPOSED

BYLAW NUMBER 82P2024

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

21 August 2024



HARPUNIT MANN ARCHITECT, AAA, MRAIC | PMP®
Principal | B. ARCH. | M. L. ARCH.
825.910.0080 | hmann@spherearc.com

APPLICANT'S SUBMISSION PLANNING ANALYSIS

Project Name: Bridgeland Apartments

Project Address: 647 4 AVE NE

The subject parcel is situated at 647 4 AVE NE and is designated as M-C2. The subject parcel is bounded to the south, east and west by M-CGd111 land uses.

A 19-unit apartment development with underground parkade is proposed for this lot. Contextually, the block face comprises several apartment-style buildings and barrier-free vertical lift and sidewalks have been incorporated to foster accessibility. Visual connections across the site to the surrounding streets and enable safe pedestrian connections. The built mass is arranged to create the sense of a terraced development stepping back on the fourth floor to reduce impact on the neighbours.

This multifamily development is aligned with the MDP objective of densification of urban areas and intends to activate the streets by providing on-grade landscaped plaza fronting the street and overlooking residential balconies and windows providing eyes on the street. A roof top shared amenity space facing south to receive the sun is provided to promote interactions and community amongst occupants. The street elevations will be articulated with design elements like balconies and provide high-quality materials and finishes. The large windows will allow visual connections from units to the street, enabling a secure environment.

The multifamily development provides for both families and singles by providing one and two bedrooms units. A communal waste and recycling system handled by private waste collection service for efficiency and aesthetics.

This project will be a good addition to the neighbourhood and enhance the residential context in the vicinity. Feel free to contact us if any additional information is required.

Sincerely,

Harpunit Mann, Architect, AAA
Principal

Applicant Outreach Summary

21 August 2024



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 647 4 AVE. N.E., CALGARY, AB

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)

One page information flyers to distributed to the neighbours to get their feedback.

August 21 update: We sent revised community outreach borchure to community association. Revised DP package sent to ward 9 councilor office.

Stakeholders

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

Groups connected with include:

Neighbours.



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.

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.

No comments received.

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)

Proposed development has been cut down on the fourth floor to reduce impact on adjacent neighbours.

Community Association Response

20 August 2024

Circ/Public Comment: Comment 528726086 on LOC2024-0076 (Created By O...

*Name Phone

*Email ☒ Circulation Referee

*Address

[→ Generate Email](#)

Documents

	Updated By	Created

Overall

A DP was previously submitted for this plot. It was deemed inappropriate for several reasons, including massing, privacy, shadowing and local impacts. This LOC proposal indicates the fourth floor has been set back to reduce massing and we will note this for review at the DP stage. There is still the question of whether a 21 unit complex is appropriate given the existing density in the immediate area (with many apartment buildings that have fewer units than this proposal). A smaller building footprint will address several concerns. For one, the landscaping plan, which removes significant greenery, reducing the urban canopy. A large bush/small tree on city property is also set for removal. Recommend contacting Urban Forestry for information on the urban heat island effect. We also continue to ask for landscaping on the south side of the property to minimize privacy impacts with neighbours, whose building is much shorter than this proposed 4-storey building. We remain skeptical of this LOC proposal for significant density given the limited options for transit (only available on Edmonton Trail), the lack of cycling infrastructure, and the traffic and parking impacts that will be noticeable due to a building of this size. 4th Ave is one of the only entry points to this part of the neighbourhood from a main route (the other would be 5th Street coming from 8th Ave) and it is also a street that services the Church and St Angela School. Significantly increasing the area's density will see additional traffic on a street that is narrow when cars are parked on both sides, and which ends at an uncontrolled intersection with Edmonton Trail, thereby causing increased risk of congestion. As well, parking impacts could be felt on neighbouring streets, such as 3 Ave, 5 St and 6 St. Given the proximity of a school and church, there are also safety issues for pedestrians and children with regard to increased traffic on a street not designed for it. Garbage and recycling bin placement is a concern if not located inside the garage door - this is already an area of concern for residents on 4th Ave. We also are increasingly worried about the impacts on the water infrastructure given this is for the addition of 21 units. Can the system in the area and along the escarpment handle all the density that has been built in the immediate area recently? We therefore are opposed to LOC amendments that will see a significant increase in density to the area due to a large building footprint. We would welcome further evaluation of the proposal to see it come in line with existing apartment buildings along 4th Ave.

**Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at
2734 Radcliffe Drive SE, LOC2024-0155**

RECOMMENDATION:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1063) to the 2024 November 12 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendments to the Albert Park/Radisson Heights Area Redevelopment Plan (Attachment 2); and
3. Give three readings to the proposed bylaw for the redesignation of 2.03 hectares \pm (5.01 acres \pm) located at 2734 Radcliffe Drive SE (Plan 8510947, Block 1, Lot 1) from Special Purpose – City and Regional Infrastructure (S-CRI) District to Mixed Use – General (MU-1h90) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
OCTOBER 17:**

That Council:

1. Give three readings to **Proposed Bylaw 84P2024** for the amendments to the Albert Park/Radisson Heights Area Redevelopment Plan (Attachment 2); and
2. Give three readings to **Proposed Bylaw 278D2024** for the redesignation of 2.03 hectares \pm (5.01 acres \pm) located at 2734 Radcliffe Drive SE (Plan 8510947, Block 1, Lot 1) from Special Purpose – City and Regional Infrastructure (S-CRI) District to Mixed Use – General (MU-1h90) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2024 October 17:

“The following documents were distributed with respect to Report CPC2024-1063:

- Revised Attachment 2; and
- A presentation entitled "LOC2024-0155 / CPC2024-1063 Policy and Land Use Amendment".

HIGHLIGHTS

- This application seeks to redesignate the subject property to allow for mixed-use and multi-residential redevelopment, including market and below-market rent, at a transit oriented development (TOD) site.
- The proposal would create a more complete community for people of all ages, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).

Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at 2734 Radcliffe Drive SE, LOC2024-0155

- What does this mean to Calgarians? This application allows for more housing and employment opportunities with access to alternative transportation modes and enables more efficient use of existing infrastructure.
- Why does this matter? This application supports additional housing choice for varying income levels within close proximity to transit and employment opportunities, and contributes to vibrancy and supports improvements to public amenities at a TOD site.
- Amendments to the *Albert Park/Radisson Heights Area Redevelopment Plan* (ARP) are required to accommodate this proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this application.

DISCUSSION

The site is the current location of the Franklin LRT Station Park 'n' Ride south lot. As noted in the Applicant Submission (Attachment 3), this policy and land use amendment would facilitate redevelopment into multi-residential housing at a variety of heights (6 to 26 storeys) which includes non-market housing and may also include commercial development. No development permit has been submitted at this time.

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

Administration recommends forwarding this application to the 2024 November 12 Public Hearing of Council as the evaluation of City-owned land for development into non-market housing is prioritized as per *Home is Here: The City of Calgary's Housing Strategy*.

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 dedicated engagement webpage, added temporary street signs, had digital ads at transit stations and sent mail to community members. The public was encouraged to participate through an engagement webpage and online survey. The applicant met with the Albert Park/Radisson Heights Community Association on 2023 September 19 and again on 2024 August 7. 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.

Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at 2734 Radcliffe Drive SE, LOC2024-0155

Administration received two letters of opposition. The majority of concerns were around the loss of parking for commuters who currently use the south park and ride facility to access public transit.

The Albert Park-Radisson Heights Community Association provided a letter of opposition on 2024 July 3 (Attachment 5), identifying the following concerns:

- the proposed land use height of 26 storeys / 90 metres;
- increase in traffic congestion on Radcliffe Drive and 28 Street SE especially during school drop off and pick up times; and
- infrastructure capacity.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate as it meets the goals of the MDP to increase density near transit and to provide housing diversity near the LRT station. The building height and massing, parking, upgrades to key pedestrian and cycling routes, and connections to the LRT station will be reviewed at the development permit stage.

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

IMPLICATIONS

Social

The proposal provides for a variety of housing choices in mixed-use and multi-residential building forms and accommodates housing needs within a convenient walkable distance to transit and local services. The inclusion of market and below-market housing will meet the needs of a diversity of household incomes.

Environmental

Increasing density by having more people live near the primary transit network helps achieve the goal of zero carbon neighbourhoods contained in the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies have been shared with the applicant and will be reviewed at a development permit stage.

Economic

The proposal enables a greater variety of housing choice to accommodate a diversity of incomes, supports business by increasing the population close to a commercial area, and provides employment opportunities within the community of Albert Park/Radisson Heights. Redevelopment of the site makes more efficient use of existing infrastructure while increasing density near a transit station.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 17

ISC: UNRESTRICTED
CPC2024-1063
Page 4 of 4

**Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at
2734 Radcliffe Drive SE, LOC2024-0155**

Service and Financial Implications

Approximately 290 parking stalls would no longer be available for use at the south Franklin Park 'n' Ride location. However, there is adequate parking at other Park 'n' Ride locations along the Blue Line. The opportunity to provide a minimum of 200 new dwelling units that are a mix of market and non-market housing units meets Council's direction from the *Municipal Development Plan, Transit Oriented Development Policy Guidelines* and Calgary's housing and climate strategies.

RISK

There are no known risks associated with this application.

ATTACHMENTS

1. Background and Planning Evaluation
- 2. Proposed Bylaw 84P2024**
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response
- 6. Proposed Bylaw 278D2024**

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 Albert Park/Radisson Heights and is currently the Franklin C-Train bus loop and south Park 'n' Ride facility. A second Park 'n' Ride facility is located on the north side of Memorial Drive SE. The site is bounded by Memorial Drive SE to the northwest and by Radcliffe Drive SE to the east. The site contains an ENMAX substation at the northwest corner which provides power to the northeast LRT line. The ramp to the pedestrian overpass to Franklin LRT Station is on the northwest side of the site and there is also a potable water line running along the east side of the site.

The subject site is approximately 2.03 hectares (5.02 acres). Surrounding development is characterized by Industrial – Business (I-B), Commercial – Neighbourhood 2 (C-N2) and Commercial – Corridor 3 (C-COR3) Districts to the north across Memorial Drive SE. The Grace Baptist Church designated Special Purpose – Community Institution (S-CI) District is adjacent to the southwest and low-density residential areas designated Residential – Grade-Oriented Infill (R-CG) District are located adjacent to the northeast and further to the south. A park is located approximately 35 metres (a one-minute walk) to the south. A commercial area designated Commercial – Community 1 (C-C1) District including a pharmacy, medical clinic, salon and restaurants is located approximately 450 metres (a six-minute walk) to the northeast of the site. There are four schools to the east of the site:

- Radisson Park School is approximately 57 metres (a one-minute walk);
- Sir Wilfrid Laurier School is approximately 500 metres (an eight-minute walk);
- Holy Family School is approximately 550 metres (a nine-minute walk); and
- Father Lacombe School is approximately 800 metres (a 13-minute walk).

Community Peak Population Table

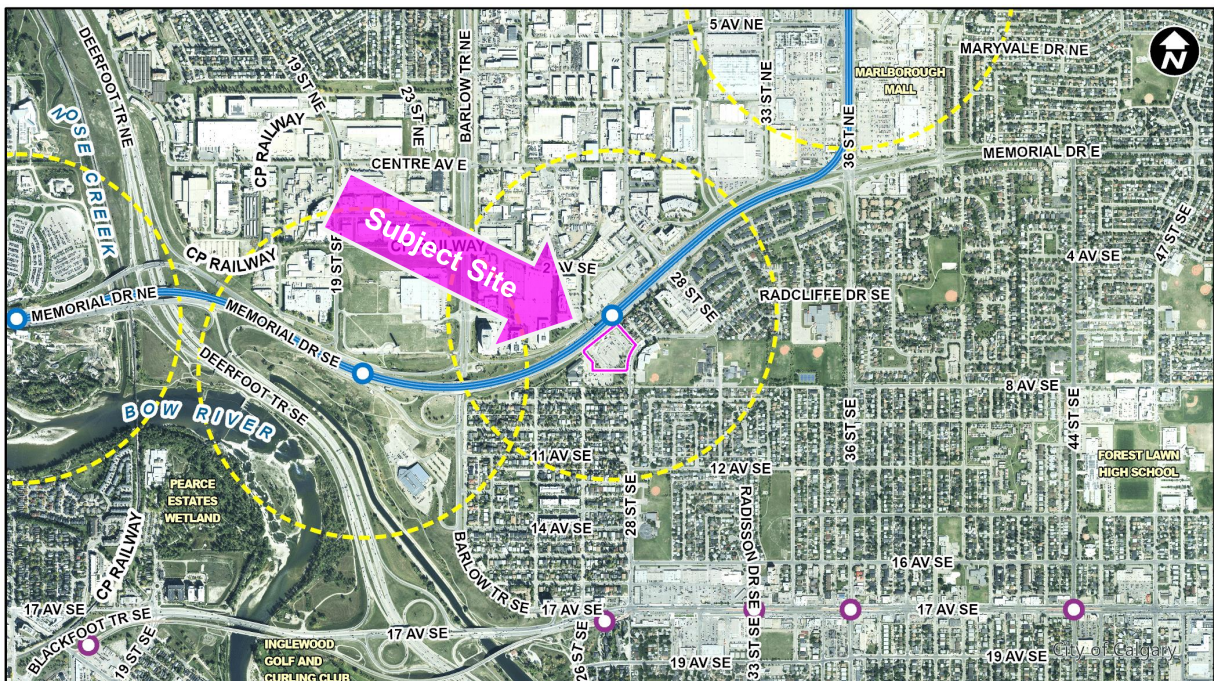
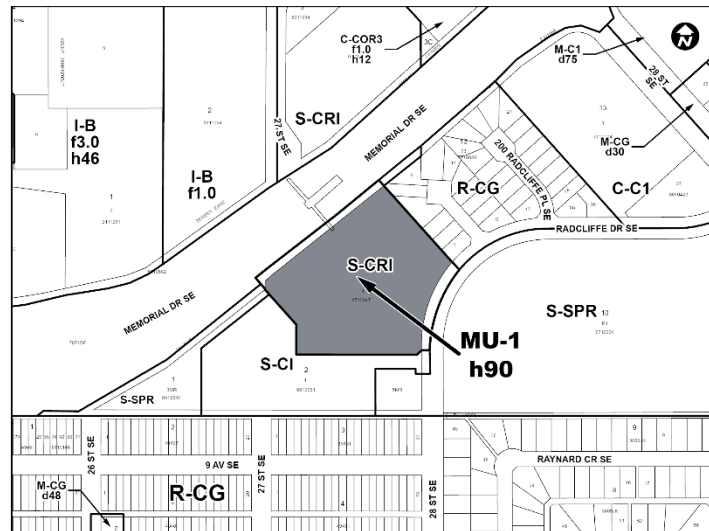
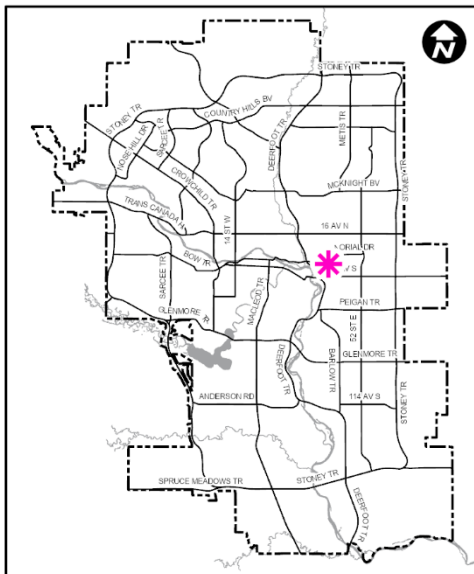
As identified below, the community of Albert Park/Radisson Heights reached its peak population in 2019.

Albert Park/Radisson Heights	
Peak Population Year	2019
Peak Population	6,997
2019 Current Population	6,997
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 [Albert Park/Radisson Heights](#) Community Profile.

Location Maps





Previous Council Direction

Home is Here, The City of Calgary's Housing Strategy 2024-2030, was approved on 2023 September 16. Redeveloping City-owned land around LRT stations for non-market housing aligns with the Housing Strategy's vision where everyone in Calgary has an affordable place to call home. The [2024 Progress Update](#) indicated that the project to advance transit-oriented development at Franklin Station is underway and supported through Housing Accelerator Funding.

[RouteAhead](#) is a 30-year plan that provides direction for planning and investing in transit in Calgary. On 2023 July 04, Council approved updates to RouteAhead which includes station area integration by encouraging and supporting transit-oriented development on lands closest to LRT stations.

Planning Evaluation

Land Use

The existing land use is the Special Purpose – City and Regional Infrastructure (S-CRI) District which is intended for uses operated by the federal, provincial and municipal levels of government including infrastructure and utility facilities, and facilities and systems for public transportation.

The proposed Mixed Use – General (MU-1) District is a mixed use designation characterized by street-oriented buildings with either residential or commercial uses on the ground floor. It allows for the flexibility to accommodate a mix of residential and commercial uses, only residential, or only commercial uses in a development. The District has rules for building setbacks from property lines, which provide for visual separation between the podium of the building to reduce the bulk of a high density building when viewed from the street.

The proposed MU-1h90 District has a height modifier which would allow for a maximum building height of 90 metres (approximately 26 storeys). This height modifier corresponds to the proposed maximum height as indicated in the draft Building Scale map of the draft *East Calgary International Avenue Communities Local Area Plan* which identifies this site as High Scale (up to 26 storeys).

Administration has reviewed the context and applicability of the proposed MU-1h90 District and determined it to be appropriate for this location as it offers the flexibility to construct multi-residential, commercial, or mixed use development in close proximity to services, jobs and an existing Transit LRT station.

Development and Site Design

If approved by Council, the applicable land use policies and the rules of the proposed MU-1 District along with the proposed amendments to the policies in the *Albert Park/Radisson Heights Area Redevelopment Plan* (ARP) will provide guidance for the future redevelopment of this site including appropriate uses, height and building massing, landscaping and parking.

Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- providing a compatible interface with existing and future development in the area;
- ensuring a high quality building design and public realm;
- enhancing pedestrian and wheeling connections and private open spaces located on site and connecting to adjacent amenities;
- mitigating shadowing, overlook, and privacy concerns on adjacent properties and open spaces; and
- potential inclusion of commercial or business uses.

Transportation

Pedestrian access to this site is provided by sidewalks/pathways along the north boulevard of Radcliffe Drive SE. The pedestrian overpass north of the site provides access to the Franklin LRT Station and across Memorial Drive to the commercial area to the north.

The site is well connected to the existing greater Always Available for All Ages and Abilities (5A) Network. Radcliffe Drive/28 Street SE has an existing on-street bikeway connecting 17 Avenue SE BRT corridor and the Bow River pathway system to the south, as well as 40 Street SE bikeway to the east. Existing pathway access at the northwest corner of the site connects cyclists to the on-street bikeway on 26 Street SE.

The site is well served by Calgary Transit buses and the LRT Blue Line. The Franklin LRT Station is located immediately north of the site, approximately 25 metres (a one-minute walk). A bus loop serves two bus routes (155 West Dover/Forest Lawn) and 440 (Chateau Estates/Franklin Station) and provides a replacement shuttle when the LRT is down. A more compact bus loop is anticipated to be part of a future development permit application.

Vehicular access is available from Radcliffe Drive SE via a large wide split driveway. The future driveway access will be located and designed to minimize conflicts with the pedestrian/cycling facilities along north boulevard of Radcliffe Drive SE, and to shorten crossing distances as much as possible at the Development Permit stage.

The site is located within the Residential Parking Zone DD. There is no parking adjacent to the site along the north boulevard. The opposite side is restricted to 30 minutes for short stay access pick-up/drop off for school children.

The south Franklin Park 'n' Ride currently accommodates approximately 290 parking stalls for commuters using the LRT, which will not be replaced with a future development. The south and north Park 'n' Ride lots operate at varying capacity. There is adequate parking at other park and ride locations on the Blue Line, including Whitehorn which has approximately 550 stalls available each weekday. Council-approved policy provides direction for redeveloping some Park 'n' Ride sites to provide more housing while maintaining adequate parking along each LRT line.

A Transportation Impact Assessment (TIA) was submitted in support of the proposed land use redesignation. The TIA was reviewed and accepted by Administration.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer are available for connection from Radcliffe Drive SE. The site is encumbered by several public utilities, including a 750 millimetre critical water feedermain in the east side of the site, and existing utilities that service the Enmax substation building and the Franklin LRT Station.

Sanitary Servicing

A preliminary Sanitary Servicing Study was submitted in support of this application. The report identified segments of sanitary mains that may need to be upgraded, and a more detailed Sanitary Servicing Study will be required at the future development permit stage when the ultimate site density is known.

Stormwater Servicing

The subject site is located within the Western Irrigation District drainage catchment area and is subject to stormwater volume control measures. Future development must achieve a net-zero increase in stormwater discharge. Low Impact Development measures are recommended in the ultimate site design.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25-30 NEF (Noise Exposure Forecast) Contour of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport

flight paths. The AVPA regulation establishes prohibitive uses in certain locations, identified within NEF areas. The proposed use is allowable within the contour area and the proposed land use district maximum allowable height of 90 metres was circulated to NAV Canada with their response indicating no impacts. Future development permits would be circulated to NAV Canada and the Airport Authority and reviewed against the application regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The subject site is located in the Developed Residential - Established area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) and is in extremely close proximity to the Franklin LRT Station. The MDP (Section 2.2.1) – Vibrant and Transit-Supportive Mixed-Use, Activity Centres and Main Streets – encourages locating a portion of new housing and jobs within higher intensity, mixed use areas that are well connected to the Primary Transit Network. Section 2.2.2 (b) – A Transit-Supportive Land Use Framework - looks to increase development densities near the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stations and stops.

The application also meets the policies contained in:

- Section 2.1.1.(c) - Creating a City Attractive to People - provide greater housing choices in locations close to job markets and in areas well served by the Primary Transit Network.
- Section 2.2.2.(e) - a Transit Supportive Land Use Framework - looks to ensure that the design and mix of land uses surrounding transit stops and stations support transit and emphasize a pedestrian oriented environment.
- Section 2.2.5 (c) - Strong Residential Neighbourhoods - encourages higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit, appropriate to the specific conditions and character of the neighbourhood.
- Section 2.3.1.(f.ii) - Housing - calls for affordable housing to locate in all areas of the city, with a focus on locations served by the Primary Transit Network and appropriate services, while avoiding an over-concentration of affordable housing in any one area.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The [Transit Oriented Development Policy Guidelines](#) directs development of areas within 600 metres of an LRT or BRT station to provide for walkable, mixed use shopping needs and contribute to the vibrancy, activity and pedestrian connections to the transit-supportive land uses. The TOD area is intended to be characterized by a mix of uses, with medium density residential development as the predominant use. Commercial development is intended to provide local access to retail area. The proposed land use meets the key policy objectives of the Guidelines.

Calgary Climate Strategy (2022)

Increasing density by having more people live near the primary transit network helps achieve the goal of zero carbon neighbourhoods contained in the [Calgary Climate Strategy – Pathways to 2050](#). Opportunities to enhance the development on this site with applicable climate strategies have been identified and shared with the applicant including exploring ways to reduce greenhouse gas emissions in the operation of a future development. Policies have been included in the policy amendment to reflect these opportunities and the need for further assessment through the development permit stage.

Home is Here: The City of Calgary's Housing Strategy (2023)

Administration's recommendation aligns with the policy direction of [Home is Here](#) which was approved by Council in September 2023 and aspires to ensure that everyone living in Calgary has an affordable place to call home. The strategy will also make more land available to building housing. This land use application proposes to redevelop a portion of the site for a transit-oriented development including mixed-market housing targeted towards families. Franklin is envisioned to accommodate mixed-market housing types, where a proportion of the rental units will have non-market rates, and the remainder will have market rates. The specific proportion is yet to be determined. The land use application aligns with *Home is Here*.

Albert Park/ Radisson Heights Area Redevelopment Plan (Statutory – 1989)

Map 3 of the [Albert Park/ Radisson Heights Area Redevelopment Plan](#) (ARP) identifies the site as a "Park 'n' Ride" but is not subject to specific development policies within the ARP. Given this application contemplates the complete redevelopment of the Park 'n' Ride site, a policy amendment to the ARP is required to support this application.

The proposed policy amendments are crafted to guide future development for this site. The proposed policy amendments include provisions on land uses, building height and massing, building interfaces with a centrally located transit plaza and with the street, and enhanced mobility connections. The proposed policy amendments align with the draft *East Calgary International Avenue Local Area Plan* and with the City's MDP and TOD policies of increasing density near transit.

East Calgary International Avenue Communities Local Area Planning (Proposed)

On 2024 September 10, Council gave first reading to the [East Calgary International Avenue Communities Local Area Plan](#) (LAP) which includes Albert Park/Radisson Heights and surrounding communities. The LAP was referred to the Calgary Metropolitan Region Board (CMRB) to be reviewed. If the LAP is approved by the CMRB, it will then return to Council for second and third readings. The proposed land use is in alignment with the applicable urban form category (Neighbourhood Flex with a Comprehensive Planning Site modifier) and building scale modifier (High Scale up to 26 storeys) for the subject site in the proposed LAP. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using the existing legislation and Council approved policy only, including the existing *Albert Park/Radisson Heights ARP*.

PROPOSED

CPC2024-1063
ATTACHMENT 2

BYLAW NUMBER 84P2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE ALBERT PARK/RADISSON HEIGHTS
AREA REDEVELOPMENT PLAN BYLAW 15P88
(LOC2024-0155/CPC2024-1063)**

WHEREAS it is desirable to amend the Albert Park/Radisson Heights Area Redevelopment Plan Bylaw 15P88, 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 Albert Park/Radisson Heights Area Redevelopment Plan attached to and forming part of Bylaw 15P88, as amended, is hereby further amended as follows:
 - (a) Delete existing Map 3 entitled 'Albert Park/Radisson Heights Land Use' and replace with revised Map 3 entitled 'Albert Park/Radisson Heights Land Use' as shown in Schedule 'A'.
 - (b) In Part 2 Land Use and Development after Section 2.1.5 Implementation, add the following:

"2.1.6 Franklin LRT Station South Development Site

The Franklin LRT Station South Development Site (as shown on Map 3) is the former location of the south Park 'n' Ride lot for the Franklin LRT Station located at 2734 Radcliffe Drive SE. The intent for this site is to provide for medium to high density multi-residential or mixed-use development adjacent to the Franklin LRT Station. The other Park 'n' Ride lot servicing Franklin LRT Station north of Memorial Drive NE is intended to continue operations.

Policies

1. Development on this site should:
 - a) explore mixed-use building opportunities with a range of uses on the ground floor facing the street;
 - b) provide non-market housing;
 - c) prioritize pedestrian and cycling infrastructure connections within the site, as well as to adjacent communities and Franklin Station;

PROPOSED

BYLAW NUMBER 84P2024

- d) activate existing or new park spaces;
- e) strongly discourage surface parking and vehicle-oriented uses;
- f) identify opportunities to incorporate cultural spaces, community gathering spaces, or spaces for cultural activities and programming;
- g) identify opportunities for a transit plaza that fronts the station and integrates with the street;
- h) not locate parking between a building and a higher activity street;
- i) provide frequent entrances and windows that maximize views to and from the street;
- j) use building articulation to provide a well-defined, continuous street wall and improve the pedestrian experience using varied texture, high-quality building materials and setbacks;
- k) accommodate small variations in the street wall to integrate amenity space;
- l) be twenty-six storeys or less in height;
- m) be designed to reduce the impact of wind on public space and at the ground floor and to optimize sunlight access to the streets and open spaces;
- n) use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
- o) may limit building mass above the street wall to provide separation between adjacent development and maximize exposure to natural light;
- p) provide appropriate tower separation to maximize exposure to natural light where multiple towers are built on-site or where development is adjacent to a site that contains a tower;
- q) be designed to incorporate publicly-accessible amenity spaces at ground level to enhance public space; and
- r) ensure publicly accessible amenity space is designed to support moderate to high volumes of pedestrians.”

PROPOSED

BYLAW NUMBER 84P2024

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 84P2024














SCHEDULE A

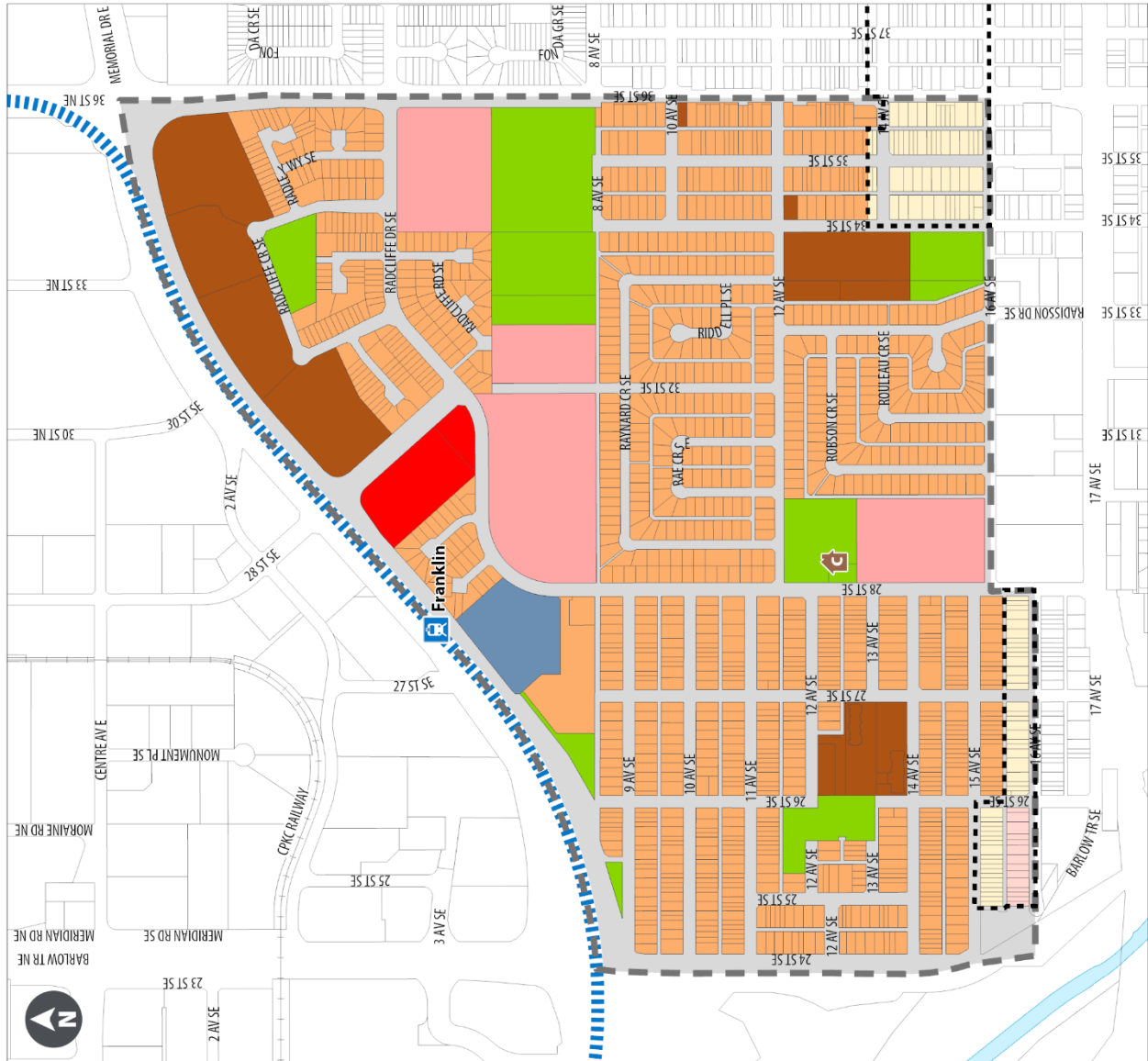
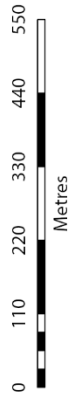
Map 3

Albert Park/
Radisson Heights

Land Use

Legend

-  Community Hall
-  LRT Station
-  LRT Alignment
-  Plan Area Boundary
-  Main Street Area
Developed Area Guidebook
-  Community - Mid-Rise
-  Neighbourhood - Limited
-  Low Density Residential
-  Medium Density Residential
-  Commercial
-  School
-  Franklin LRT Station
South Development Site
-  Open Space, Park, School
or Community Facility



Applicant Submission



KEVIN BAILEY
Community Planner - B&A
kbailey@bastudios.ca
403 692 5992

APPLICANT SUBMISSION: 2734 RADCLIFFE DRIVE SE LAND USE AMENDMENT

Company: B&A

Land Owner: City of Calgary

Applicant's Name: Kevin Bailey

Date: May 31, 2024

The vision for this 2.03 ha (5.01 ac) parcel, which is the south Park'n'Ride lot for Franklin LRT Station, is to allow for a high-density mixed-use center directly adjacent to a major transit site which will act as a catalyst for Transit Oriented Development in the immediately surrounding area. The intended development would replace the existing surface parking with an influx of new dwelling units and improve upon mobility network connections both within and beyond the subject site. The proposed land use redesignation and the design concepts associated with it are in compliance with the CMRB Growth Plan, the City of Calgary MDP, the existing Albert Park / Radisson Heights ARP, and the DRAFT Greater Forest Lawn LAP. To realize this vision, we request Calgary Planning Commission's and Council's support for this application.

The subject site is bounded by Memorial Drive E to the north and Radcliffe Drive SE to the south, with no public streets between it and the parcels to the east and west. Memorial Drive E also represents the north boundary for both the existing ARP plan area and the DRAFT LAP plan area. There are no natural features in need of protection or preservation on site, but there are infrastructure considerations. Most notably, an Enmax substation providing power to the northeast LRT line at the northwest corner of the site and a potable water line intersecting the east edge of the site provide tangible limitations to development. Internal laneway and regional pathway connections would be consistent with those already in place, and seek to improve upon them.

The current Land Use district for this site is Special Purpose – City and Regional Infrastructure (**S-CRI**). The surrounding land uses are primarily residential to the south and primarily industrial to the north (across Memorial Drive). The parcel to the immediate west is home to the Grace Baptist Church and is zoned Special Purpose – Community Institution (**S-CI**). The parcel to the immediate southeast across Radcliffe Drive SE is home to Radisson Park Elementary School and Sir Wilfrid Laurier Junior High School, and is zoned Special Purpose – School, Park and Community Reserve (**S-SPR**). A pocket park to the immediate south is also zoned S-SPR. The parcel to the east, and most of the surrounding area within the Albert Park-Radisson Heights community is zoned Residential – Contextual One Dwelling / Low Density Residential (**R-C1**). To the north of the parcel and the Franklin LRT Station platform, which is located in the median of Memorial Drive, are a range of primarily industrial and commercial land use districts that support a major employment area extending to the south boundaries of the Calgary International Airport lands.

This application proposes a redesignation of the subject parcel to a Mixed Use – General (**MU-1**) district with a maximum height of 90 metres (**h-90**), in order to allow for a significant increase in units, an improvement to the public realm, and the introduction of business or commercial uses to the subject site. The site was strategically determined to support City initiatives to incorporate purposeful and effective Transit Oriented Design in carefully selected locations throughout the City, particularly in proximity to major LRT stations. Furthermore, the redevelopment of this will support City initiatives to address the emerging housing crisis through certain key actions:

- The proposed development leverages City-owned lands to introduce a significant influx of dwelling units without the barriers associated with both cost and timeline presented by private ownership. This development initiative seeks to make use of the Federal Housing Accelerator Fund, a lever which requires milestones within certain timelines, so this efficiency is critical to the success of all development intentions.
- Increasing the supply of dwelling units reduces the market demand, which should slow the rate of inflation in the near term and, ideally, contribute to an eventual reduction in the price of housing rentals. Between 2020 and 2022, the City's rental vacancy percentage was halved (6% to 3%), so correcting this market trend represents a major concern and project goal.
- The proposed project intends to provide non-market/subsidized housing and has partnered with Calgary Housing to ensure enduring success. This partnership was established from project initiation to ensure that the iterative portion of the design process considered the voices of the vulnerable populations that are intended to benefit.

The specific type of development will be determined at the subdivision and development permit application stages, and will be compliant with the allowed uses within the proposed Land Use District and consistent with impacting policy documents, as shown below.

- The **CMRB Growth Plan** designates the subject site as being within an Urban Municipality, which is one of the Plan's Preferred Growth Areas where new developments are preferred to take place within. Additionally, due to the site's positioning along the Blue Line LRT, the Plan would look favourably upon a concentrated TOD redevelopment, as the Mixed-Use/TOD designation is one of its three Preferred Placetypes.
- The City's **Municipal Development Plan** designates the subject site as a *Developed Residential – Established* area, meaning that it is a stable community that was planned and

developed between the 1950s and 1990s, has been fully built out, and is progressing through its expected neighbourhood lifecycle. The proposed use of the subject site would provide an immediate boost to density and stimulate a progression into a new phase of the neighbourhood lifecycle with new building stock.

Considering the *Industrial – Employee Intensive* area north of site across Memorial Drive E in addition to its residential surroundings, there exists a diversity of potential supportive land uses that would support the higher densities intended as part of the project proposal.

- The **Calgary Transportation Plan** policies support redevelopment in an effort to provide a range of sustainable and safe transportation options for Calgarians. Due to its positioning along the Blue Line LRT line and Memorial Drive (a designated skeletal road), the subject site is located along a *Primary Transit Network*, and its adjacency to the Franklin LRT Station also marks it as a *Transit Centre*. Furthermore the site is connected to regional pathways and bike path networks and a short distance north of International Avenue, a designated *Urban Main Street*. The proposed land use redesignation provides opportunities to enhance walking, wheeling, and transit options to better align with this policy document.
- The **Albert Park – Radisson Heights ARP** currently designates the land use for the subject site as *Park'n'Ride* surrounded by *Low Density Residential* and *School* land uses, and section 2.1.1 indicates that “medium density development exists on the edge of the community and is close to major traffic routes,” which applies to the subject site. An ARP amendment to identify the subject site as a ‘Special Policy Area’ has been identified as a requirement for this submission—an action for which precedent currently exists within the ARP.
- The **DRAFT Greater Forest Lawn LAP** designates the Subject Site as *High* for its Building Scale, accommodating buildings up to 26 stories in height—which would be provided for with the maximum height of 90 metres proposed for this redesignation. In terms of Urban Form, the subject site is designated as *Neighbourhood Flex*, which is characterized by a mix of commercial and residential uses with buildings oriented to the street. This site has further consideration as both a *Comprehensive Planning Site – Franklin Transit Station Area*, with direction including, but not limited to, statements that development in this space should explore affordable housing opportunities, provide a range of unit sizes and floor plans for residential developments, incorporate the Always Available for All Ages and Abilities (5A) mobility enhancements into site development, and strongly discourage surface parking. The proposed land use is strongly aligned with the goals of this DRAFT policy, and preliminary messaging from the LAP team has been mainly concerned with ensuring that maximum density is achieved relative to market realities.

For a more comprehensive analysis of all of the items noted above (and many more), please refer to our separate 'Supporting Conditions' document included as part of this application package. Thank you for your consideration. We look forward to Administration's support of this Land Use Redesignation.

Please do not hesitate to reach out with any questions or concerns.

Best regards,

KEVIN BAILEY, BA, BEd, MPlan
Community Planner – B&A
e: kbailey@bastudios.ca
p: 403-692-5229

Applicant Outreach Summary



Franklin Area Improvements

Report Back: Engagement Summary

May 31, 2024

Project overview

The City of Calgary is pursuing a land use change to redevelop the south Park-and-Ride lot of the Franklin CTrain Station for housing and mixed-use buildings. As part of the project, The City asked for the input of Calgarians' on the public space enhancements, and ways to improve the proposed concept.

Referred to as Franklin Station Area Improvements, the project is located in the community of Albert Park/Radisson Heights and includes the south Park-and-Ride lot of the Franklin CTrain Station, nearby green space, and the appearance of a portion of Radcliffe Drive SE. Public space improvements in the community will enable better mobility, connectivity, and safety to and from the station, and help address the current housing and affordability challenges Calgary is experiencing.



Note: This engagement summary provides an overview of the engagement that took place for the project, and early findings only. A final *What We Heard and What We Did* report will be available in the fall of 2024 and will include all engagement findings. The fall 2024 report will be included in a presentation to the Calgary Planning Commission.



Franklin Area Improvements

Report Back: Engagement Summary
May 31, 2024

Engagement overview

The City of Calgary led a comprehensive and inclusive public engagement program before the application submission for the Franklin Area Improvement Project.

The engagement approach took place over two phases. The first phase included early meetings with key interested parties to gather initial feedback to help shape the project and second phase of engagement. The second phase was centered on information sharing with the broader community and a public engagement event.

Several tools were used to communicate the launch of the project and encourage participation, including a dedicated engagement webpage, community mailing, temporary street signs, digital ads at transit stations, email updates, social media, and a strategic media relations campaign.

The public were invited to get involved in the project through the engagement webpage and online survey, a public pop-up community event, meetings with interested parties and email/comment form submissions.

A summary of engagement taken place to-date is as follows:

- Project introduction meeting with Grace Baptist Church – Thursday September 14, 2023
- Project introduction meeting with Albert Park – Radisson Heights Community Association – Tuesday September 19, 2023
- Project introduction meeting with Radisson Park School – Monday December 18, 2023
- Project overview meeting with Ward 9 Councillor – Tuesday April 16, 2024
- Project follow-up meeting with the Grace Baptist Church – Tuesday April 23, 2024
- Project follow-up and public engagement overview meeting with the Radisson Park School – Tuesday May 7, 2024
- Public Engagement – April 29 – May 13, 2024
 - 'The Future of Franklin' Community Pop-up Event – Wednesday May 8, 2024

What we asked

The following questions were asked during public engagement through an online survey that ran from April 29 to May 13, 2024, and at the Future of Franklin Community Pop-up event. The purpose of these questions was to draw feedback from the community on public space elements and the proposed Land Use concept.



Franklin Area Improvements

Report Back: Engagement Summary

May 31, 2024

TOPIC 1: Streetscape

1. What public space elements are currently working well along Radcliffe Drive? What isn't working well?
2. What elements should be prioritized as part of the public space improvements along Radcliffe Drive S.E.?
 - a. Safety improvements for walking and wheeling
 - b. Trees and greenery
 - c. Street furnishings
 - d. Automobile movement and on-street parking
 - e. Other
3. Do you have any other ideas of elements that should be prioritized as part of the public space improvement along Radcliffe Drive S.E.?

TOPIC 2: Park Space

4. What kind of opportunities would you most like to see included in a redesigned park space? (select one)
 - a. Passive Activities
 - b. Active Recreation
 - c. Flexible and Dynamic Community Gathering
 - d. Other
5. What type of active recreation space would you like to see within the park? (Examples could include a sport court, playground, community gardens, outdoor skating rink, etc.)
6. What type of flexible events would you like to see take place within the park? (Examples could include performances, theatre, pop-up markets, food truck stalls, etc.)
7. Do you have any other comments about the public space improvements for this project?

TOPIC 3: Proposed Land Use and Concept Plans

8. Do you have any questions or comments about the redevelopment of the south Park and Ride lot at Franklin Station Area?



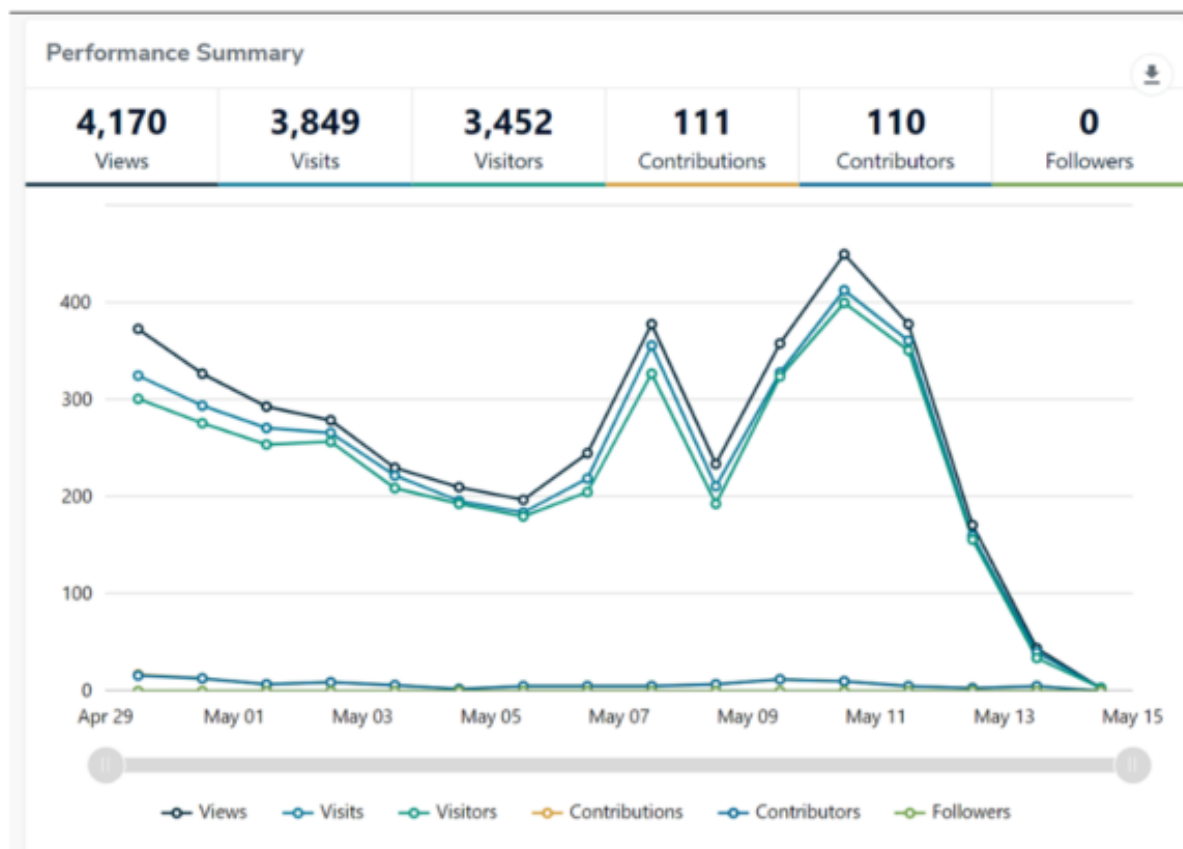
Franklin Area Improvements

Report Back: Engagement Summary
May 31, 2024

Participation

Online Engagement

A total of 3,452 unique visitors accessed the engagement webpage while the survey was live, and 110 unique contributors provided feedback. The following graphic shows total online participation.



- **Views:** The cumulative number of times a visitor visits the page in a site.
- **Visits:** The number of end-user session associated with a single visitor.
- **Visitors:** The number of unique public or end-users in a site. A visitor is only counted once.
- **Contributions:** The total number of responses collected through the participation tools.
- **Contributors:** The unique number of visitors who have left feedback through the participation tools.



Franklin Area Improvements

Report Back: Engagement Summary

May 31, 2024

Future of Franklin Community Pop-Up Event

About 240 people visited the Future of Franklin Community Pop-up Event to learn about the project, speak with subject matter experts, ask questions, and provide feedback. Input was collected through interactive display boards, comment forms, and through face-to-face discussions. About 230 comments were recorded through the display boards.

What we heard

Listed below are the main themes captured through the online survey, meetings with interested parties, and the Future of Franklin Community Pop-up event.

- **Safety** – a range of comments regarding general safety concerns were brought up throughout the engagement, with many requests for more lighting as part of the project. Other concerns about social disorder issues were shared including the impacts of these issues on Churchgoers, transit-riders, and children that attend the nearby schools. Some felt the proposed project would help address some of these issues by adding more people into the community to look out for one another.
- **Parking** – general comments were made about the inconvenience and cost associated with losing parking at the south park and ride lot. Many felt that the recommended alternatives were not sufficient. Others from within the community noted that taking away parking near the station would lead to increased parking in the community. Some also noted that they were willing to lose parking to make room for more housing.
- **Housing types** – a range of comments about housing types brought forward with some in support of non-market housing, and others opposed. Generally, most people were sensitive to the need for more housing in Calgary.
- **Traffic congestion** – comments about traffic congestion at school pick-up and drop-off time was noted as an inconvenience and that a local increase in population may make this worse. Many expressed the desire to keep the bus loop within the subject site rather than on Radcliffe Drive to prevent further congestion.
- **Flexible and active recreation** – many expressed excitement and interest in potential opportunities for both flexible and active recreation within the park space. Some felt there were enough benches and playgrounds within the community and want to see something different here.

For a detailed summary of the input that was provided and verbatim comments, please see the future *What We Heard and What We Did* report to be posted on the engagement portal in Fall 2024.

Next Steps

Public engagement for this project closed in early May 2024 and the Land Use Amendment and Concept Plan application was submitted to The City of Calgary on May 31. The submission includes this engagement summary and a more detailed *What We Heard and What We Did* report will be developed and presented to Calgary Planning Commission in October 2024. A public hearing of Council is planned for



Franklin Area Improvements

Report Back: Engagement Summary
May 31, 2024

December 2024/January 2025 which will include a decision on the project. If the project is approved, construction and the delivery of public space improvements is expected to begin in 2026.

To stay up to date on project details and future engagement opportunities, please visit engage.calgary.ca/FranklinTOD and sign-up for email updates.

Community Association Response

2024 July 03

Application: LOC2024-0155

Submitted by: Albert Park Radisson Heights Civic Affairs Committee

Contact Information

Address:

Email: aprh@shaw.ca

Phone:

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Height, Density, Amount of Parking, Traffic impacts, Other

What are the strengths and challenges of the proposed:

Will the proposed change affect the use and enjoyment of your property? If so, how?

The City views applications in the context of how well it fits within the broader community and alignment to Calgary's Municipal Development Plan (MDP). Do you see the proposed changes as compatible to the community and MDP? If not, what changes would make this application align with The City's goals?

How will the proposed impact the immediate surroundings?

General comments or concerns:

Speaking for the community association, we are opposed to the land use change due to the size and scope of the proposed development (three towers of 90 metres). Radcliffe Drive/28 street does not have the capacity to deal with the increased traffic demands. There is also an elementary school directly across the street (entry and exit times congestion, security concerns, infrastructure concerns).

We would potentially support a smaller-scale development that would work for the community, with commercial development. and adequate parking. We would request that the city conducts a traffic survey (during the school year) to accommodate future developments on this site.

Sincerely,

APRH Civic Affairs Committee

PROPOSED

CPC2024-1063
ATTACHMENT 6

BYLAW NUMBER 278D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0155/CPC2024-1063)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

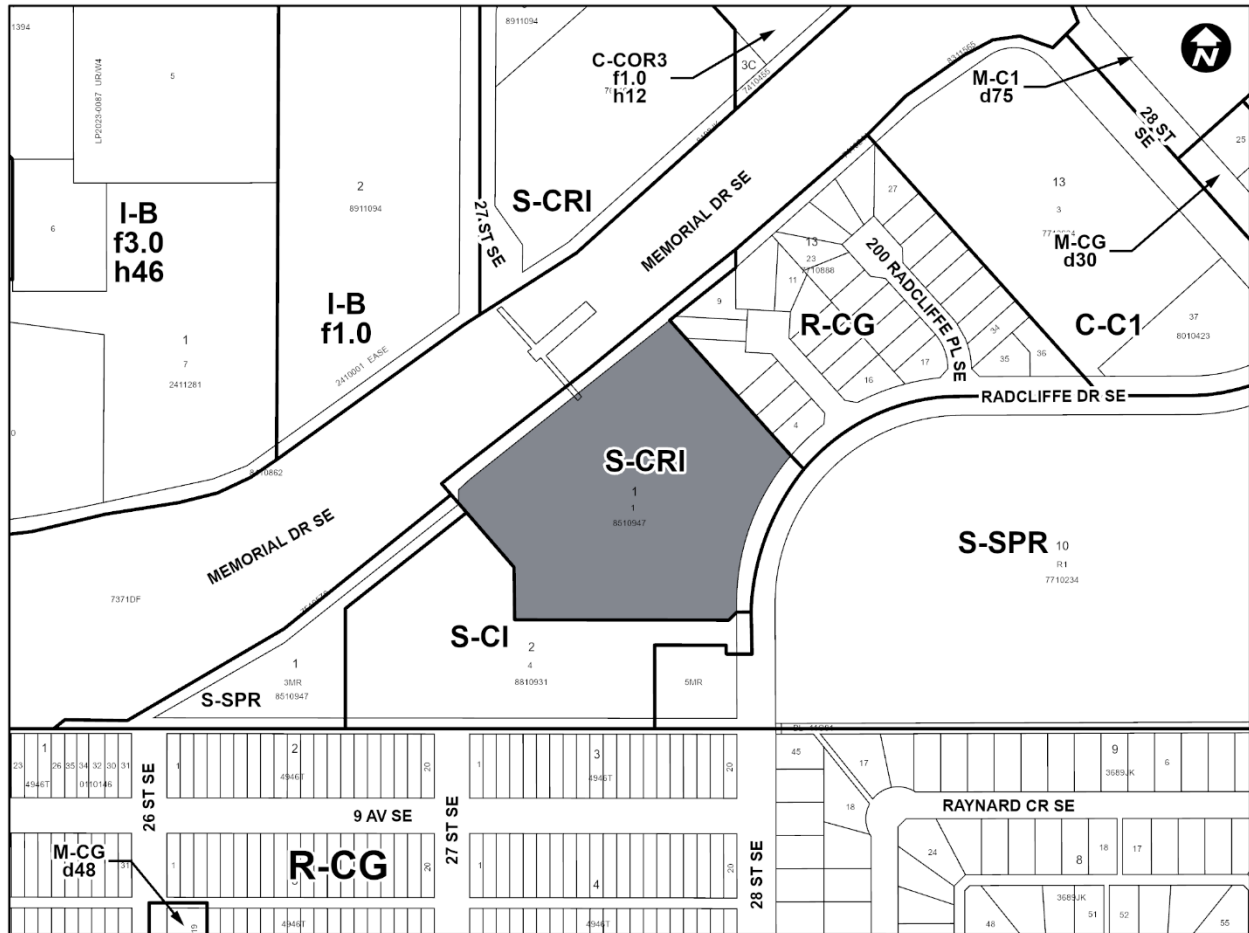
SIGNED ON _____

CITY CLERK

SIGNED ON _____

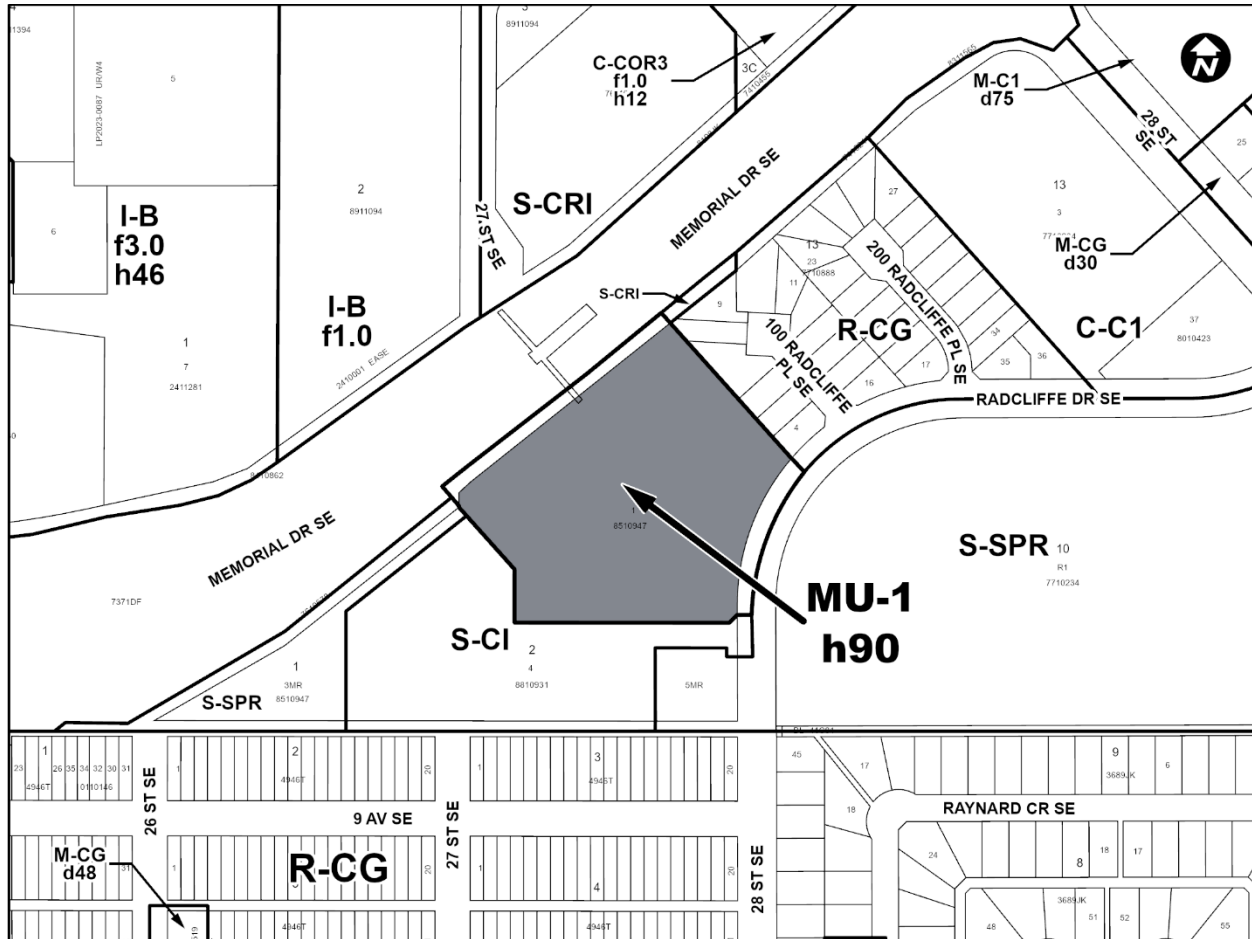
**AMENDMENT LOC2024-0155/CPC2024-1063
BYLAW NUMBER 278D2024**

SCHEDULE A



**AMENDMENT LOC2024-0155/CPC2024-1063
BYLAW NUMBER 278D2024**

SCHEDULE B



**Land Use Amendment in South Airways (Ward 10) at 2341 – 20 Avenue NE,
LOC2024-0038**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 0.40 hectares \pm (0.99 acres \pm) at 2341 – 20 Avenue NE (Plan 9611716, Block 10, Lot 12) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate Vehicle Rental – Major and Vehicle Sales – Major, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 19:**

That Council give three readings to **Proposed Bylaw 275D2024** for the redesignation of 0.40 hectares \pm (0.99 acres \pm) at 2341 – 20 Avenue NE (Plan 9611716, Block 10, Lot 12) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate Vehicle Rental – Major and Vehicle Sales – Major, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject site to a Direct Control (DC) District to accommodate the additional discretionary uses of Vehicle Rental – Major and Vehicle Sales – Major, with guidelines.
- The proposal maintains the industrial character of the site and allows for additional commercial uses that are compatible and in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposal would allow expansion of the existing business to include vehicle rentals and sales, while maintaining the industrial character of the area.
- Why does this matter? The northeast industrial area plays a significant role in Calgary's industrial growth. Its proximity to the Calgary International Airport provides an ideal location for a key logistic hub in the local industrial market. Maintaining the industrial land inventory and ensuring the availability and accessibility of lands for future industrial activities would increase Calgary's economic and business competitiveness and enable the development of industrial areas.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application was submitted on 2024 February 13 by Euroworks on behalf of the landowner, Stockdoc Inc. The subject site is approximately 0.40 hectares (0.99 acres) in size and fronts onto 20 Avenue NE. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 3), the applicant intends to add Vehicle Rental – Major and Vehicle Sales – Major to the existing business' operations.

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

Land Use Amendment in South Airways (Ward 10) at 2341 – 20 Avenue NE,
LOC2024-0038

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 relevant public groups was appropriate. In response, the applicant reached out to neighbours as well as the Crossroads Community Association to discuss the application and answer questions. 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 did not receive any responses from neighbours or members of the public. There is no community association for South Airways.

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

No social implications are identified.

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 of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic

The proposal would allow additional uses that would enable business, investment and job opportunities in this area while maintaining the integrity of the industrial area.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

Planning and Development Services Report to
Calgary Planning Commission
2024 September 19

ISC: UNRESTRICTED
CPC2024-0937
Page 3 of 3

Land Use Amendment in South Airways (Ward 10) at 2341 – 20 Avenue NE,
LOC2024-0038

ATTACHMENTS

1. Background and Planning Evaluation
- 2. Proposed Bylaw 275D2024**
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

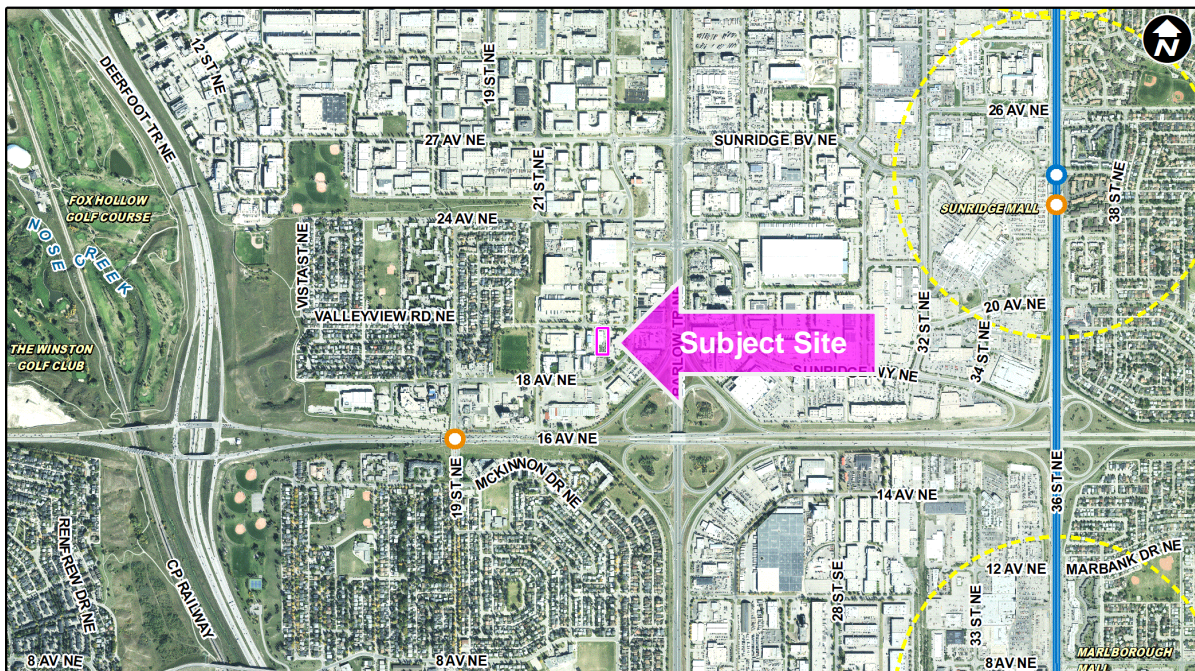
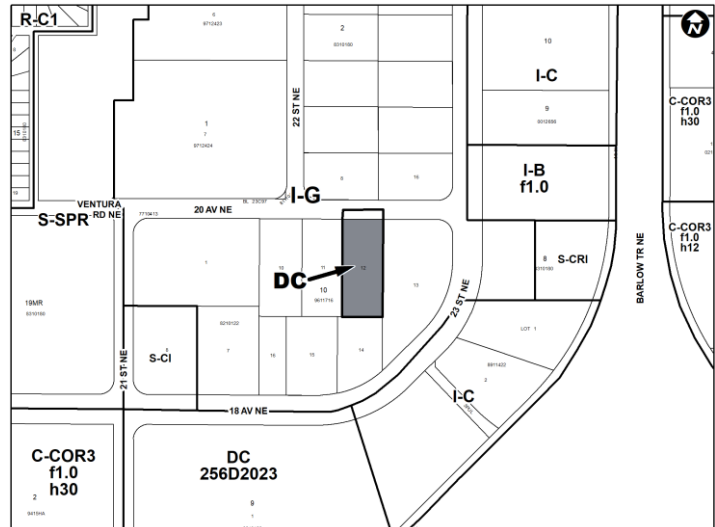
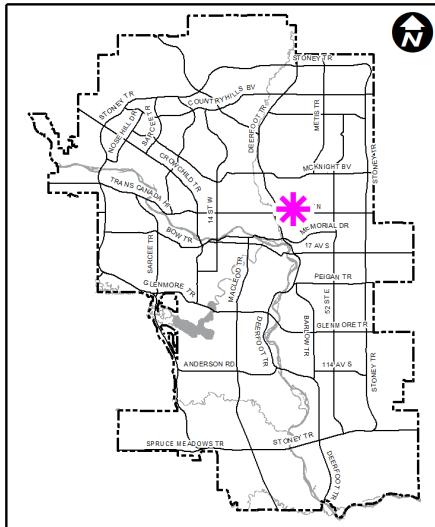
The subject site is located in the community of South Airways. It is approximately 0.40 hectares (0.99 acres) in size, with dimensions of approximately 97 metres deep at its greatest depth and 40 metres wide at its widest point. The site is developed and is currently occupied by auto service uses with surface parking to the east and south sides of the building. The subject site is bounded by 20 Avenue NE to the north, and vehicle access is provided from 20 Avenue NE.

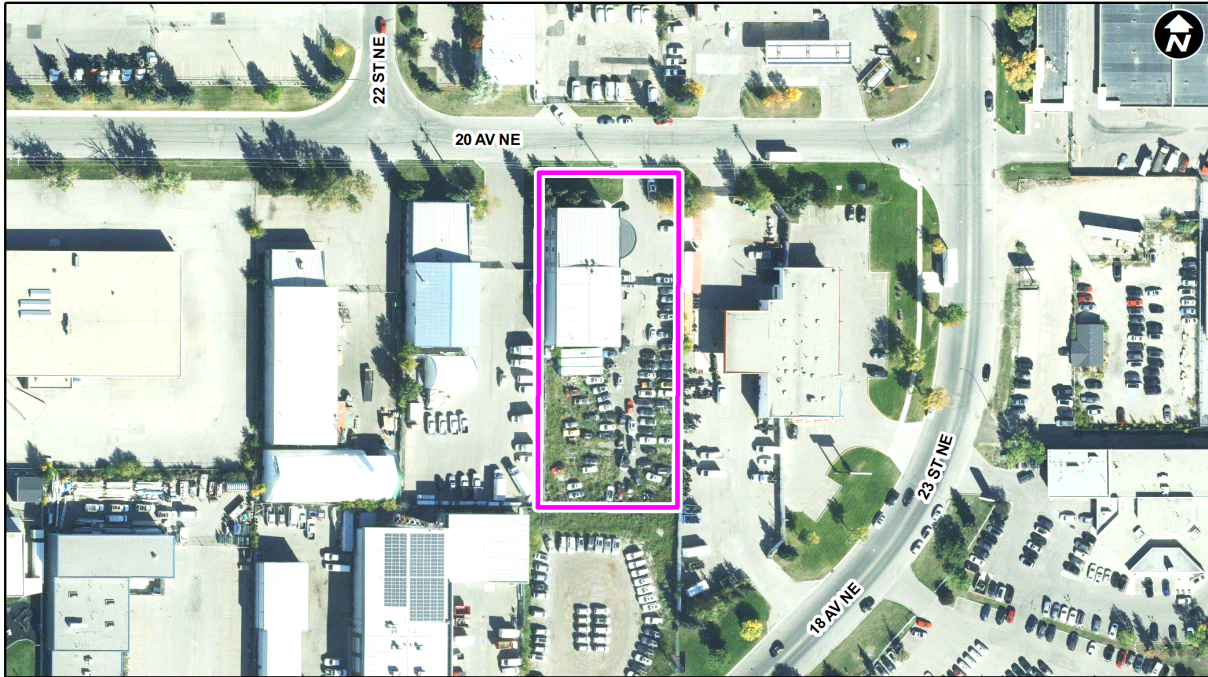
Surrounding development immediately adjacent to the site consists of a mix of industrial, commercial, community and hotel developments with land use designations of Industrial – Commercial (I-C) District, Industrial – General (I-G) District, Special Purpose – Community Institution (S-CI) District and Commercial – Corridor 3 (C-COR3) District. The residential communities of Vista Heights and Mayland Heights are located to the west and south of the subject site respectively. The subject site's proximity to 16 Avenue NE to the south and Barlow Trail to the east provides the area with strong vehicle connectivity and transit facilities.

Community Peak Population Table

Not available because the subject site is in an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-G District is intended to provide a variety of light and medium general industrial uses and a limited number of support commercial uses. The maximum floor area ratio for buildings on a parcel that is served by City water and sewer is 1.0, which is approximately 3990 square metres of floor area. There is no maximum building height for a building located in the I-G District.

The proposed Direct Control (DC) District is based on the I-G District with the additional uses of Vehicle Rental – Major and Vehicle Sales – Major. The maximum building height and the floor area ratio would remain unchanged. The DC District will ensure the continued opportunity for I-G based development while also accommodating the additional proposed uses. Conversion of this site from the I-G District to the I-C District would eliminate industrial uses such as the General Industrial – Medium. The City's Industrial Growth Strategy and policy approach to industrial lands places a priority on maintaining the opportunity for industrial based uses; therefore, utilizing the DC District, based on the I-G District best enables the retention of the original industrial uses while providing flexibility with the inclusion of additional commercial 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 DC District is necessary to provide for the applicant's proposed development due to its unique characteristics and policy considerations. This proposal allows for two commercial uses while maintaining the I-G District base to

accommodate the applicant's needs. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district many of these rules can be relaxed if they meet the test for a relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007, regulating aspects of development can also be relaxed in the same way that they would be in a standard district. This relaxation rule allows for flexibility during the development permit review process. Any relaxation granted must meet the test for relaxation as provided by Bylaw 1P2007.

Development and Site Design

The rules of the I-G District, on which the proposed DC District is based, will provide guidance for future site development, including landscaping, parking, and access. The site is already developed with a large building that is intended to remain. No new development has been proposed at this time.

Transportation

Vehicle access to the site is available from 20 Avenue NE. There are currently no sidewalks located along this portion of 20 Avenue NE. The nearest sidewalk ends approximately 65 metres (a one-minute walk) to the east. An existing on-street bikeway, part of The City's Always Available for All Ages and Abilities (5A) Network, is approximately 500 metres (a seven-minute walk) west of the site on 19 Street NE.

Bus stops for Route 19 (16 Avenue North), providing an east-west transit option, and for Route 33 (Vista Heights/Rundle), providing a looping option through several northeast communities, are located approximately 500 metres (a seven-minute walk) to the west of the subject site on 19 Street NE. Stops for Route 303 (MAX Orange Brentwood/Saddletowne), are located approximately 600 metres south of the site on 16 Avenue NE.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

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

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The site is located within the Standard Industrial area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable policies in the MDP state that the Standard Industrial areas should be predominantly industrial in nature and industrial land should be protected from encroachment of non-industrial uses. The MDP also supports complementary commercial uses that are compatible with the industrial function of this area and cater to the day-to-day needs of area businesses and their employees.

The proposed DC District maintains a broad range of industrial uses and expands opportunities for compatible commercial uses. It is also consistent with what has been approved on this site and the surrounding developments. The proposed DC District is based on the I-G District and aligns with the policies of the MDP.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objective 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 stage.

PROPOSED

CPC2024-0937
ATTACHMENT 2

BYLAW NUMBER 275D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0038/CPC2024-0937)**

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 _____

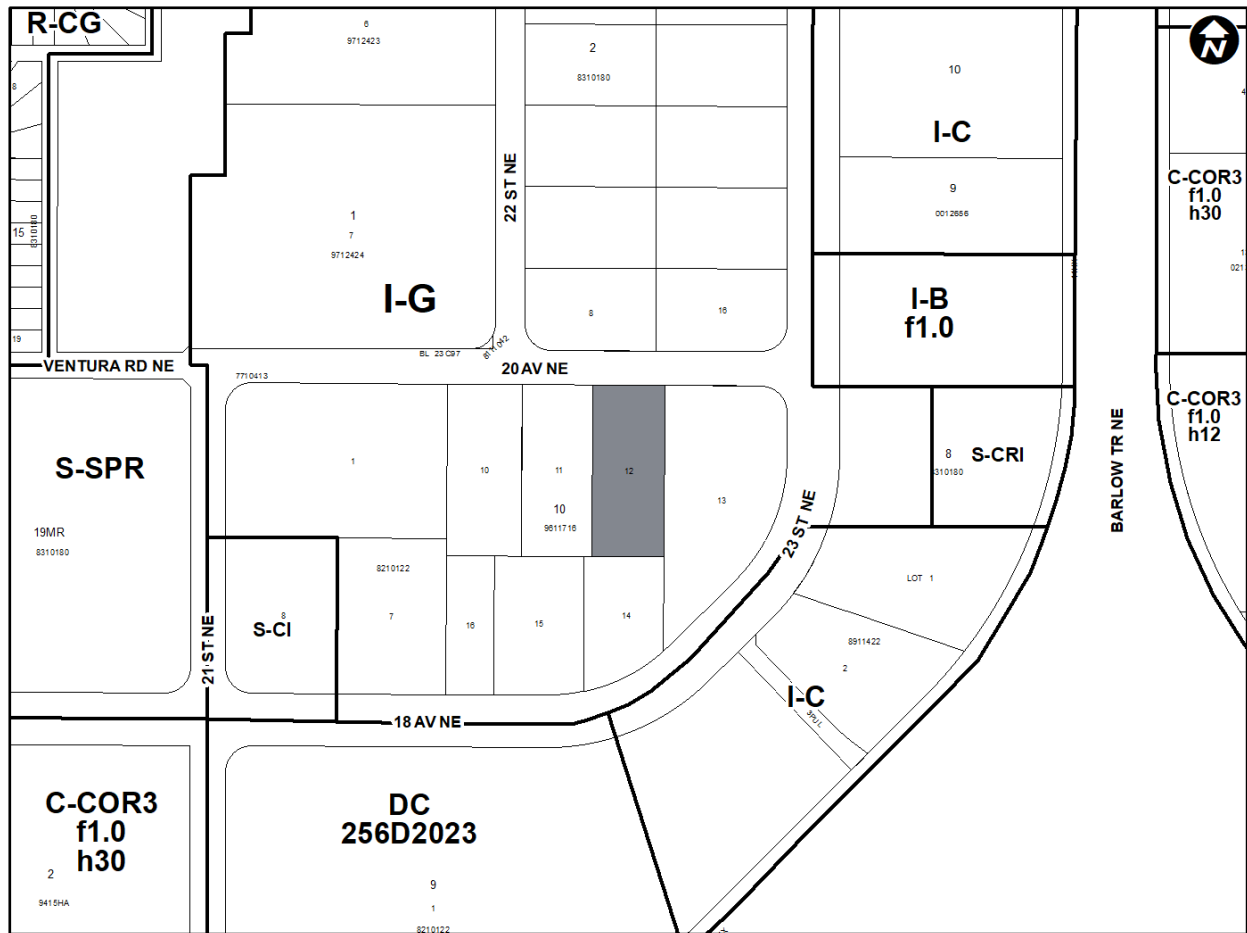
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0038/CPC2024-0937
BYLAW NUMBER 275D2024

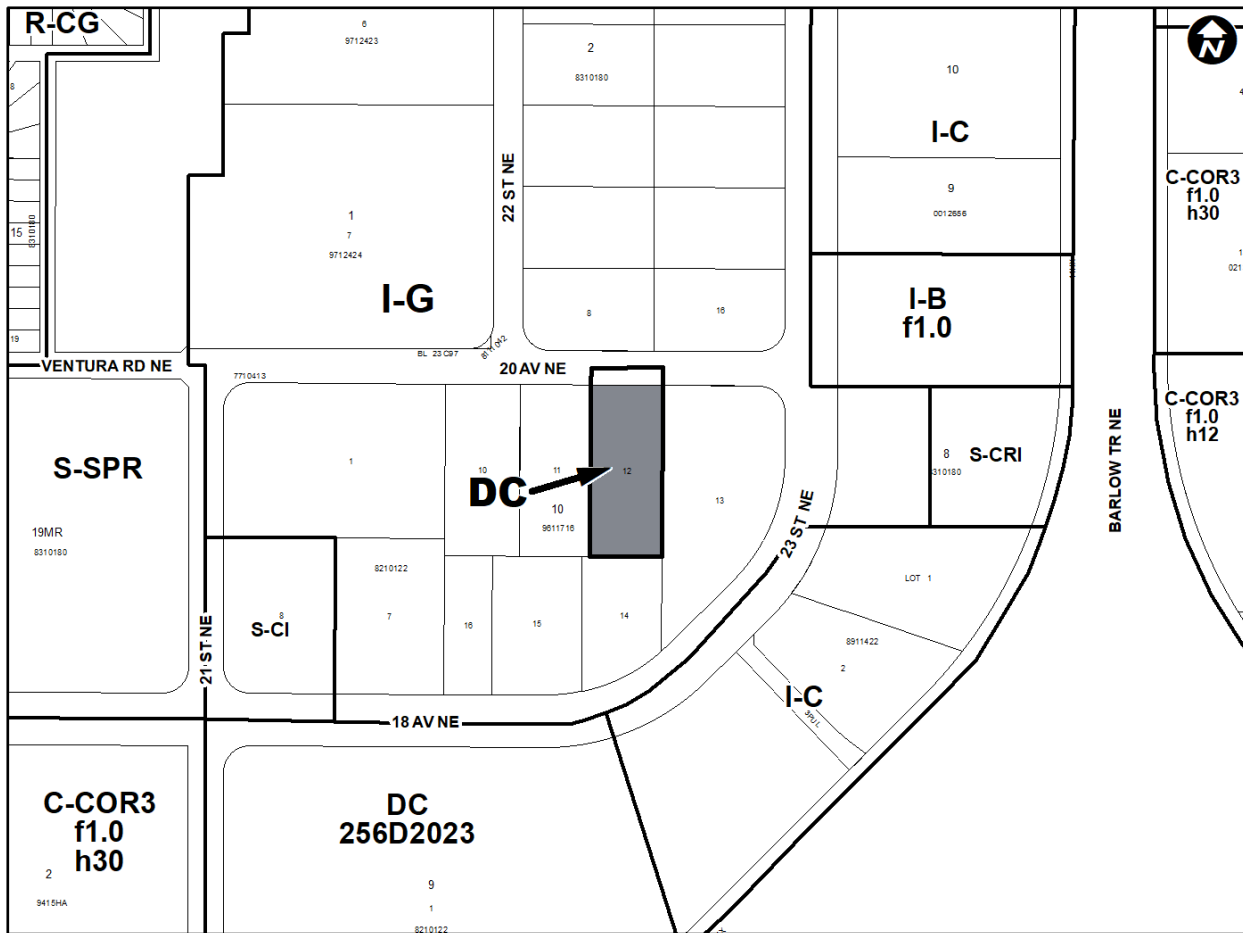
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0038/CPC2024-0937
BYLAW NUMBER 275D2024

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to allow for the additional uses of vehicle rental – major and vehicle sales – major.

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 – General (I-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

PROPOSED

AMENDMENT LOC2024-0038/CPC2024-0937
BYLAW NUMBER 275D2024

Discretionary Uses

5 The ***discretionary uses*** of the Industrial – General (I-G) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

- (a) **Vehicle Rental – Major**; and
- (b) **Vehicle Sales – Major**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Industrial – General (I-G) District of Bylaw 1P2007 apply in this Direct Control District.

Relaxations

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

Applicant Submission

Company Name (if applicable):

Euroworks Inc

LOC Number (office use only):

Applicant's Name:

Jasdip Dhaliwal

Date:

17/04/2024

I am writing on behalf of Euroworks to request a zoning amendment from Industrial General (IG) to IG with Direct Control Use to accommodate our business operations more effectively. We would like to do business in Vehicle Service Major, Autobody and Paint, Vehicle Sales Major, and soon, Fleet Service - Major Vehicle Rentals. Our proposed zoning amendment aims to align regulations with our activities, ensuring compliance while supporting our growth and service diversification.

Key Points:

Economic Contribution: Euroworks is a significant contributor to the local economy, providing jobs, supporting local suppliers, and generating tax revenue. This amendment will enable us to expand, further benefiting the community economically.

Expanded Service Offerings: With the amendment, we can offer more services to current and future customers.

Safety and Quality Assurance: The amendment allows us to implement tailored safety and quality measures, ensuring compliance with regulations and providing a safe environment for customers and employees.

Community Engagement: We are committed to engaging with the local community and responding to their needs. This amendment reflects our willingness to adapt and collaborate for mutual benefit.

In summary, the zoning amendment is crucial for Euroworks' growth, service expansion, and continued alignment with the city's development goals.

Thank you for your consideration.

Best Regards,
Jasdip Dhaliwal

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Re-designation of 2341 20 Ave NE (IG to IC)

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 Strategy Overview:

We communicated our plans to the community association as well as spoken to our neighbors.

This concise plan ensures clear communication and active engagement throughout the redesignation process.

Affected Parties

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

As of Feb 6th, we (Jaz Dhaliwal and Bishant Giri) emailed the manager at Crossroad Community Association about our intended re-designation of IG to IC. We spoke to Manager of the Crossroads Community Association Nickie Brockhoff as well.

We have spoken to the following people in the community.

Kal Tire

Gas Plus

D V S Drywall Contractors Ltd



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.

Our neighbors understood what we were trying to do and have given their business card as well. They have no objections.

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 Haysboro (Ward 11) at 727 Heritage Drive SW, LOC2023-0280

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 0.05 hectares \pm (0.12 acres \pm) located at 727 Heritage Drive SW (Plan 5773HJ, Block 2, Lot 21) from Housing – Grade Oriented (H-GO) District to Direct Control (DC) District to accommodate a Child Care Service, with guidelines (Attachment 2).

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 19:**

That Council give three readings to **Proposed Bylaw 270D2024** for the redesignation of 0.05 hectares \pm (0.12 acres \pm) located at 727 Heritage Drive SW (Plan 5773HJ, Block 2, Lot 21) from Housing – Grade Oriented (H-GO) District to Direct Control (DC) District to accommodate a Child Care Service, with guidelines (Attachment 2).

HIGHLIGHTS

- This application proposes to redesignate the subject site to a Direct Control (DC) District to allow for the additional discretionary use of Child Care Service in addition to the uses allowed in the H-GO District (e.g. Dwelling Unit, Live Work Unit, Secondary Suite).
- The proposal allows for development that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Heritage Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed DC District would allow for an additional use that is an essential service and a community amenity.
- Why does this matter? The proposed DC District will provide local childcare options for nearby residents.
- A development permit for a Child Care Service has been submitted and is ready for decision pending Council's decision on this land use amendment.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southwest community of Haysboro, was submitted by the landowner Eunhyun Joo on 2023 September 21. As noted in the Applicant Submission (Attachment 3), the landowner identified the intent to operate a Child Care Service within a single detached building on the site. A concurrent development permit for a commercial child care service for 40 children has been submitted and Administration is ready to approve the development pending Council's decision on this redesignation application. See the Development Permit (DP2023-06665) Summary (Attachment 5) for additional information.

The approximately 0.05 hectare (0.12 acre) parcel is located on the west corner of Heritage Drive SW and Healy Drive SW. The site is currently developed with a single detached dwelling and a detached garage with lane access. The subject parcel is approximately 500 metres (an eight-minute walk) west from the Heritage Light Rail Transit (LRT) Station and approximately 260 metres (a four-minute walk) east of Haysboro Centre, which contains various commercial

Land Use Amendment in Haysboro (Ward 11) at 727 Heritage Drive SW, LOC2023-0280

services. The proposed DC District would allow for a Child Care Service to operate within the existing building as an additional discretionary use. The parcel may still be used for residential uses if the child care use does not occur or ceases to operate.

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant contacted the Haysboro Community Association (CA) and adjacent neighbours and the local Ward Councillor. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

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

Administration received 10 letters of opposition and two letters of support. The letters of opposition included the following areas of concern:

- on-site pick up and drop off;
- insufficient on-site parking;
- not a home based child care;
- impact on local traffic and on-street parking;
- proposed use does not fit within the existing neighbourhood character;
- location is adjacent to a busy roadway and would not be suitable for children; and
- negative noise and privacy impacts.

The letters of support identified the Child Care Service use as being a benefit to the local neighbourhood.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The site allows for sufficient parking which should not impact local traffic. The children's play area may be positioned at the front and side of the property (directly south of Heritage Drive SW) and would be sufficiently screened and therefore should have minimal impacts on neighbouring residents.

**Planning and Development Services Report to
Calgary Planning Commission
2024 September 19**

**ISC: UNRESTRICTED
CPC2024-0867
Page 3 of 3**

Land Use Amendment in Haysboro (Ward 11) at 727 Heritage Drive SW, LOC2023-0280

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

IMPLICATIONS

Social

The proposed land use would allow for a Child Care Service to be located within a residential community at a scale that fits with the neighbourhood. Child care is essential to creating complete communities and accommodating the needs of parents and caregivers.

Environmental

This application and the current development permit do not include any specific actions that address the objectives of the *Calgary Climate Strategy – Pathways to 2050*.

Economic

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

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
- 2. Proposed Bylaw 270D2024**
3. Applicant Submission
4. Applicant Outreach Summary
5. Development Permit (DP2023-06665) Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject parcel is located in the southwest community of Haysboro, situated on the west corner of Heritage Drive SW and Healy Drive SW. The site is approximately 0.05 hectares (0.12 acres) in size and is approximately 24 metres wide by 30 metres long.

Surrounding development is characterized by low-density residential buildings in the form of single detached dwellings. The subject parcel is approximately 500 metres (an eight-minute walk) west from the Heritage Light Rail Transit (LRT) Station and approximately 260 metres (a four-minute walk) east of Haysboro Centre, which contains various commercial services.

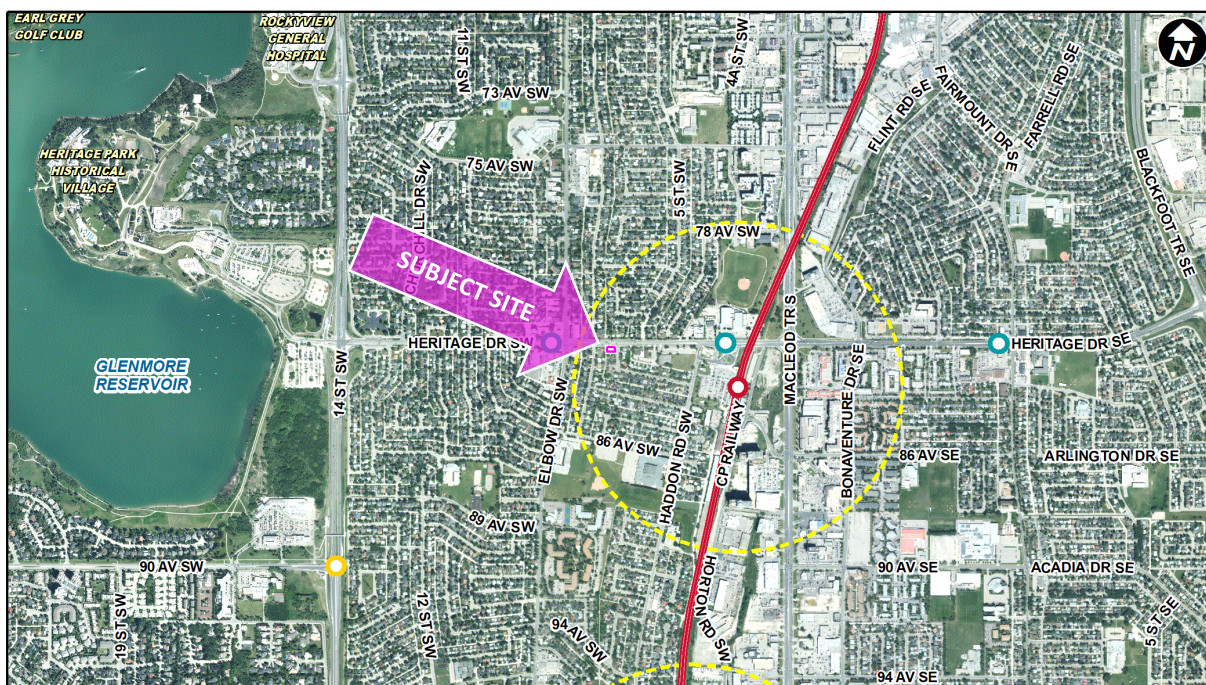
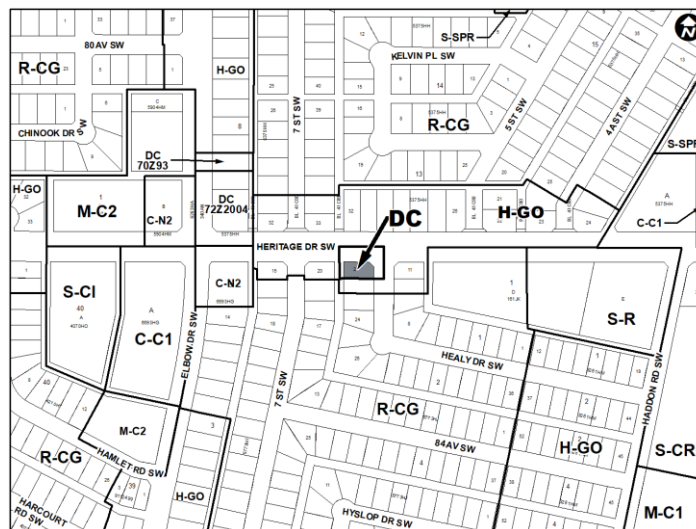
Community Peak Population

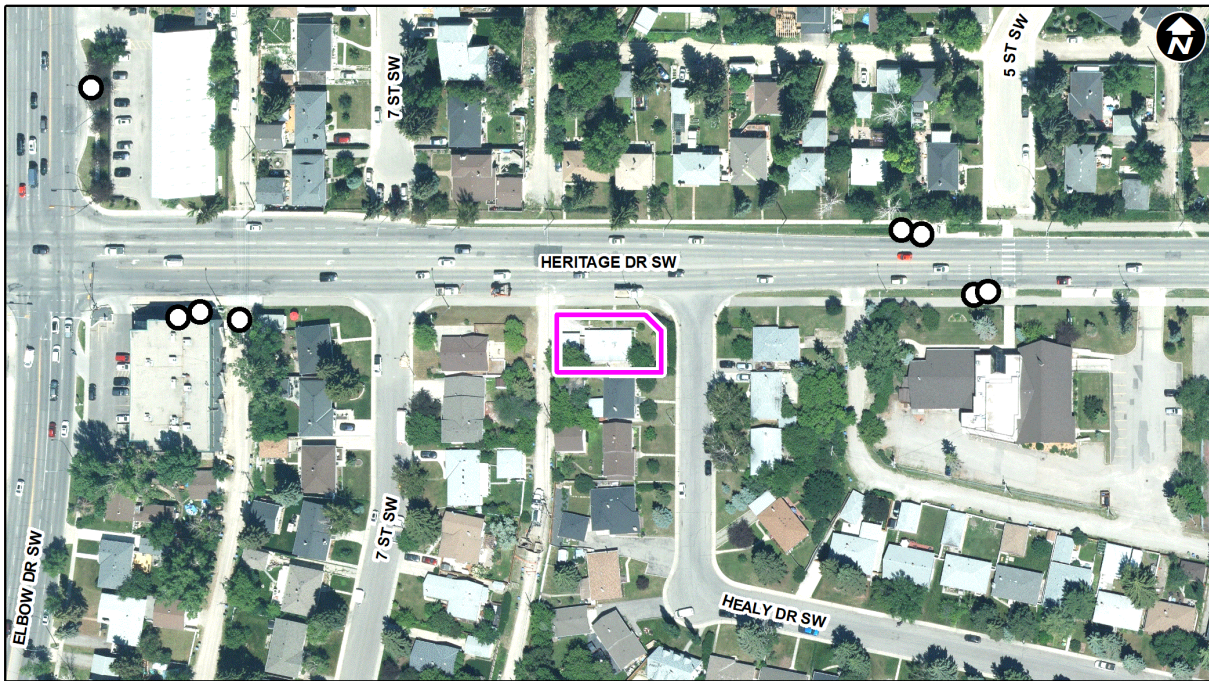
As identified below, the community of Haysboro reached its peak population in 1968.

Haysboro	
Peak Population Year	1968
Peak Population	8,044
2019 Current Population	7,080
Difference in Population (Number)	-964
Difference in Population (Percent)	-11.98 %

Source: *The City of Calgary 2019 Civic Census*

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





Previous Council Direction

None.

Planning Evaluation

Land Use

The proposed Direct Control (DC) District is based on the Housing – Grade Oriented (H-GO) District with the additional discretionary use of Child Care Service. The H-GO District is a district which facilitates a built form and scale that is consistent with low density districts. All existing rules in the H-GO District would be retained in the proposed DC District, including building height, setbacks and massing. The DC District does not limit the maximum number of allowable children. This is reviewed through the development permit and provincial licensing.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique characteristics of the Child Care Service use within the residential context. This proposal allows for a commercial Child Care Service to operate, while maintaining the H-GO District base. The same result could not be achieved using a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that would allow the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test 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 and the *Child Care Service Policy and Development Guidelines* would provide guidance for the future redevelopment of the site. A discretionary use development permit would be required to enable a Child Care Service use. The number of children, onsite parking stalls, location of pick-up and drop-off stalls and outdoor play areas would be reviewed through the development permit processes.

It should be noted that the child care service operators will require provincial licensing and will be evaluated (for staff, outdoor play space etc.) under the [Early Learning and Child Care Act](#).

Transportation

Pedestrian access to the site is available via Heritage Drive SW as well as Healy Drive SW.

There is an existing multi-use pathway immediately adjacent to the site along Heritage Drive SW.

This site is well connected to the Primary Transit Network with Route 81 (Macleod Trail SE) and MAX Teal (Westbrook/Douglas Glen) 120 metres (about a two-minute walk) to the west of the site and Routes 3 (Elbow Drive - Centre Street N) and 37 (Heritage Station - Canyon Meadows) less than a one-minute walk to the east. The Heritage LRT station is 460 metres (about a seven-minute walk) to the west and the site is therefore a Transit Oriented Development.

Parking is unrestricted on Healy Drive SW and is restricted on Heritage Drive SW. Vehicular access to the site is available via the lane. Neither a Transportation Impact Assessment (TIA) nor Parking Study were required for this application.

Environmental Site Considerations

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

Utilities and Servicing

Water, Sanitary, and storm are available to service the subject site.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential – Established as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The proposed application complies with relevant land use policies that encourage redevelopment and modest intensification of Established Areas to support the transit network, make more efficient use of existing infrastructure, public amenities and delivers incremental benefits to climate resilience.

Climate Strategy (2022)

Neither this application nor the development permit include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

Heritage Communities Local Area Plan (Statutory – 2023)

The [Heritage Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector category (Map 3: Urban Form) with a Low – Modified building scale modifier (Map 4: Building Scale), which allows for up to four storeys. The Neighbourhood Connector urban form category provides for primarily residential uses, with opportunities for commercial uses in the area, and encourages a range of housing types with a high frequency of units facing the street and supports higher density when located near commercial areas and transit station areas.

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

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

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

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

PROPOSED

CPC2024-0867
ATTACHMENT 2

BYLAW NUMBER 270D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2023-0280/CPC2024-0867)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

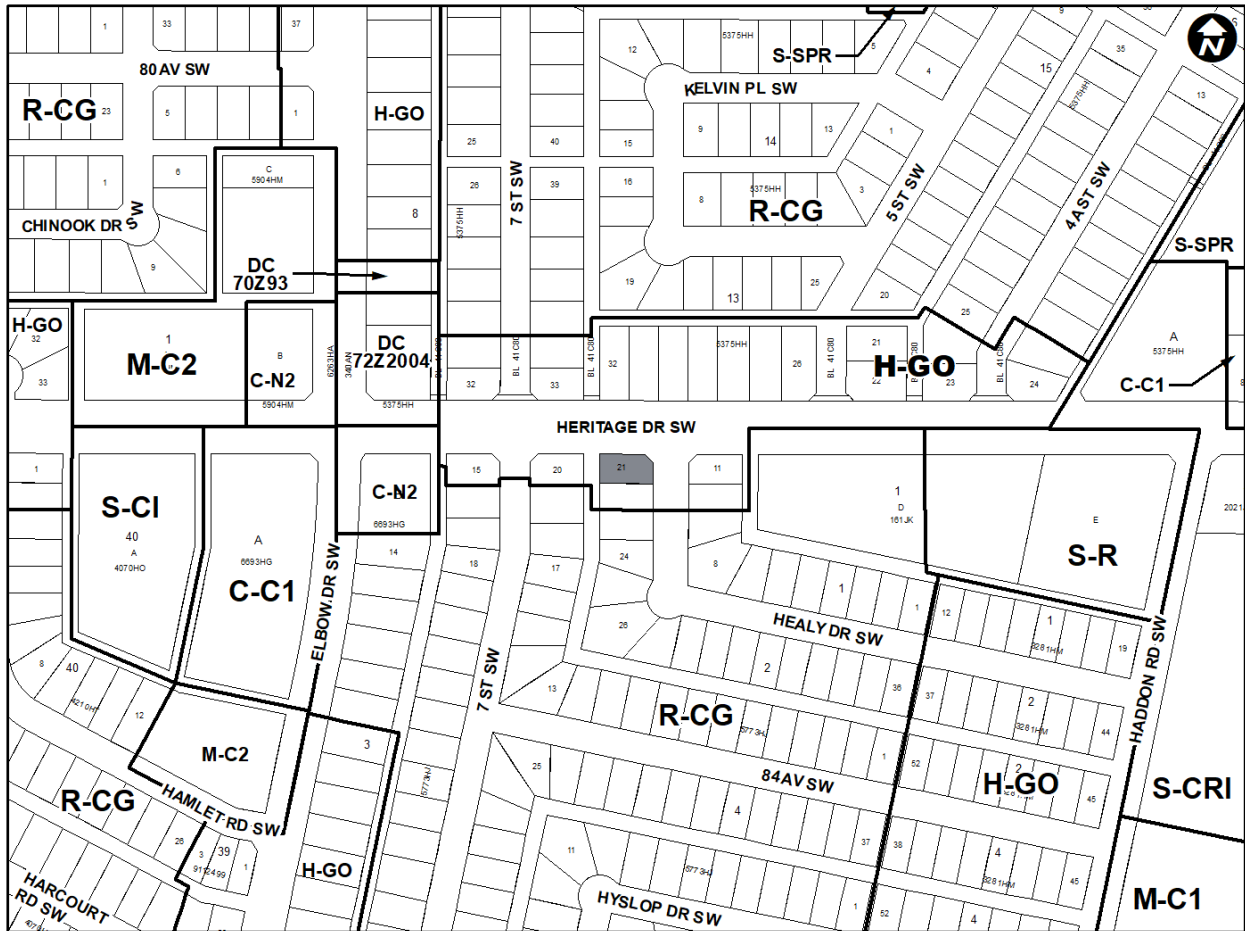
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2023-0280/CPC2024-0867
BYLAW NUMBER 270D2024

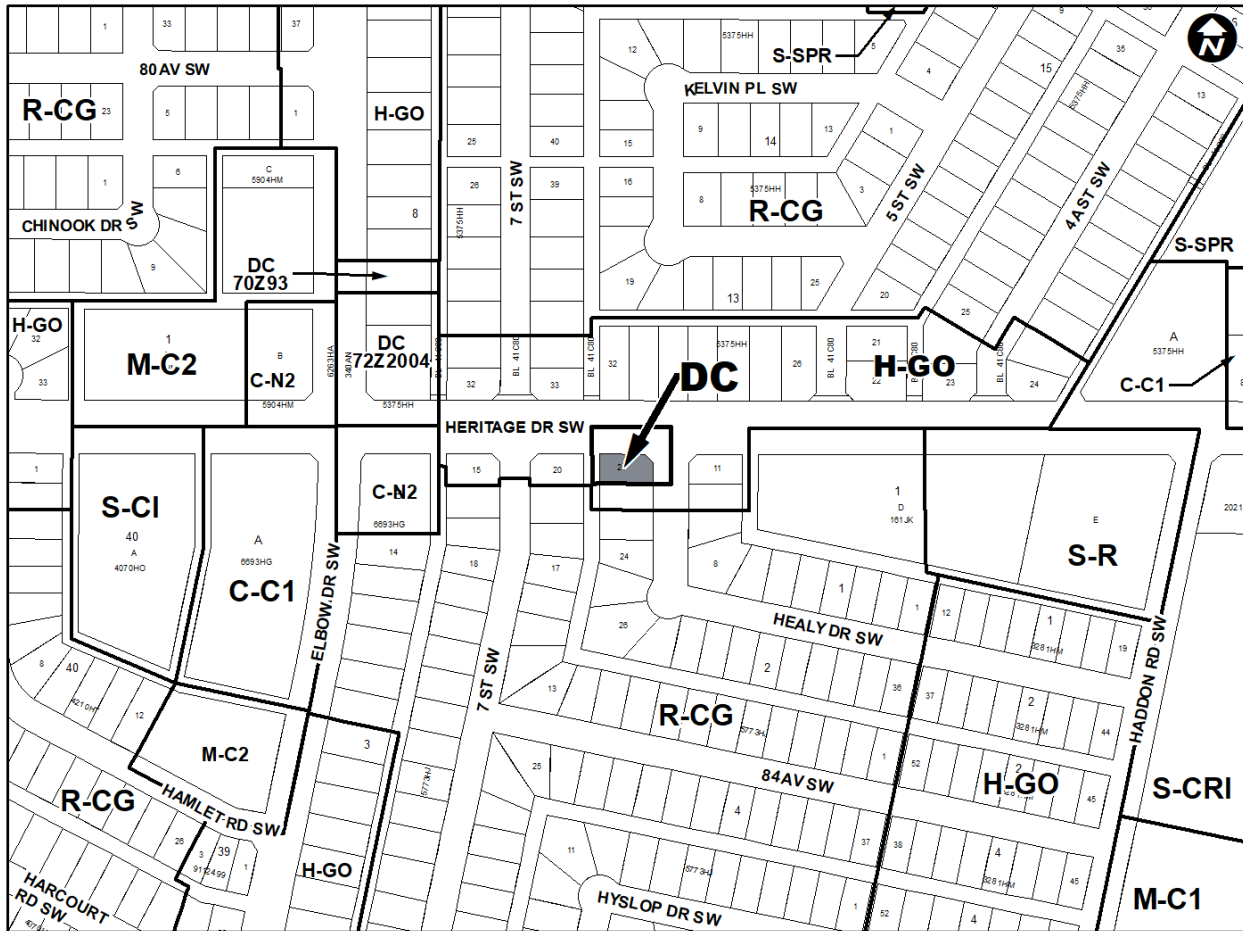
SCHEDULE A



PROPOSED

AMENDMENT LOC2023-0280/CPC2024-0867
BYLAW NUMBER 270D2024

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

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

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 The **permitted uses** of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

PROPOSED

AMENDMENT LOC2023-0280/CPC2024-0867
BYLAW NUMBER 270D2024

Discretionary Uses

5 The ***discretionary uses*** of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Child Care Service.**

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Housing – Grade Oriented (H-GO) District of Bylaw 1P2007 apply in this Direct Control District.

Relaxations

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

Applicant Submission

Company Name (if applicable):

LOC Number (office use only):

Applicant's Name:

Eunhyun Joo

Date:

OCT 5 2023

I was advised that in order to open a daycare at my house (727 Heritage Dr S.W) I needed to change my land use but I would like to revise this land use to Direct control district. The reason why I want to open daycare at this proposed place is because I bought this new house for this purpose only. I wanted to provide a childcare that is easy access for everyone. people who have no car can also commute to work easily because this is located very close to heritage station it is only 200m away and 2 minutes walking distance. Also heritage drive is an easy access to one of the busiest road such as macleod and Glenmore. I have many experience working with kids and I am very confident that I will provide the best learning place for kids to grow and develop. I have been studying and talking to people who are in this field to get more knowledge and finding this place took few years. I have been looking to buy a house that is located in corner and easy access for 2 to 3 years and during this time I took the time to analyze and study about different neighbourhood and how other daycare operate. This is not a last minute thing for me I took the last 2 to 3 years to really study and took time to get to know this field. I have made the plan accordingly and set the target so I am confident that I will be reliable and competent with this project that I am about to start

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name:

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)

The overview of how I did my outreach was to talk to people in person. I went around and knocked on my neighbours houses to introduce myself and talked briefly about my plan to open a daycare and asked for their opinion. A few neighbours were not available but I got to talk to most of my neighbourhood people.

My Possession date was on July 20 so I went to introduce myself on that day. And every Wednesday Whenever I went to go clean my new house I got to talk to many people. (Aug 9,16,23)

of participants are about 6 people

Affected Parties

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

The people who I connected in my outreach program were Hasybro community and Ward 11 office and councillor Penner.

During the pre application I was recommended to talk to these people so I followed the city's recommendation.

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.

In summary, people said it was good idea to have a daycare in this area. Because this is surrounded by many schools and easy access from train station (Heritage station)

One of the issues that was mentioned was possible traffic but since there are many parking spaces available in my unit it won't effect any other houses. This house that I bought was to wanting to open a daycare so whenever I looked for house I only looked for the house that was located in corner. This house is located in corner so there are many spaces to park.

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.

In summary issues and ideas do not influence project decision because this will not have any negative impact on anyone. During the day my neighbour is at work so it will not be as loud and there is only a few hours of outside play time for kids so the kids won't be outside the whole day. The daycare would close by 6pm so it will not have noise complaints in the evening.

I will make sure in the future if any issues arise it will be addressed accordingly but as to my knowledge there is no issues at this time. I will make sure to do my part so that everyone is happy and have no concern just because of this project

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)

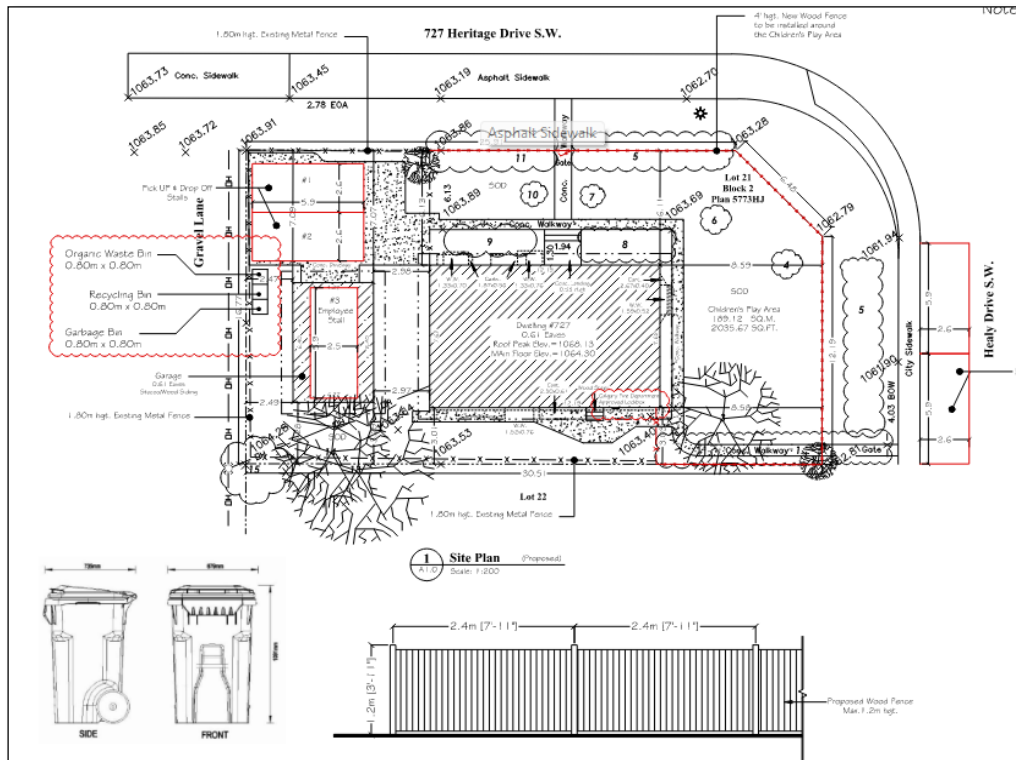
When I did my community outreach , I explained to them that the proposed play time so that they know in advance around that specific time the children would be outside to play.

I showed them my plan and explained

calgary.ca/planningoutreach

Development Permit (DP2023-06665) Summary

A development permit application (DP2023-06665) was submitted by the landowner Eunhyun Joo. The proposal is to retrofit an existing single-detached dwelling into a daycare facility that is restricted to a maximum of 40 children. The following site plan provides an overview of the proposal and is included for informational purposes only.



Land Use Amendment in East Shepard Industrial (Ward 12) at 12787 – 40 Street SE, LOC2024-0145

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 1.43 hectares \pm (3.53 acres \pm) located at 12787 – 40 Street SE (Portion of Plan 0513118, Block 7, Lot 2) from Industrial – Business f0.86h28 (I-B f0.86h28) District to Industrial – Commercial (I-C) District.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024 SEPTEMBER 19:

That Council give three readings to **Proposed Bylaw 277D2024** for the redesignation of 1.43 hectares \pm (3.53 acres \pm) located at 12787 – 40 Street SE (Portion of Plan 0513118, Block 7, Lot 2) from Industrial – Business f0.86h28 (I-B f0.86h28) District to Industrial – Commercial (I-C) District.

HIGHLIGHTS

- This application seeks to redesignate the site to the Industrial – Commercial (I-C) District to allow for a range of light and medium industrial commercial uses.
- This proposal would allow for a range of uses that are complimentary to the surrounding context of the area and align with relevant policies of the *Municipal Development Plan* (MDP) and the *Southeast Industrial Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposal provides for additional commercial and industrial uses that are compatible with the surrounding area and may promote development opportunities in the future.
- Why does this matter? The proposal would allow for additional business and employment opportunities.
- A development permit for the construction of a private road allowing access to the site has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application in the southeast community of East Shepard Industrial, was submitted on 2024 May 28 by Stantec Consulting on behalf of the landowner Shepard Development Corporation. The 1.43 hectare site is located at the northeast corner of Deerfoot Trail SE and 130 Avenue SE and is currently vacant. The environmental site conditions of this development were previously reviewed and addressed with the Shepard Regional Centre Phase 10 subdivision and associated outline plan. Administration is reviewing an associated development permit (DP2024-4127) which will provide access to the subject site via a private road along the southern edge of the subject site. Administration is also reviewing associated subdivision applications which will establish the broader road network, blocking pattern and lots for this area. This land use application would accommodate a diverse mix of light industrial and commercial uses as noted in the Applicant Submission (Attachment 2).

**Land Use Amendment in East Shepard Industrial (Ward 12) at 12787 - 40 Street
SE, LOC2024-0145**

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant contacted the neighbouring church. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners. No public comments were received at the time of writing this report.

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

The proposed land use district maintains the commercial industrial character of the area while offering social benefits by providing a wider range of commercial uses on 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 development on this site with applicable climate strategies would be explored and implemented at future development permit stages.

Economic

The proposed land use amendment would enable additional flexibility of uses while maintaining a district that allows for industrial and commercial growth.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

Planning and Development Services Report to
Calgary Planning Commission
2024 September 19

ISC: UNRESTRICTED
CPC2024-0717
Page 3 of 3

**Land Use Amendment in East Shepard Industrial (Ward 12) at 12787 - 40 Street
SE, LOC2024-0145**

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. **Proposed Bylaw 277D2024**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

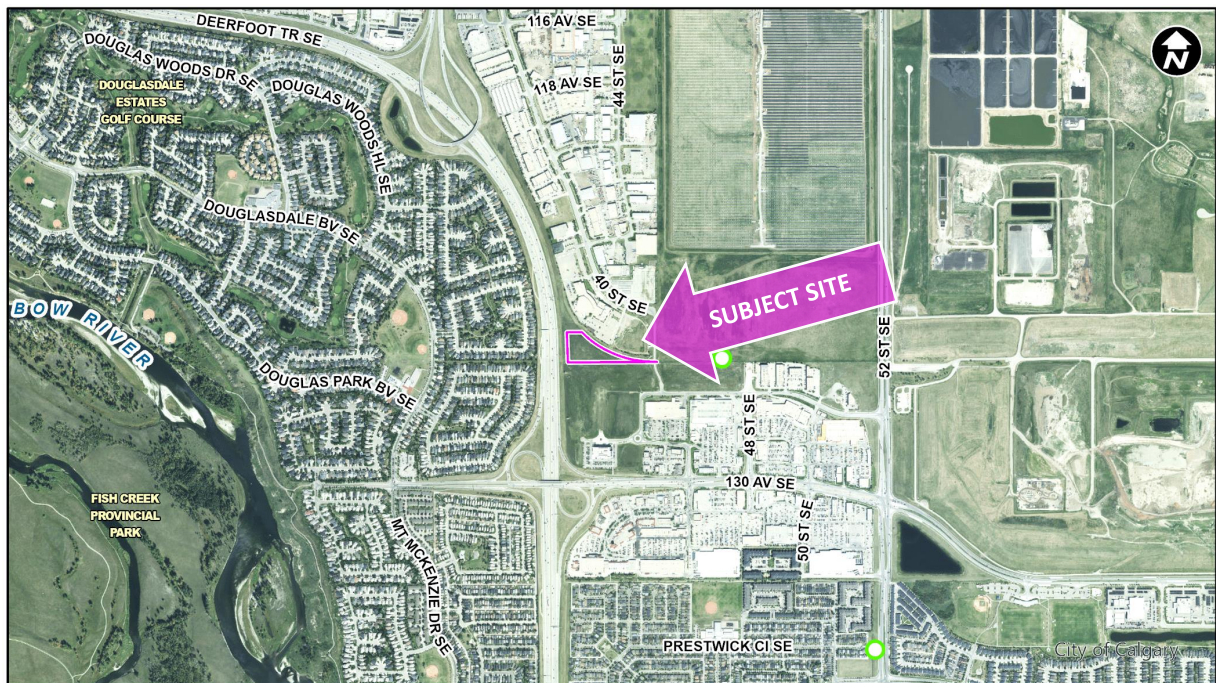
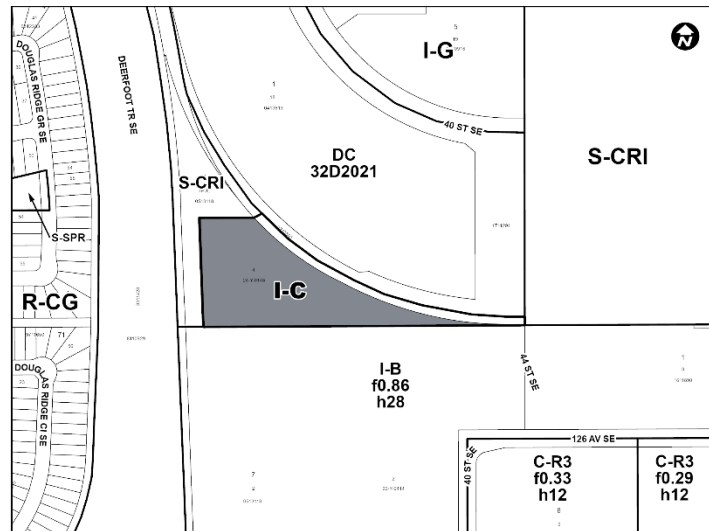
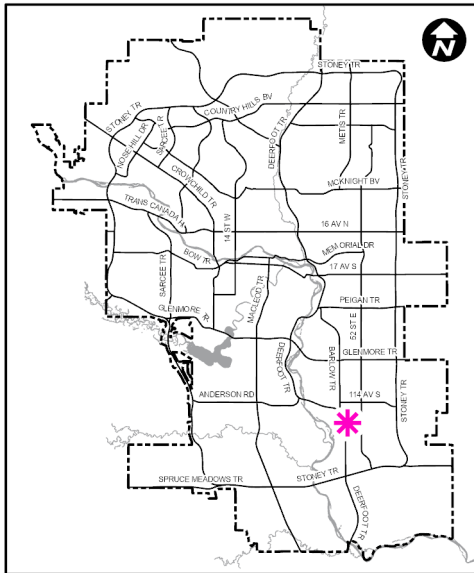
The subject site is located in the community of East Shepard Industrial. The approximately 1.43 hectare (3.53 acre) site is roughly situated at the northeast corner of Deerfoot Trail SE and 130 Avenue SE. Vehicle access to the vacant site will be via a private road to be located at the south edge of the subject site.

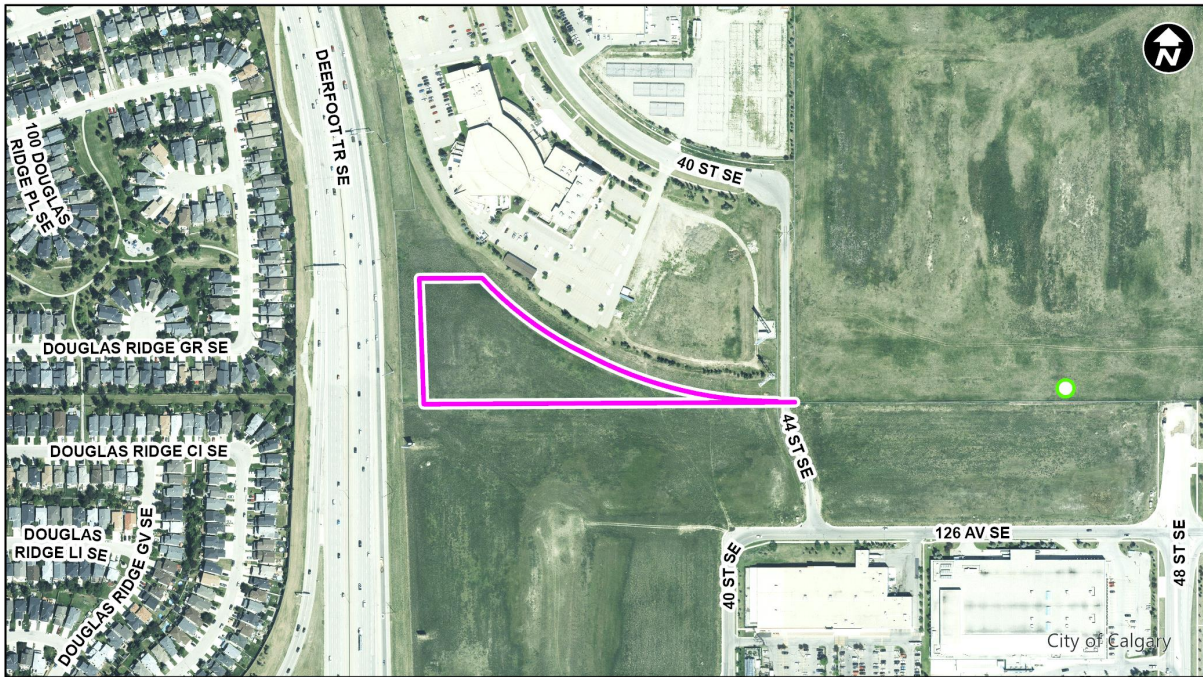
Surrounding development is characterized as primarily regional commercial with some institutional and light industrial in the immediate vicinity. The land immediately north is designated Direct Control (DC) District ([Bylaw 32D2021](#)) and is based on the Special Purpose – Community Institution (S-CI) District, which provides for large scale culture, worship education, health and treatment facilities. The DC District provides for the additional discretionary use of Temporary Shelter. Land designated Special Purpose – City and Regional Infrastructure (S-CRI) District is located north and west of the site. Northbound Deerfoot Trail is located west of the S-CRI lands, or approximately 40 metres west of the subject site. Both the subject site and the lands immediately east and south of the subject site are designated Industrial – Business f0.86h28(I-B f0.86h28) District.

Community Peak Population Table

Not available because the subject site is in an industrial area.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-B District allows for manufacturing, research and office developments and is typically located on parcels in desirable locations which contribute to employment centres or locations that are visible from expressways and major streets. Activities are contained within buildings and the district allows for a limited range of small uses that provide services to the office and industrial uses within the immediate area. Flexibility in building density is established through floor area ratios for individual parcels and varied building heights are established through maximum building height for individual parcels. The subject site has sat vacant for a number of years under the current I-B District due to the decline in the office market.

The proposed Industrial-Commercial (I-C) District includes a combination of light industrial and commercial uses to foster economic diversification. I-C Districts are intended to be located on the perimeter of industrial areas, along major streets and expressways. The I-C District includes controls to ensure that developments provide a transition between other land use districts and the Industrial – General (I-G) District or between highly visible industrial parcels and the I-G District. The I-C District includes setbacks, screening, landscaping and building design that addresses aesthetic concerns associated with highly visible locations and is intended to be located within 200 metres of a major street or expressway. Considering the subject site is situated in a highly visible location within 40 metres of Deerfoot Trail the proposed I-C District is appropriate for the site.

The proposed I-C District would allow for a maximum building height of 12 metres (approximately three storeys) with a maximum floor area ratio of 1.0 which equates to a building floor area of approximately 14,272 square metres. This represents an increase from the current building area maximum of approximately 12,298 square metres. The I-C District contains rules for setbacks, landscaping and storage of goods, materials and supplies. The I-C District specifies that all developments must have an outdoor area for the use of employees which is a minimum of 10.0 square metres.

Development and Site Design

The rules of the proposed I-C District will provide guidance for the development of the site including landscaping, setbacks, materials storage and parking that will be reviewed at the development permit stage

Transportation

Pedestrian access to the site will be via 126 Avenue SE. The Always Available for All Ages and Abilities (5A) Network envisions off-street cycling facilities immediately adjacent to the south edge of the site which will connect to the existing network to Douglasdale Boulevard SE to the west, 52 Street SE to the east, 130 Avenue SE to the south and eventually to 114 Avenue SE to the north.

The area is served by Calgary Transit with routes 117 (McKenzie Towne Express) and route 92 (McKenzie Towne) approximately 500 metres (an eight-minute walk) from the parcel.

Direct vehicular access and parking for the proposed development will be determined through the review of the associated development permit (DP2024-4127). Neither a Transportation nor Parking Study was required for this application.

Environmental

The environmental site conditions of this development were previously reviewed and addressed with the Shepard Regional Centre Phase 10 subdivision and associated outline plan. This proposed land use amendment does not raise any additional environmental concerns or risks. There are no known environmental concerns at the time of writing this report.

Utilities and Servicing

The overall utilities and servicing for this development area have been previously planned and constructed within 126 Avenue SE and 40 Street SE with the Shepard Regional Centre Phase 09 and 10 subdivisions. The proposed change in land use does not significantly impact the services or the area which have capacity to support the development of this site. However, as this site does not have direct access to those utilities, the required main extensions have been identified as obligations of the concurrent subdivision applications at the developer's expense. Detailed site 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.

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located in the Standard Industrial Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Standard Industrial areas contain a mix of industrial uses at varying intensities. These areas are intended to allow for a broad variety of industrial uses and as the area redevelops, the industrial character should be maintained. Only uses that support the industrial function of the area and cater to the day-to-day needs of area businesses and their employees are supported. Uses such as stand-alone office use, regional retail developments, places of worship, public or private schools and residential uses are discouraged in industrial areas. The proposed I-C District aligns with the relevant 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 as subsequent development approval stages.

Southeast Industrial Area Structure Plan (Statutory – 1996)

The subject site is located in the Proposed I-2 General Light Industrial District as identified on Map 2: Land Use and Transportation Plan in the [Southeast Industrial Area Structure Plan](#) (ASP). The ASP anticipates light industrial uses which are consistent with those allowed in the (I-2) General Light Industrial District of [Calgary Land Use Bylaw 2P80](#). The relevant policies of the ASP speak to the purpose of the Proposed I-2 General Light Industrial District as providing for a range of light industrial and associated uses that are compatible with each other and do not adversely affect surrounding non-industrial uses. The ASP anticipates that high quality light industrial uses will be provided along boundary roadways which separate the area from adjacent residential communities. Land uses other than I-2 District which are consistent with the overall intent of the I-2 District will also be allowed in this area.

In addition, the ASP requires that development in areas along the north side of 130 Avenue SE and the east side of Deerfoot Trail SE adjacent to residential communities be visually attractive and compatible with the adjacent residential development. The proposed I-C District aligns with the relevant policies of the ASP.

Applicant Submission

Company Name (if applicable):

Stantec

LOC Number (office use only):

Applicant's Name:

Daniel MacGregor

Date:

May 21, 2024

Stantec, on behalf of Shepard Development Corporation (SDC), is please to submit this Land Use Redesignation application for 1.43 ha (3.53 ac) of a land located at 12787 - 40 St SE and legally addressed as (a portion of) Plan 0513118; Block 7; Lot 2.

The subject parcel is located within the East Shepard Industrial community. It lies south of the First Alliance Church, east of Deerfoot Trail SE, and north of other vacant SDC-owned lands zoned as Industrial - Business (I-Bf0.86h28), with Commercial - Regional 3 (C-R3) zoned shopping centre lands to the southeast along 130 Ave SE. The site is ~400m from the future Green Line LRT station.

This application proposes to change the land use designation from Industrial - Business (I-Bf0.86h28) to Industrial - Commercial (I-C). The purpose of the I-C District is to facilitate a blend of complementary light industrial and small-scale commercial uses. This district is designed to accommodate industrial activities without size limitations, while also ensuring that any development provides a transition to other land use districts.

This proposed redesignation aligns with the Calgary MDP's designation of the area as Standard Industrial, which allows for a variety of industrial uses with varying intensities. The MDP acknowledges the importance of industrial areas for economic growth, which is supported this through the I-C designation that permits a combination of light industrial and commercial activities to foster economic diversification.

In addition, this application aligns with the Southeast Industrial ASP. The subject site is identified as Proposed I-2 General Light Industrial District to provide a range of light industrial and associated uses that are compatible with each other and do not adversely affect surrounding non-industrial uses. The Southeast Industrial ASP advocates for a well-organized and efficient development of industrial lands, with the I-C designation enhancing this by allowing diverse industrial activities that can evolve with market demands. It ensures industrial developments are harmonious with nearby non-industrial areas, requiring transitions between different land uses.

The site has sat vacant for a number of years under its current I-B designation, which no longer works for the site. This land use change to I-C will allow for more flexibility to meet current market demands, helping to enhance the area by allowing for a diverse mix of light industrial and commercial uses. It also provides a transition between industrial areas and other areas with compatible small-scale commercial uses. An I-C District is ideally suited for this site.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Shepard Station - Site 1

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)

On May 7, 2024, Stantec Consulting Inc., representing Shepard Development Corporation, emailed a formal Notice Letter (enclosed) to the lead pastor of First Alliance Church, the landowner of the neighbouring northern parcel. This correspondence detailed the proposed application and highlighted the anticipated beneficial outcomes of the land use redesignation for the area. As a key stakeholder, First Alliance Church was solicited for input and invited to articulate any concerns.

The church pastor responded on May 16 with some questions regarding parking and traffic. Stantec is working with First Alliance Church to address these questions.

Affected Parties

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

Stantec has engaged the First Alliance Church, the landowner of the adjacent parcel to the north. All other adjacent lands are owned by SDC.

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.

First Alliance Church's email response is enclosed.

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.

Stantec will be meeting with First Alliance Church to address their questions and feedback.

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)

Stantec will be meeting with First Alliance Church to address their questions and feedback.

calgary.ca/planningoutreach

PROPOSED

CPC2024-0717
ATTACHMENT 4

BYLAW NUMBER 277D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0145/CPC2024-0717)**

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 _____

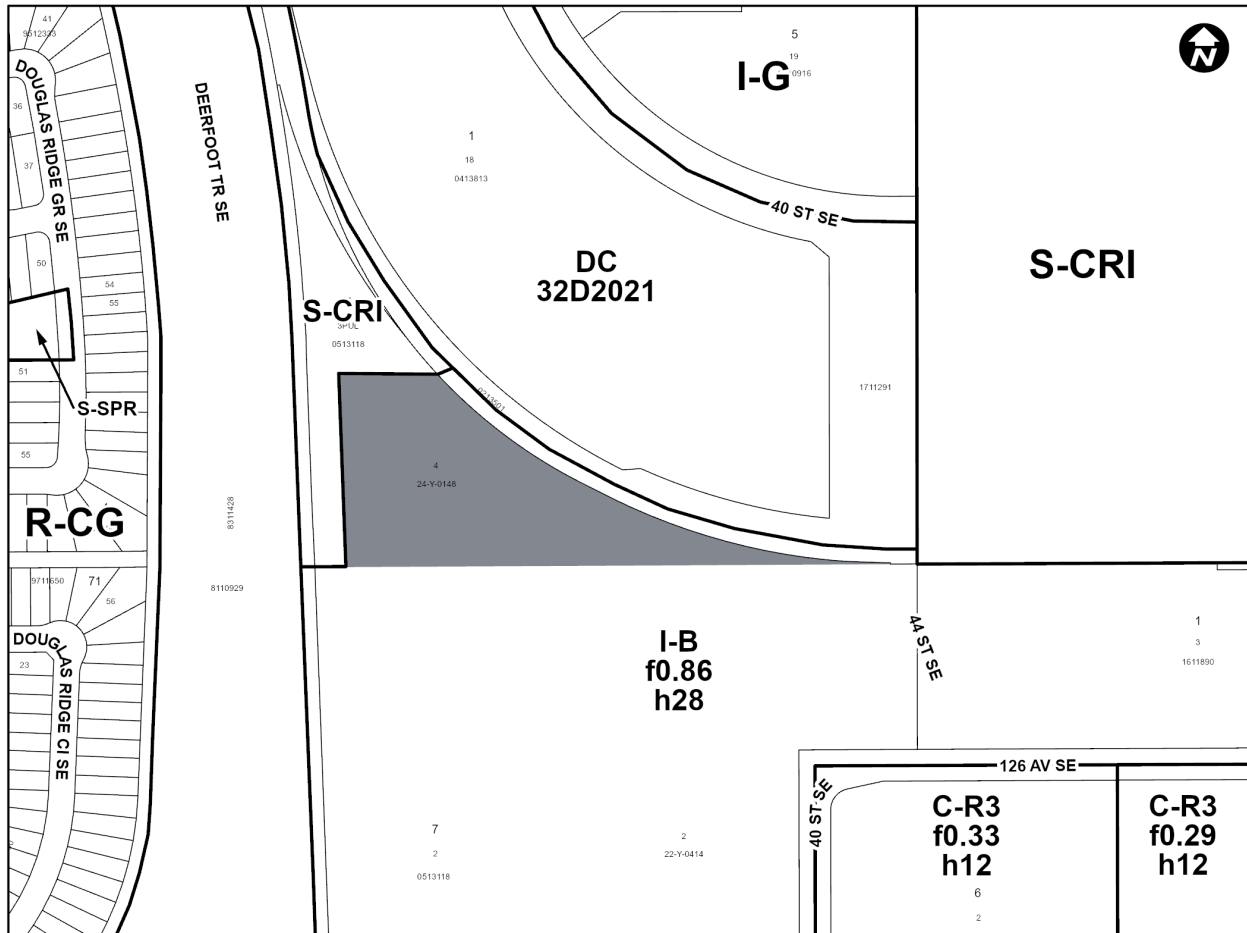
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0145/CPC2024-0717
BYLAW NUMBER 277D2024

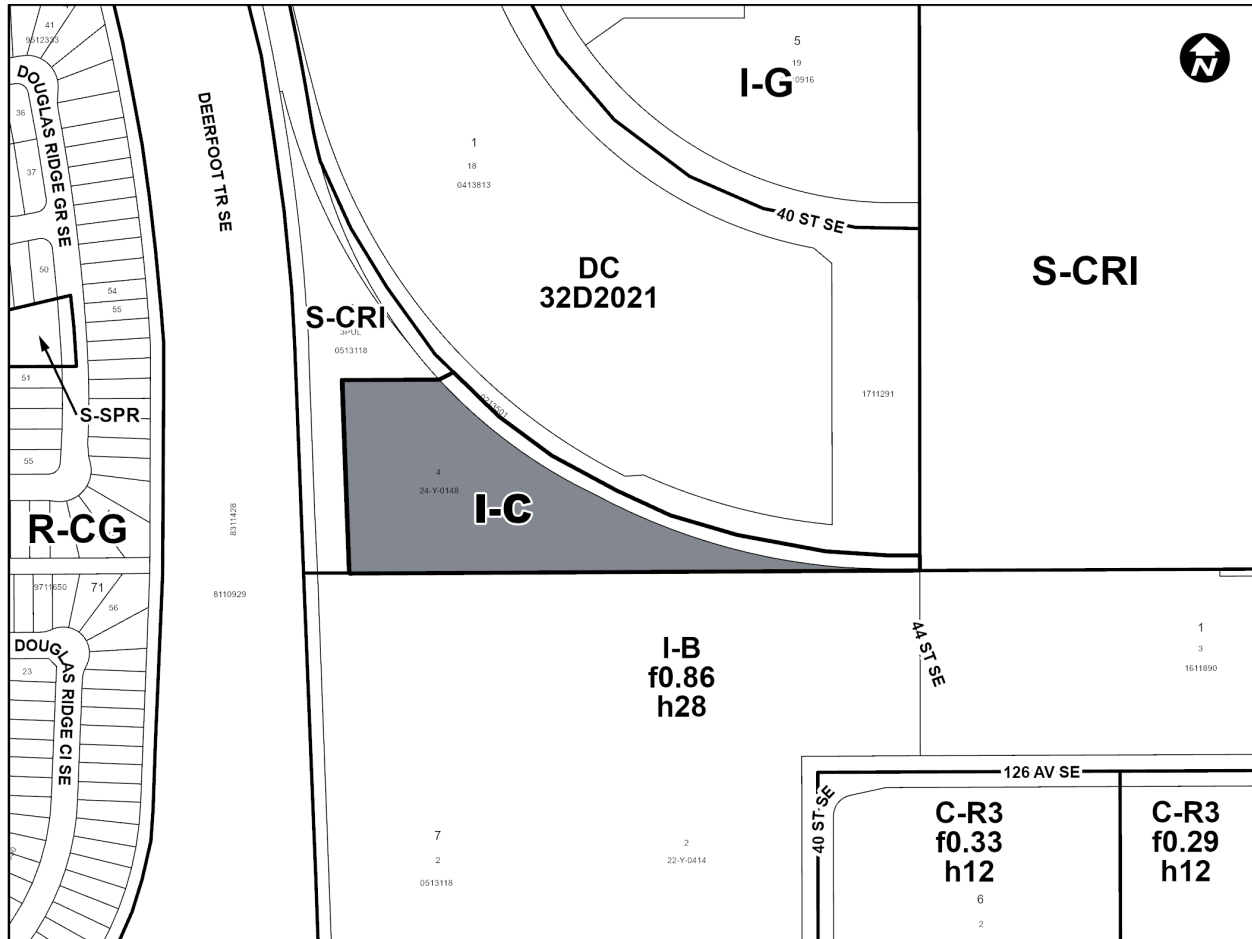
SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0145/CPC2024-0717
BYLAW NUMBER 277D2024

SCHEDULE B



**Land Use Amendment in Alpine Park (Ward 13) at 15717 – 37 Street SW,
LOC2024-0142**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 1.40 hectares \pm (3.46 acres \pm) located at 15717 – 37 Street SW (Portions of SE1/4 Section 36-22-2-5) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District.

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
SEPTEMBER 5:**

That Council give three readings to **Proposed Bylaw 263D2024** for the redesignation of 1.40 hectares \pm (3.46 acres \pm) located at 15717 – 37 Street SW (Portions of SE1/4 Section 36-22-2-5) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for single detached dwellings as a permitted use, in addition to the building types already listed in the district (e.g. rowhouses, semi-detached, duplex dwellings and secondary suites).
- The proposal represents an appropriate development density of a residential site, allows for development that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Providence Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposed Residential – Low Density Mixed Housing (R-G) District would allow for housing choice within the community of Alpine Park.
- Why does this matter? The proposed R-G District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment, in the southwest community of Alpine Park, was submitted on 2024 May 25 by Stantec Consulting on behalf of the landowner, Dream Asset Management Corporation. The 1.40 hectare (3.46 acre) subject site is located west of 37 Street SW and south of 154 Avenue SW. The site is currently undeveloped and is part of the approved Alpine Park Stage 2 outline plan. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the intent is to develop single detached dwellings in the future.

The existing DC District (Bylaw 135D2021) is based on the Residential – Low Density Mixed Housing (R-Gm) District, which allows single detached dwellings as a discretionary use and intends them to be used for remanent parcels only. The proposed R-G District would allow for

Land Use Amendment in Alpine Park (Ward 13) at 15717 - 37 Street SW, LOC2024-0142

single detached dwellings as a permitted use, in addition to semi-detached dwellings, duplex dwellings, rowhouses and secondary suites. The approved outline plan and this land use amendment application area is anticipated to have 1,883 units. This equates to a density of 38.9 units per hectare (15.7 units per acre).

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate. They determined that no outreach was required or would be undertaken. Please refer to the Applicant Outreach Summary, Attachment 3, for rationale why outreach was not conducted.

City-Led Outreach

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

Administration did not receive any feedback from the public. Since Alpine Park is a new community, there is no Community Association (CA) in the area.

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 R-G District would allow for a wider range of permitted use housing types than the existing DC District, and the proposed land use change may better accommodate the housing needs of different age groups, lifestyles, and demographics.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. 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 Alpine Park (Ward 13) at 15717 - 37 Street SW, LOC2024-0142

Economic

No economic implications of this proposal were identified.

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 263D2024**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is situated in the developing community of Alpine Park in the southwest quadrant of the city. The subject site is located west of 37 Street SW and south of 154 Avenue SW. The subject site is part of the approved Alpine Park Stage 2 outline plan and is approximately 1.40 hectares (3.46 acres) in size. Vehicular access to the site is currently available from 154 Avenue SW via Stoney Trail SW.

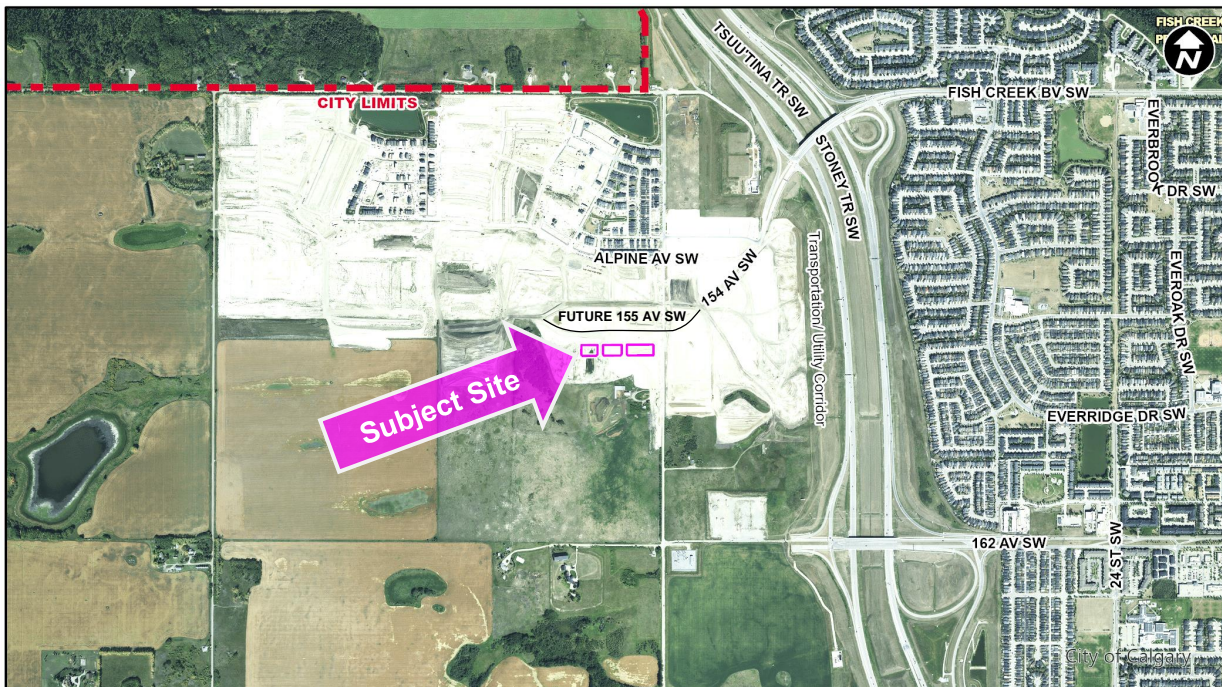
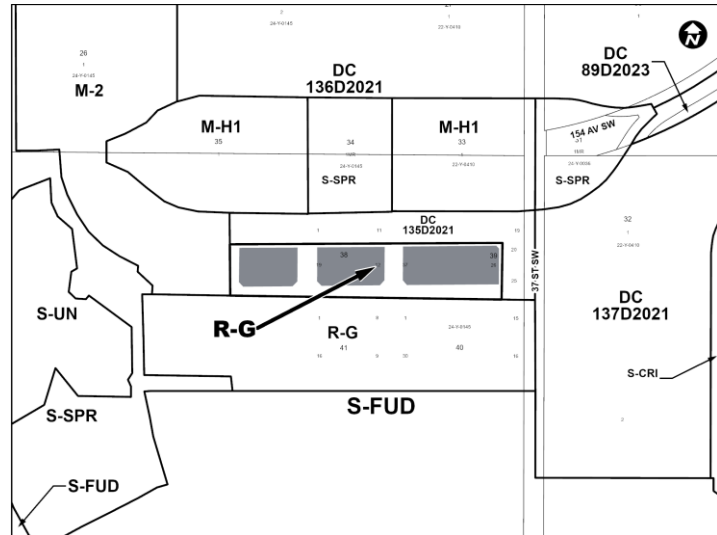
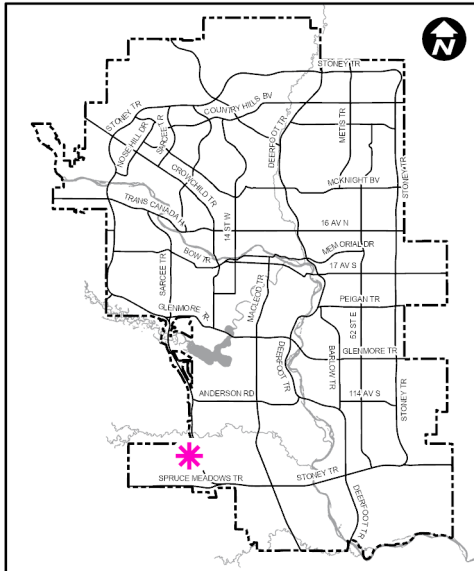
The subject site is currently undeveloped and has been used for agricultural purposes. Proposed development directly to the north and east of the subject site is intended to accommodate street-oriented semi-detached dwellings and rowhouse buildings designated as Direct Control (DC) District ([Bylaw 135D2021](#)). Future development to the south is within the Residential – Low Density Mixed Housing (R-G) District, which accommodates single detached dwellings, semi-detached dwellings, duplex dwellings, cottage housing clusters, and rowhouses. The parcel to the west is designated Multi-Residential – Medium Profile (M-2) District, which supports multi-residential development of medium height and density.

This application aims to correct an oversight in the land use approvals for the Alpine Park Stage 2 outline plan. The intent of the Stage 2 outline plan was to position higher density, smaller lot rowhouses along the future 155 Avenue SW and 37 Street SW, while transitioning to larger lot housing product towards the southern boundary of the Stage 2 outline plan area. While the subject lands were intended for single detached dwellings, they were inadvertently included with the lands to the north designated DC District (Bylaw 135D2021) and intended for smaller lot rowhouses. The block depths of the subject site are approximately 38 meters, which is considered more suitable for the development of single detached dwellings including secondary suites and backyard suites and would be more appropriately designated R-G District.

Community Peak Population Table

As of The City of Calgary 2019 Civic Census, there is no population data for the subject site as this is a new community.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District ([Bylaw 135D2021](#)) is based on the R-Gm District, which is intended to accommodate street-oriented residential development in the form of semi-detached dwellings and rowhouse buildings on smaller lots with a minimum lot size of 90 square meters and a maximum building height of 12 metres. The base R-Gm District includes Single Detached Dwellings as a discretionary use.

The proposed R-G District allows for a range of permitted use low-density housing forms such as single detached, semi-detached, duplex dwellings and rowhouses. The R-G District allows for a maximum building height of 12 metres, and a minimum parcel area of 150.0 square metres per dwelling unit. Secondary suites (one backyard suite and one secondary suite per dwelling unit) are also allowed in the R-G District, and do not count towards allowable density.

The proposed application anticipates 25 dwelling units within the subject site compared to the 31 dwelling units enabled under the current DC District. This is a minor decrease of six dwelling units on the subject site. This slight reduction does not impact the overall density of the Alpine Park Stage 2 outline plan, which is anticipated at 38.9 units per hectare (15.7 units per acre). With this proposed amendment, single detached units only account for 5.1 percent of the total unit count in Alpine Park Stage 2.

Development and Site Design

The rules of the proposed R-G District would provide guidance for the future development of the site including appropriate uses, building height and massing, landscaping and parking. No changes to the approved outline plan are required as a result of this proposal; all public roads and infrastructure are to remain in the same locations described in the Alpine Park Phase 2 outline plan.

Transportation

The transportation network has been designed to support multi-modal connectivity for local and regional trips to and within the plan area. The layout of the mobility system aligns with the *Providence Area Structure Plan* (ASP) and would help provide enhanced connectivity for future residents and businesses to the Providence area and beyond.

A system of regional, multi-use and local pathways are planned that establishes both strong east-west and north-south connections within and adjacent to the plan area. Local pathways strengthen the regional system providing key linkages through private sites and park areas.

Public transit will be introduced in phases over time, is expected to include several bus routes with connections to future Bus Rapid Transit along 162 Avenue SW connecting to the Somerset-Bridlewood LRT Station with future outline plans to the south.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary, and storm services to the development will be provided via the subdivision stage of development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

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

Growth Plan (2022)

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

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developing Residential - Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The ASP is therefore the appropriate policy plan to provide specific direction for development of these subject lands. The proposal is in alignment with the MDP.

Calgary Climate Strategy (2022)

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

Providence Area Structure Plan (Statutory – 2020)

The [Providence Area Structure Plan](#) (ASP) identifies the subject site as Neighbourhood Area (Map 2: Land Use Concept), which consists primarily of residential uses. The ASP identifies a minimum required Neighbourhood Area density of 20 units per gross developable hectare. The proposed land use amendment results in a net decrease of six residential dwellings within the subject site. Given the change is minor, the overall density of the Stage 2 outline plan remains the same at 38.9 units per hectare, exceeding the minimum density target of the ASP.

Applicant Submission

2024 June 26

On behalf of Dream Asset Management Corporation (Dream), Stantec Consulting Ltd. (Stantec) is submitting a Land Use Amendment application for 1.40 ha (3.46 ac) of land in the developing community of Alpine Park in Southwest Calgary. The application aims to correct an oversight in the land use approvals for the Stage 2 Outline Plan (LOC2020-0163). The Outline Plan was approved by Calgary Planning Commission in July 2021 and land use by Council in September 2021. The proposed amendment adjusts the land use from Direct Control (DC) to Residential – Low Density Mixed Housing (R-G), fostering a balanced layout of unit types and enhancing the community's vibrancy and diverse mix of housing.

Site Context

The application area is located within the approved LOC2020-0163 Outline Plan, north of Canopy AV SW and between 37 ST SW and Laurentide GA SW. The three blocks in this area are currently zoned as DC District 135D2021, which is designed to accommodate street-oriented residential development in the form of Semi-Detached dwellings and Rowhouse buildings on smaller lots. The DC135D2021 District is identical to the DC31D2019 Site 1 District in the Alpine Park Stage 1 Outline Plan (LOC2017-0308). These districts were introduced to facilitate a new form of compact Rowhome product in Calgary.

Proposed Amendment

The proposed amendment seeks to redesignate the subject lands from DC135D2021 to R-G. The Stage 2 Outline Plan was designed to position higher density compact Rowhomes towards major amenities and high intensity areas of Alpine Park, while transitioning to lower density towards the southern boundary of Stage 2. The subject lands were intended for single detached dwellings, but mistakenly designated as DC135D2021 during the LOC2021-0308 Outline Plan.

The DC135D2021 District is designed for Rowhomes on lots of 17 to 21m in depth. The remaining block depths of ~38m significantly exceed what's required for DC135D2021 Rowhomes. This additional depth, intended for R-G zoning, provides an excellent framework for developing future Secondary Suites and Backyard Suites. This diversifies housing offerings and enhances lifestyle opportunities in Alpine Park.

This application does not propose any modifications to the Outline Plan's roadways or utility alignments, nor does it impact any lands outside the redesignation area. Furthermore, it will not significantly alter the distribution of housing types offered in Stage 2. Inclusive of the proposed amendment, the projected housing for Stage 2 anticipates nearly 1,900 units. Of these, approximately 1,800 units (or ~95%) are anticipated to be apartment or attached type dwellings, while ~100 units (or ~5%), are proposed as detached dwellings.

Closing

Considering the reasons above, including the need to correct the oversight, we kindly request that Administration, Calgary Planning Commission and Council support this application.

Applicant Outreach Summary

2024 May 25



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Alpine Park Phase 8 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.

The proposed Land Use Amendment application remains consistent with the intended built forms and overall vision of the approved Alpine Park Stage 2 Outline Plan (LOC2020-0163). As the outcomes of the application are considered in general alignment with existing plans for the subject lands, we have chosen not to undertake additional public outreach for this application beyond the standard notice process conducted by Administration. Should any comments be received by Administration during the notification period, we (the applicant) are ready to support Administration in their responses, if necessary. Developers in the surrounding area will also be notified of this application as part of ongoing coordination of planning and development activities in the Providence ASP lands.

Outreach Strategy

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

n/a

Affected Parties

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

n/a

calgary.ca/planningoutreach



Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear?

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

n/a

How did input influence decisions?

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

n/a

How did you close the loop ?

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

n/a

calgary.ca/planningoutreach

PROPOSED

CPC2024-0950
ATTACHMENT 4

BYLAW NUMBER 263D2024

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2024-0142/CPC2024-0950)**

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

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

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

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

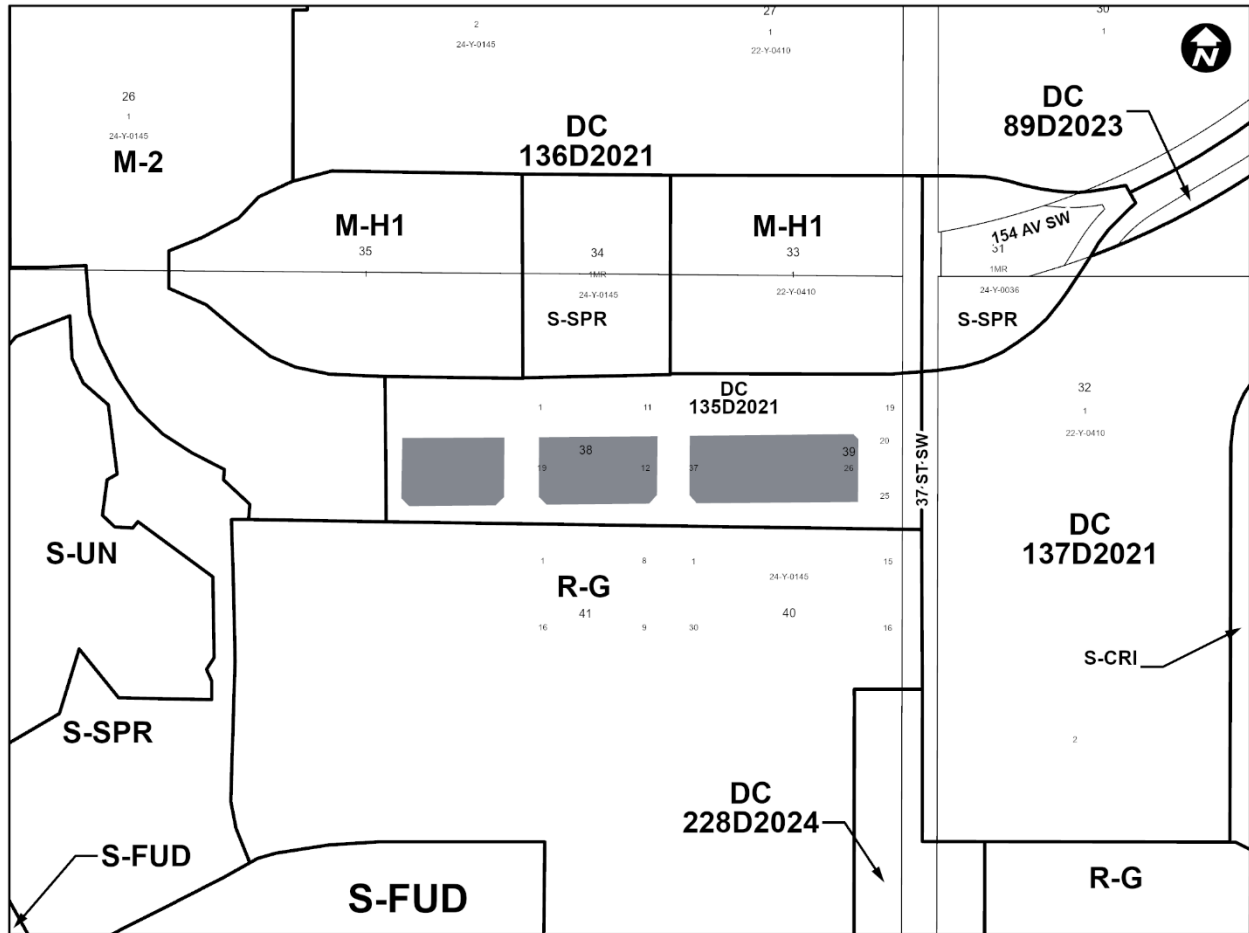
CITY CLERK

SIGNED ON _____

PROPOSED

AMENDMENT LOC2024-0142/CPC2024-0950
BYLAW NUMBER 263D2024

SCHEDULE A



PROPOSED

AMENDMENT LOC2024-0142/CPC2024-0950
BYLAW NUMBER 263D2024

SCHEDULE B

